

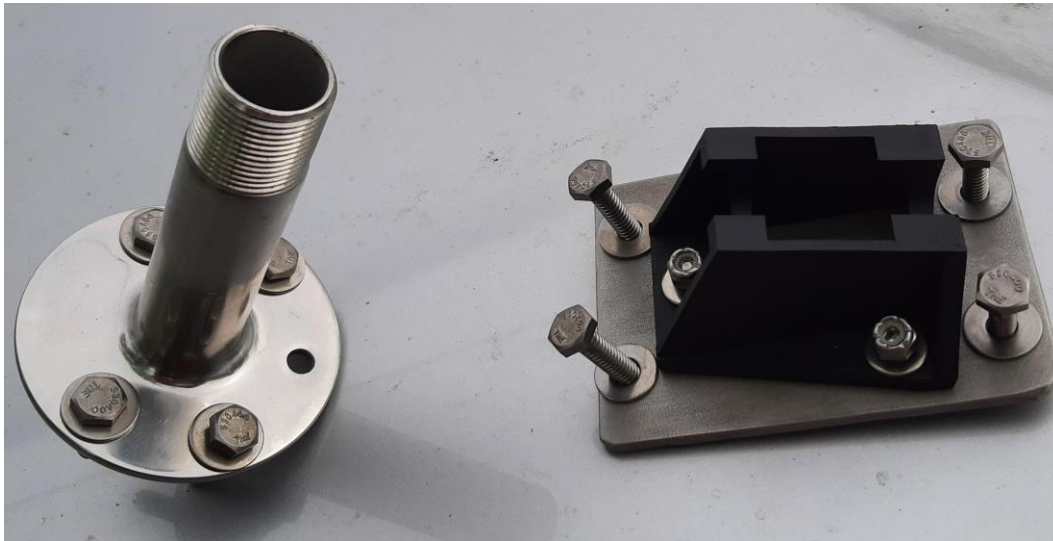
July 3, 2022 to April 23, 2023

Sunday, April 23

Betsy and Willard drive up to paint the hull on Monday

Saturday, April 22

Tom started making the pile of stuff to bring up Monday.



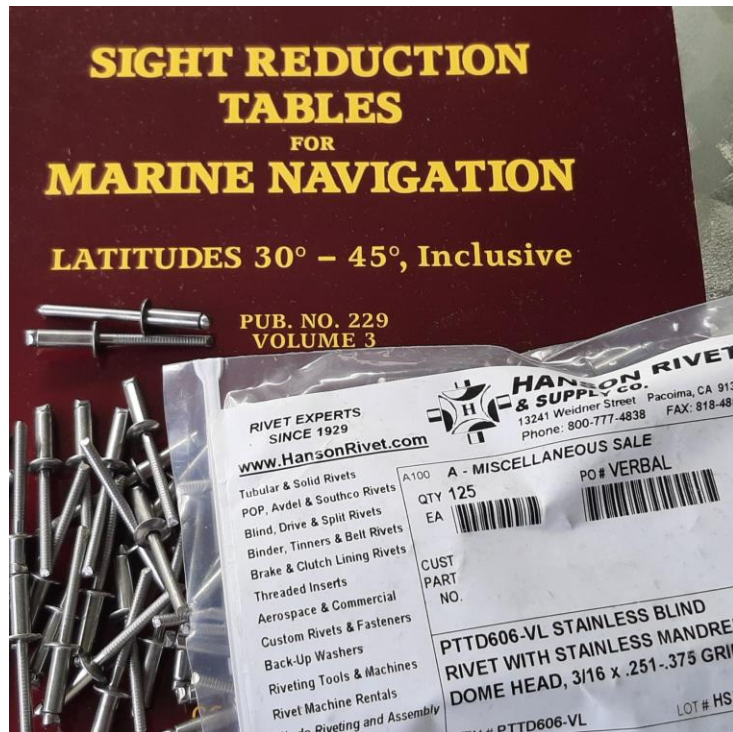
Friday, April 21

Picked up stainless from Robbie

Installed Office on ship's computer



We have an alcohol pump! Left over from West System. You spill a lot of fluid transferring it, especially at sea.



Thursday, April 20
Rivets and last Reduction Vol. Arrives



We have a battery monitor! Bluetooth app on phone.

Tuesday, April 18

Fixed 3rd floor sink

Wednesday, April 19

Painted overboard pole, updated ship's computer

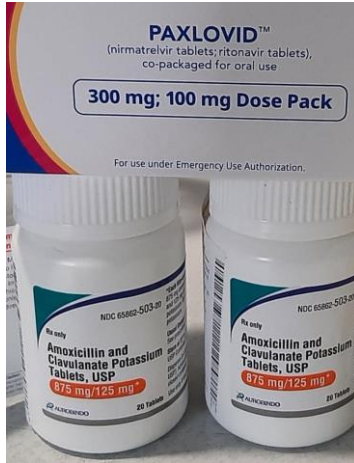
Thursday, April 20

Painted gaff



We have an antenna!

