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S / V ASTRAEA

DEPARTING SAN FRANCISCO ENROUTE SAN DIEGO AND THEN TO THE CHESAPEAKE BAY IN MARYLAND.

FRIDAY, JULY 2, 2010

Astraea Arrives in the Chesapeake

In June, 2010, Astraea was trucked across country to her new home in the Chesapeake Bay in Gaylesville, Maryland where she is now berthed on the West River at Hartge Yacht Harbor. She was first taken to a boat yard in San Diego where her masts were unstepped, all her rigging removed, all stanchions, lifelines, and other topside parts removed and she was prepared for her long trip across country by truck. She was then picked up by the professional boat movers of J. Daniel Marine Trucking. Here are some pictures of her trip across country by land.

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YACHT ASTRAEA HOME PAGE



Astraea securely sitting on her transport trailer.

LINK

Click here

www.yachtastraea.com
to visit Astraea's website for
information on the Cheoy Lee
41 and the recent extensive
refit of Astraea in preparation
for extended blue water
cruising.

BLOG ARCHIVE

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Chesapeake
 - ▶ April (1)
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LINKS TO PHOTO ALBUMS

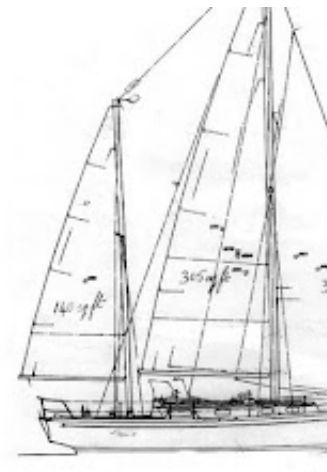
Click on the below links to
visit sailing photographs.

**June 2009 Solo Sailing
from San Francisco to
San Diego**

SAILING VESSEL ASTRAEA



Astraea Leaving San Diego at 3 o'clock in the morning, June 1, 2010.



Cheoy Lee 41 Sail Plan

CHEOY LEE 41 SAILING
VESSEL "ASTRAEA"

Astraea's hull number is 3670 (CHLo36700481) and her construction began at Cheoy Lee Shipyards in Hong Kong on September 4, 1979. She was sold through Jack Barr Yacht Sales and delivered on April 7, 1983 to San Francisco to her first owners.

Astraea underwent a complete 14 month refit at Svendsen's Boatworks in Alameda, California, which was completed in December 2008.

Details of the boat and her refit can be seen at Astraea's website at
<http://www.yachtastraea.com/>

Cheoy Lee 41 Ketch
Specs
LOA.....
40'9"
DWL.....
32'6"



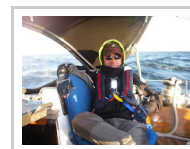
Astraea in the Midwest. Not much water around here!!!!



A great picture of Astraea somewhere in the Midwest.

Beam..... 12'6"
 Draft..... 6'
 Sail Area Ket..... 835 sq ft
 Displacement..... 22,000Lbs
 Ballast..... 8,700Lbs
 Fuel 75 Gal
 l*Water..... 130 Gal

ABOUT ME



ROB OF S/V ASTRAEA

Most of my life has been associated with the sea. I learned to sail at the US Naval Academy when I was a midshipman where at the age of 17 I had my first sailing lessons during "plebe" (freshman) summer on small wooden sailboats without engines. Over the next four years at the Naval Academy as part of the Naval Academy Sailing Squadron I sailed and raced beautiful 41 foot Luders yawls throughout the Chesapeake Bay. After graduation from Annapolis I spent 21 years as a Surface Warfare Officer, retiring at the rank of Commander (O-5). During those 21 years I spent 14+ years at sea and traveled throughout the world on a number of naval warships in the Pacific, Atlantic, and Indian Oceans, the Mediterranean, the Caribbean, the Persian Gulf,



literally travelling every major area of the world. After the Navy I entered the corporate world in the field of Information Technology. In 2005 my new career took me to San Francisco where I renewed my long relationship with the sea by buying Astraea, my Cheoy Lee 41 ketch. As of December, 2008, I retired early and began preparations for extensive cruising beginning in October 2009.