Monday, April 17 ordered rivets and pendants



Got 2 courses of antibiotics and 1 of Paxlovid. Phenergan (for seasickness) coming from Irene's stock

Saturday, April 15 fitting to hold antenna arrived

Friday, April 14

Positive test for continuity of mast and hull plate

Solar panel activated head & galley fan. Disconnected battery bank and it worked.

Hull was given two coats & trail board coated with Staybright.

Wires laid out on mast.

Depth sensor same size.

Drive home

Thursday, April 13

Willard & Tom Drive up to Lake,

Monday, April 10

Made chart box

Tuesday, April 11

Ordered wire

Wednesday, April 12

Painted gaff pole & lee cloth pole

Thursday, April 13

Finished Pendants
Ordered medicine.



Question about mast bend.

We have an old and unique main furler. It must have been installed in the eighties. When replacing the worn out furlers we went for the same system, halyards that ran alongside the furler, outside and get wrapped inside the sail as you furled. My question is about the bend of the mast above the spreaders. At one time I thought it was about the main furler bending the mast like a bow. We are replacing the standing rigging and will endeavor to avoid this bend with the new rigging.



Water maker

For years I have been searching for ways to make water without those expensive consumable RO filters, and the break down and maintenance issues.

I found a few ways to do this and this is my favourite thus far.

The conditions at sea are generally around 20C 1015 hPa and 78% humidity and 8 knots of wind.

if you have an old sail about that is reasonably clean you can make a water from air catcher by Sheet 1./ 1.8 m diameter sheet with a 20 cm hole tied to a 5.6 m fibre glass "tent" pole forming a 1.8m dia hoop.

Sheet 2./ on the down wind side use some paracord and position a 50cm diameter piece of sail 225 mm behind the sheet 1 with a tail about 16 cm wide that can roll up and form a funnel. attach the sheet 1 fibre glass hoop to a shroud out of the sea spray and allow it to settle down wind .

How ? The wind forced through the hole will change in speed and pressure and temperature. The drop in temp is very close to the dew point and water will hit the "sheet 2" to form droplets and run down into the funnel that you fashioned from the tail.

From the calcs I did, it would only make about 2 L per day but enough to survive.

The invention can be scaled using the areas not the diameters.

This is an original invention of mine (copyright Garret Krampe 2023) and let me know your results please.

Of course the same thing can be done with a re-enforced hole in a sail. Or this can be made into a kite.

<https://www.facebook.com/groups/Sailing/permalink/3481142458792402/?mibextid=Nif5oz>



Chart box made from cutting an under the bed box, bolting them together.



Drill press finally set up properly to bore out furler inserts for new standing rigging. $\frac{1}{4}" + \frac{3}{32}$

Sunday, April 9 Paint gaff pole

Saturday, April 8 Paint gaff pole



Friday, April 7 Tom started painting gaff pole, Overboard light arrived

Wednesday, April 5

Chuck, Willard and Tom finished rigging

Tuesday, April 4

Chuck & Tom worked on Rigging, picked up rat board clamps, drop off Spinnaker Bale, Movie night, EPIRG arrived

Monday, April 3

Chuck & Tom made 3 stays. Ordered 3 gals hull paint and flares (on Sale), Torqeedo prop from West Marine, \$605.16

Mast boot, measure diameter of mast 20"

SSI-91000000 MAST BOOT FOR MASTS 17.5" & LARGER, MAST COLLAR UP TO 31" \$44.86

<https://shop.hamiltonmarine.com/products/mast-boot-for-masts-17-5---larger--mast-collar-up-to-31-%7CZZSSI-91.html>

VIATEK RE04-G RENU-IT DELUXE HOME BATTERY REGENERATOR WITH USB CHARGER

<https://www.manualslib.com/manual/936656/Viatek-Re04-St.html?page=8#manual>

I hope you can prescribe some antibiotics, and penicillin.

Also I like to take Phenergan suppositories with Adderall for extreme seasickness. I've always carried these drugs on my voyages but never needed them.

Tom posted on Yanmar Marine Engine Owner's Group - Repair and Discussion

<https://www.facebook.com/groups/465795967682309>

Lift pump, fresh water pump, impellers, heat exchanger O rings, oils, filters, coolant, 8mm copper washers, 10mm copper washers, alternator belt.