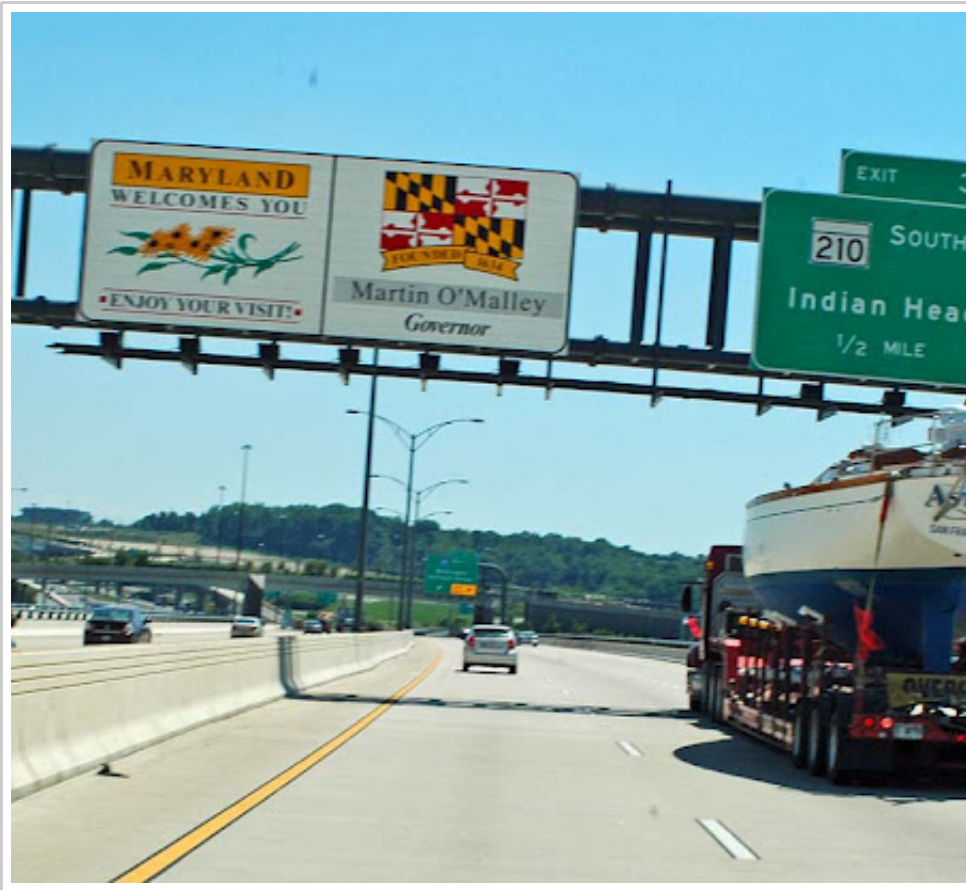
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Astraea crossing the Mighty Mississippi River.



Astraea arrives in Maryland



Very few boats on the Washington Capitol Beltway.



The really tight final road, Church Lane, in Gaylesville, MD



Astraea is offloaded at Hardge Boat Yard in Gaylesville, Md.



June 11, 2010. *Astraea* sits at Hartge Boat Yard and waits to be recommissioned.

POSTED BY ROB OF S/V ASTRAEA AT 2:07 PM 2 COMMENTS:

SUNDAY, APRIL 4, 2010

Change of Plans

In March of 2010 things suddenly changed for *Astraea* and me. I had planned to remain retired, but a great job offer suddenly came and my plans were changed. As of March 22, 2010, I began a great new job in Northern Virginia just outside Washington, DC. On April 2, I contracted with J.Daniel Marine Co to transport *Astraea* across 3,000 miles of the United States, by land, to her new home in Annapolis, Maryland.