Repowered with a

3YM30AE with KM2P-1 Ratio 2.62:1, on a 32B Bayfield sailboat in preparation for 10,000 offshore nm. Getting a spare sea water pump and 3 impellers. Should we also get a replacement 125 W alternator?

Chris Snyder

Top contributor

Wouldn't hurt for sure. Spares are important. If you also have alternate means of charging (i.e. solar or a small generator) there would probably be less pressure to get a spare alternator.

John Farrell

Top contributor

Belts, filters, trans/engine oil, starter, etc. Keep in mind you may be weeks from getting parts depending where you are.

Colin Mills

I myself wondered exactly what would stop the engine working. A major internal failure like a broken con rod you couldn't do much about. Water pumps start to leak but wouldn't stop you using the engine. A failed alternator wouldn't stop you using the engine, unless the bearings failed catastrophically in which case you might want to carry a short belt. But the starter motor, that fails and you will not be able to start the engine.

David Downs

OEM alternators are very reliable if they are used for their intended purpose.. trickle charging a lead-acid start battery.

If you intend to use the alternator to charge your house bank your usage is NOT what Yanmar expects. Detail what you want your alternator to do and you'll get a more informed (and hopefully more relevant) answer here.

Thank you. Will go for extra impellers and belts.

Charging the batteries with the alternator

Repowered a 32B Bayfield sailboat with a 3YM30AE with KM2P-1 Ratio 2.62:1.

Looking to use the 125 amp alternator to charge the lead acid 12V Marine Engine Starter Battery and 2 - lead acid 6V Marine Batteries in series.

We want to run the engine in gear at 2600 for about an hour a day to charge the batteries and make headway while keeping the engine happy.

Will be using the 12V as the engine starter battery and the two 6V in series to run the compositing head fan, running and cabin lights.

Radar and chart plotter on only when the engine is running.

Will charge cell phones and laptops with a stand alone solar panel with lithium battery.

We want to avoid running the engine a little above idle in neutral to charge the batteries.

In time we will know how long to run the engine to keep the batteries fully charged.

Thanks for a great group.

Measure stainless pipe for davits 1" 3/32" thick



Moeller 033306-10 1/4 NPT 3/8" Barb Brass Valve
Brand: Moeller

\$20.56

https://www.amazon.com/Moeller-033306-10-Barb-Brass-Valve/dp/B005DUUUDO/ref=pd_lutyp_d_ci_mcx_mr_typ_d_sccl_3_2/144-5904120-4314261?pd_rd_w=uX8f7&content-id=amzn1.sym.4173fb20-f7fe-4f99-8018-f575ff29164f&pf_rd_p=4173fb20-f7fe-4f99-8018-f575ff29164f&pf_rd_r=8MPMEAQ5ZJJ3ZK2B22G1&pd_rd_wg=59lSa&pd_rd_r=60b2462e-326b-47e8-8858-223face7e05e&pd_rd_i=B005DUUUDO&psc=1



If a whale struck aft of the rudder and fore of the stern at the very bottom of our Bayfield 32', the hull is 1/8" thick. A whale might know this and could punch this in with little effort.

44' Sailboat crew rescued in Pacific after abandoning ship sunk by whale.

Washington Post

By Karen Schwartz

March 20, 2023 at 7:13 p.m. EDT

https://www.washingtonpost.com/travel/2023/03/20/sailboat-hits-whale-pacific-rescue/?utm_campaign=wp_post_most&utm_medium=email&utm_source=newsletter&wpisrc=n_l_most&carta-url=https%3A%2F%2Fs2.washingtonpost.com%2Fcar-ln-tr%2F3979c54%2F6419de80e7f5585f19d819a1%2F60d89f1f9bbc0f32a3bd6b42%2F37%2F68%2F6419de80e7f5585f19d819a1&wp_cu=5d3fd3161dd3758d995dd7aa5f74933a%7CC0D9C98758237F3CE0430100007FECA6

S/V Raindancer Video

<https://youtu.be/WXSxZFFMGUg>

Hey Jim,

It's been a longtime since I was in Saint John's but I have kept in touch with Captain Eric. We stopped by his home in the fall of 2023 and picked up half the world in charts preparing for our European voyage that begins in May.

https://youtu.be/r9P6_mu8mec

Has four hours of raw video footage from our crossing from Saint John's

Eric's last book of the trilogy is coming out soon. It is about the mosquito, wooden WWI aircraft. His former books featured the Vickers Vimy and the Spitfire. He is still totally active though he has a hard time hearing and seeing. He is taking a cruise in Scotland on a Puffer with his friend Louise in May.

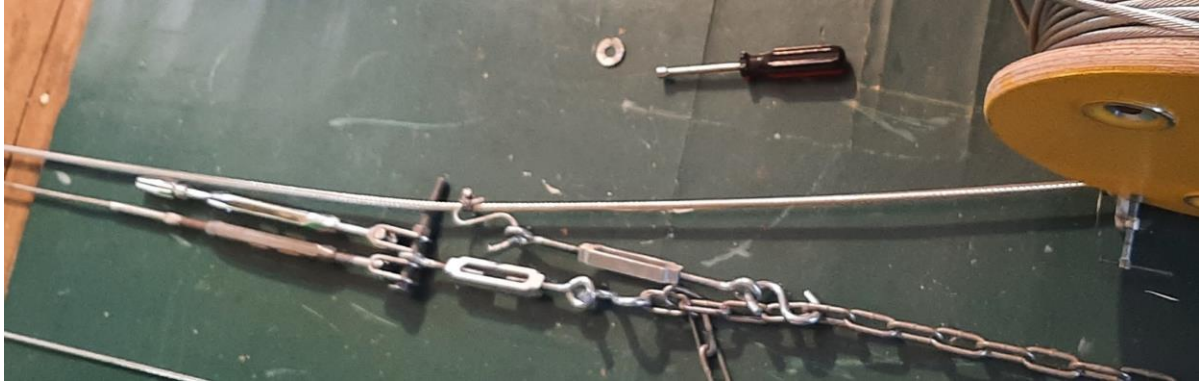


Got the aluminum pipe of the mast from Garden Scrap on Spring Grove, \$33.

We have a 3/4" with line cutting blade on the 1-1/4" shaft, two on the rudder. A lighting plate forward of the mast on starboard keel. Want to add another one between the prop and castle nut. Need a zinc that is part of brass washer large enough to allow the cotter pin in. Cannot find it. The space is too small to get the regular castle nut zinc on. We increase the engine to 30hp so the prop is larger.

I am looking into getting a large brass washer and then mouthing a 3/4 thick" zinc with a larger shaft size to allow putting in the cotter pin, maybe 2", bolting it to the brass washer. So much corrosion happened to the single shaft magnesium last summer on Lake Erie. I can only imagine how much corrosion will happen with 5,00nm of salt water.

Canal opens May 19. No fee! Getting our turnaround time at Wardell's marina so we can plan on being there in time to be first in line. Probably May 10. Wardell's is at the mouth of the Canal and takes the mast down. We'll make our own mast holder.



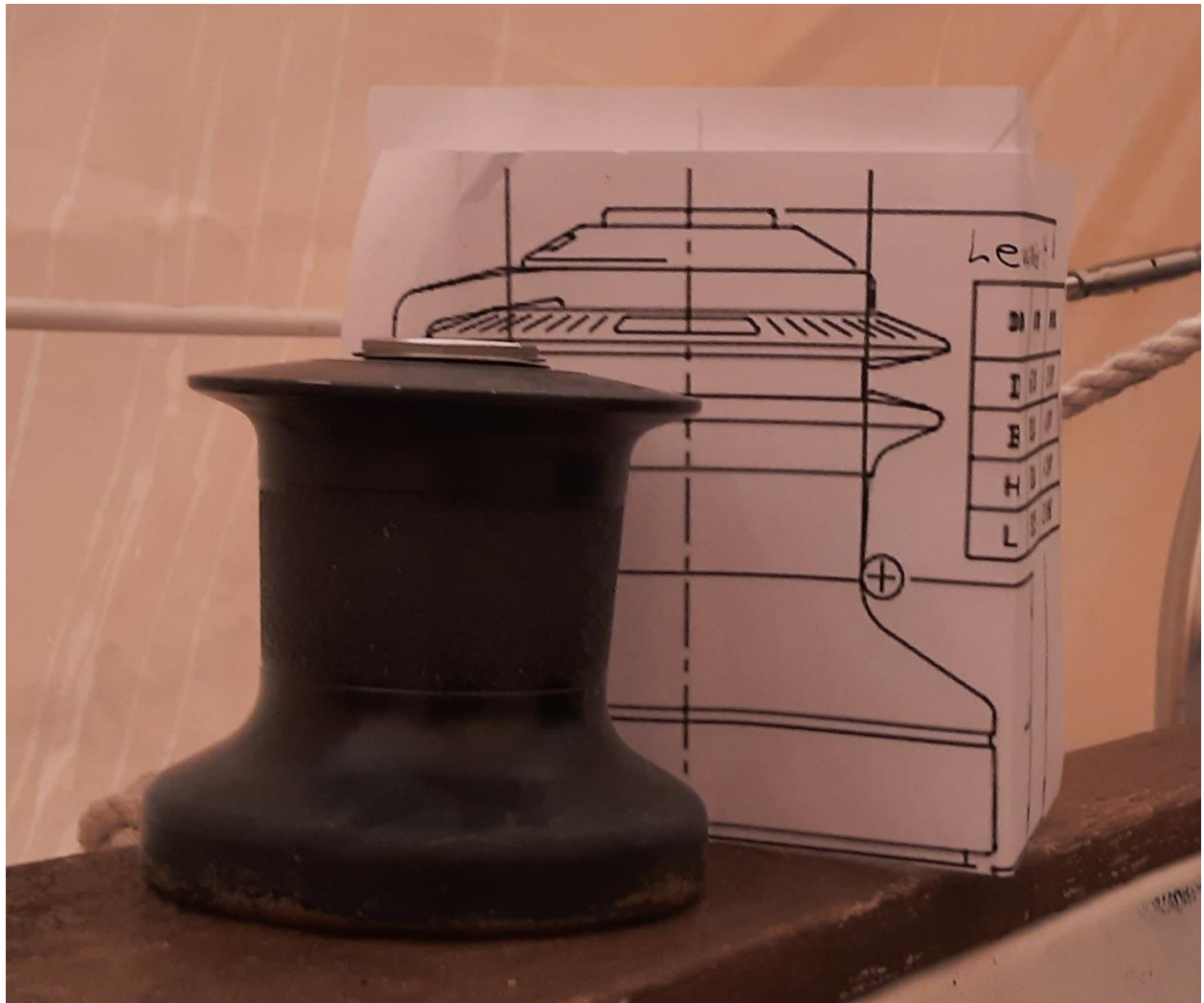
Turnbuckles on each wire, old and new to measure. Putting an aluminum tube inside the mast.