This is a major change and one that was not expected, however I am looking forward to having *Astraea* in Annapolis where I first began to sail at the Naval Academy many years ago as a midshipman. *Astraea* and I will now enjoy the waters of the Chesapeake.

Watch this blog for photos of *Astraea* as she is hauled, prepared to transport, trucked across the country, and recommissioned in Annapolis, Maryland.

POSTED BY ROB OF S/V ASTRAEA AT 7:03 PM NO COMMENTS:

SATURDAY, MARCH 13, 2010

New Engine Ready for Installation

Finally, at last. It seems this engine replacement has taken forever. *Astraea* and I and our crew of two were scheduled to leave at the end of October last year for Mexico with the Baja Haha. Just before departing I discovered a slight noise in the engine that concerned me, and further analysis by several mechanics confirmed my decision to pull and open and inspect the engine. It was discovered that the engine, a year old with 160 hours on it, had an incorrectly designed salt water cooling system that had allowed water to enter the engine. It was ruined (see earlier posts for the gruesome details).

The last five months has been a frustrating experience with mechanics, insurance company, boatyard, Westerbeke, ad nauseum. Finally the new engine has arrived in San Diego at Cogswell Marine and has had the necessary modifications made and is ready to install. The installation is scheduled for Monday and Tuesday March 15-16. The engine installation itself is not that complicated, as an identical engine is being installed. The more complex part is redesigning and reworking the wet exhaust system to ensure that sea water will not enter the engine again. I have full confidence in Pete Cogswell of Cogswell Marine that he has a proper design. In fact, the design that he is doing is virtually identical to the original design of the old Isuzu engine that the boatyard tore out and replaced. We are also installing a much larger custom made wet exhaust muffler.

Now, however, a new twist has been added. Out of nowhere I have received a job offer for a very senior executive position. I had really decided a year ago that my professional career was over and my future was sailing and retirement. Now what could be a great professional opportunity has arisen. I will spend most of next week aboard *Astraea* for the engine installation and decide whether to turn down the job and go cruising now, or to take the job and go cruising later. My feelings on this shift from day to day. This is going to take some real introspection, some soul searching.

But for now, engine installation time. Finally! Next week! As far as the job opportunity, well, as Scarlett O'Hara famously said, "I can't think about that right now. If I do, I'll go crazy. I'll think about that tomorrow."



New Engine sitting at Cogswell Marine, San Diego, ready for install March 15

POSTED BY ROB OF S/V ASTRAEA AT 10:18 AM NO COMMENTS:

FRIDAY, JANUARY 8, 2010

Replacement engine to be ordered

Extensive review of the engine installation on Astraea determined that the wet exhaust system was improperly designed. In the installation of the new engine on Astraea the design of the wet exhaust system had been done such that each time the engine was shut off the volume of water spilling down from the high point in the exhaust system was significantly greater than the vertical water lift muffler could handle. This resulted in salt water from the wet exhaust backing up into the muffler system and then into the cylinders. This process had apparently been going on since the engine was installed and the damage was cumulative, culminating in a point where the damage was so extensive that I could hear the knocking from the badly damaged cylinders. It is actually quite amazing that the engine ran at all with such extensive damage. It is apparent that it would NOT have run much longer as the corrosion was moving further into the engine with time. Also, the height of the exhaust system loop had caused excessive back pressure, resulting in incomplete combustion and heavy carbonization and "gunking" of the engine with gooey black carbon in the cylinders and valves.

It is really inconceivable that Svendsen's Boat Works could have made such a major mistake in the design of the wet exhaust system. I had trusted them with my boat, my life, and the life of my crew, and paid a premium price of about \$36,000 for the repowering. And they screwed it up. Inconceivable. Goes to show that paying premium price does not always assure premium quality. I doubt I will ever trust a boat yard again.

Hopefully we will soon be installing the new engine. Perhaps some of the Winter cruising season in Mexico can be salvaged and the dream of cruising will become real, at last. Better late than never.

POSTED BY ROB OF S/V ASTRAEA AT 10:58 AM 2 COMMENTS:

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