Ready to start cutting cable. Ordered winches. Next buying electric & vhf wire for mast. Also mesh to hold wires together. Next time up bring back aeronometer & radar wire.



Tom & Chuck drive up Friday, spend Saturday night, drive back Sunday.
Friday, Saturday up on the lake with Chuck. Installed contact paper covered inspection hatches.



Measured winches needed. Buying 4 #14, the smallest self tailing. 2 for staysail, 1 for main, 1 to sell. Staysail had #6, same as main. Jib is #16, getting 2. Very important we came up and measured.



Tinted ratboards. Yes, see you at the trailer. Send time when known.

Congratulations again on passing your 6-pack!



He replied, They can accommodate us. Let them know when it's a little ways off. Repaired the locker cover under the stove. Matching the varnish is impossible.



Got the last part of the man overboard pole. It's been discontinued but we saw one under a boat at Brands and he's willing to let it go for \$80, a great price.

Hi Tom, A bunch of us are retaking the Rules of the Road portion. The lights and blasts are a killer!

Great, it'll give you another week to study. Monotonous study is the way to learn. It's like you're on the bridge 24/7 and the captain keeps challenging you. Who else is taking the test?

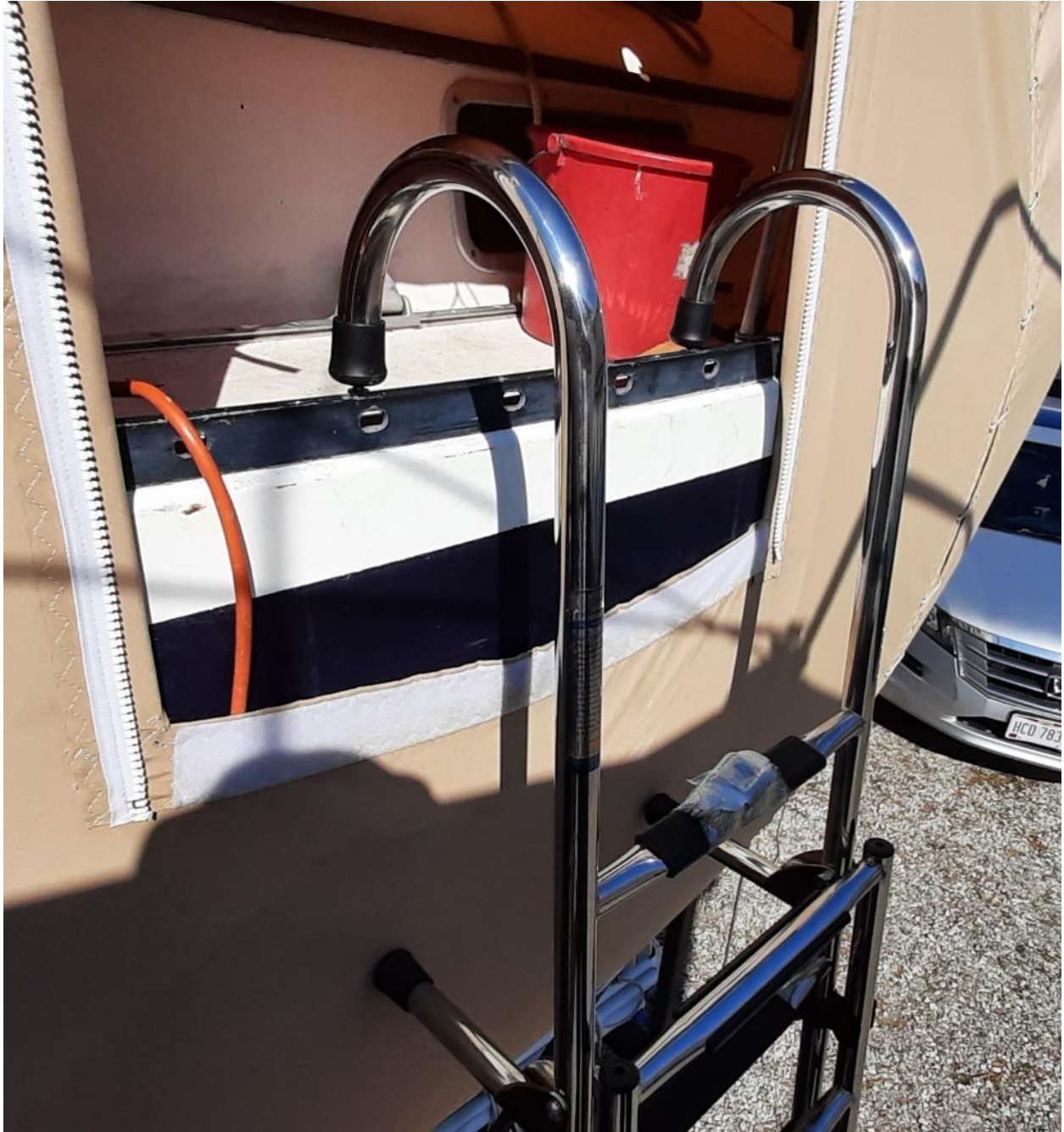
Good to hear you'll be home soon. I like the bow thruster idea, though!

Hi Tom, No test yesterday. Andy had to reschedule. D-Day is now next Sunday.

Did you pass Willard?



Two mast steps 47.25" from top, then one on alternate sides at 14.75".



The ladder will have to be stowed under the dingy

Super. Maybe we can take a ferry to mainland Europe then a train to Amsterdam.

I passed my exam to take the final exam.

Take a train from Helsinki to Amsterdam. Fly out of Amsterdam.



Forget about that. Did you pass your test! Chuck? Willard? Radar 7' above deck.

Looked into flights home from Helsinki and Aug 15-16 are sold out. What day should we plan our return?



I'm putting a bow thruster if you pass the test!



Sending all the knowledge of past captains to get you over the wave. Neptune rules.

No retake test today. Andy had to cancel. But I did my CPR review.

Nice! I can tell you and Irene are steaming up the cabin!



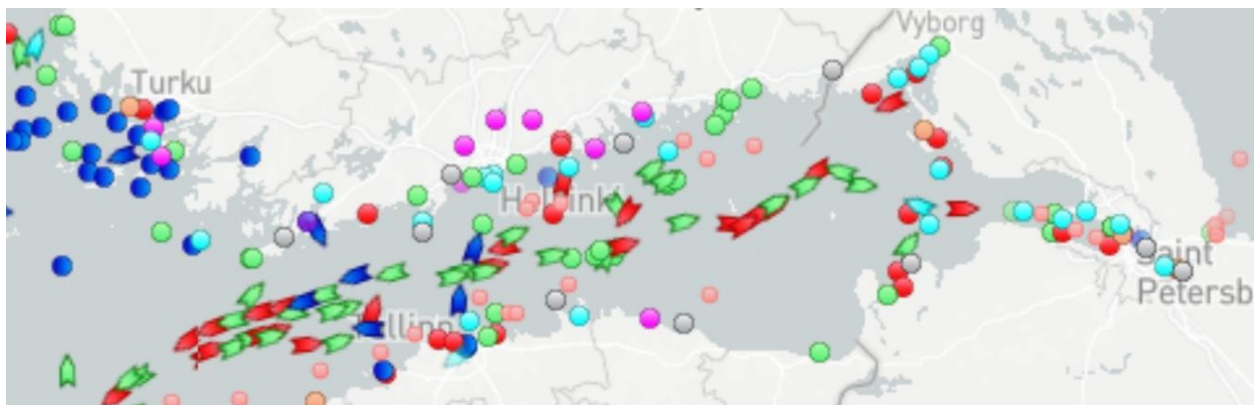
Will get to booking ticket. What news from the captain!

We need to book tickets to CVG. 110,009 points and 288 Euros one way back to CVG. All flights sold out. Aug 30 earliest I found.

Hi Tom, What a photo, what a scene! Not exactly Burning Man but the next best thing -- Burning Snowman! I'm so glad you're up there. I'm not sure what a butt can is, but I'm glad Dalton put out the fire! How's his pizza, really? I hope it's...not bad. Let's take a few pies with us when we set sail!



Got here just in time for the annual Burning Snowman Fest at the Docks. Two thousand people watched. Saw Dalton. Someone missed the butt can. He put it out with a garden hose. Aquarius Pizza is open 7 days a week 11 to 9 for pickup.

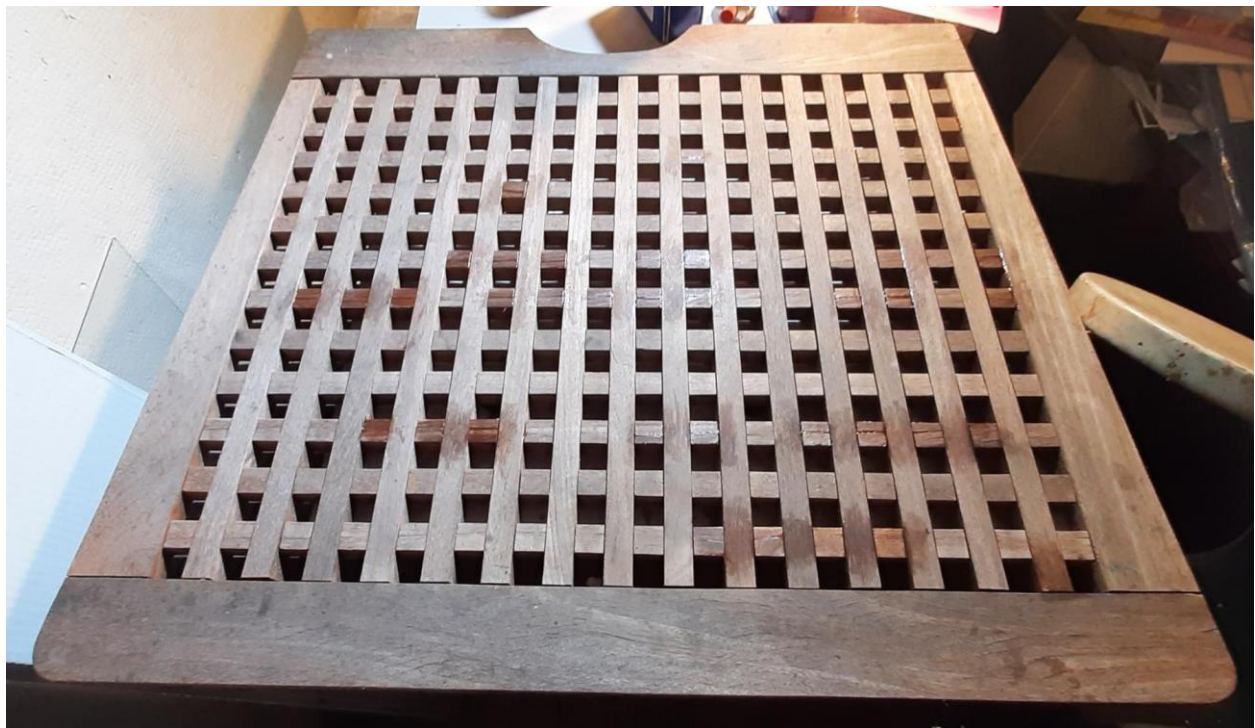


Working on marinas in Finland. Have three emails to reply to. There's 20cm of ice. Ice breakers are keeping the channels open. This is a live shot of traffic.

W: About the fall: No, I won't be in Europe. I'm planning to come home after the trip, but you're welcome to stay with and use the boat if you'd like. We just need to figure out where to keep her. I'm assuming we will winter her in Finland, which, I'm again assuming, means taking her out of the water. But if you want to move her to gentler climes, we can talk about it. I'm just not sure what the options are.

Sounds good. I can't believe Irene has signed up for a Port Clinton winter run -- you must have promised her a dozen deviled eggs!

T: Decided to get the Garmin Marine GPS 73 handheld waypoint finder. Found one on eBay for \$100. \$50 less than new. We will not get the Samsung tablet and accessories. The Garmin Marine GPS 73 is waterproof and perfect for following a waypoint when the Garmin Chart plotter is not running.



Filled cracks with G-Flex. Wiped excess with Xylene, same stuff we cleaned the West System with. Should allow teak oil to stain evenly.

Going up to the Lake around 11 on Saturday to continue working on Clio, wiring in the cabin. Want to join me? We'll be back Sunday around 7. These times can change to suit your needs. It'll be 45°/35°. We have sleeping bags and a heater.

Today it is recognizing that nothing is black or white. We can go with the flow or try to control. Trying to control only brings disappointment. Giving without expectations and working together, seeing what life has to offer today.

Filling the cracks with G-Flex and gluing the two pieces that broke off on the grates. I just spray the teak oil on it from a little bottle I saved. It works great.

Forgot to verify extra fittings on deck for stern, staysail & forestays. Will work on shrouds first.

Tuesday, February 15 to Wednesday

Tom & Chuck went up.

Took all wires home and replacement wire and parts. Confirmed lee cloths. Bought trash bins and dish drying rack. Found Overboard pole with float.

It was easy once we got the hang of it. They look great. Have all the wires & parts here and will be making them up as soon as I finish varnishing.





Got 2 trash/recycling baskets for under the stove and dish drainer. Tucks under when not in use. Making breakfast. Probably will bring all standing rigging home. Stringing each furler with line like a necklace! Will keep all parts in order!



But of course varnishing to me means a work of art! Scraping the varnish with a palette knife letting it all go into the bare wood. After about 7 coats it levels out on the surface and the porous parts especially the edges are filled with varnish and cannot peel. A beautiful surface to admire and still the wood has a little tooth to catch a shoe.

About Ann Davidson's book "The Last Voyage."

Yes, a true disaster. Why did they not accept help? I guess he just could not accept help. He must have been a real card. It would be better to get the boat sailing and then work on the interior. Though what they did was inspiring it still did not seem to be true. Even living on that island seemed unbelievable. Their independence was admirable. The story of him taking the dinghy to get groceries seemed herculean.

Been varnishing for weeks now. I'm tired of varnishing. But of course varnishing to me means scraping varnish on the surface of bare marine plywood, letting all of it go into the wood. After about 7 coats of scrapped varnish it levels out on the surface and the porous parts especially the edges are filled with varnish and cannot peel. A beautiful surface to admire and still the wood has a little tooth to catch a shoe. Now to learn how to do this with curved and old varnish. Sanding seems the only way to go.

Hoping to get up to the boat this week to measure and get to wiring.

Looking to get a used Navtex weather radio with a printer.

Finally getting a handle on all the charts. Thank you.

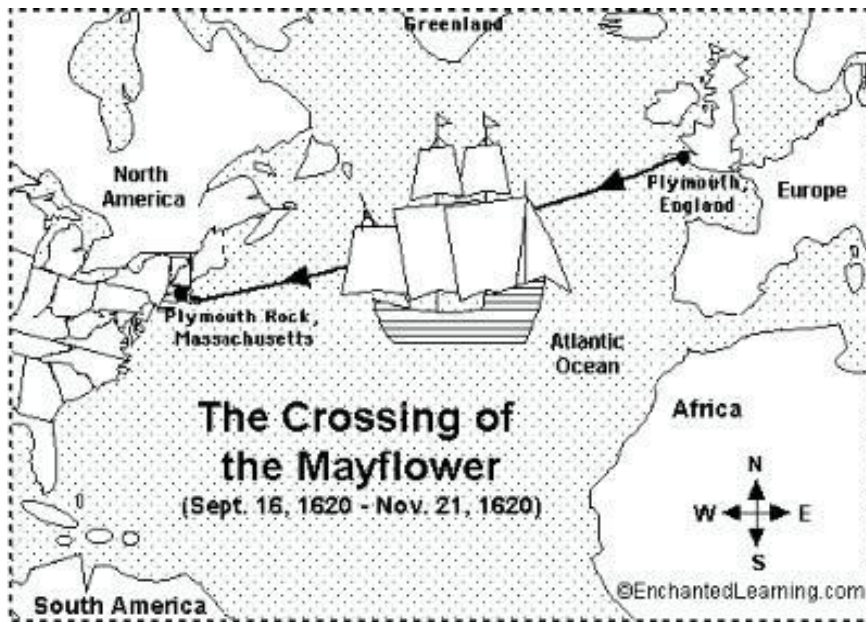
Fair Winds



Order #10219941

FOR202020 Forespar Top Half Pole with Flag \$164.36
<https://www.mauriprosailing.com/us/product/FOR202020.html>

Just put her away. Will be up often working on the mast. New standing rigging, wiring, instruments, steps and radar. Got a patio heater to keep us warm.



Thursday, November 24, 2022

Might as well come back the Route of the Mayflower. Might as well come back the Route of the Mayflower.

Great sandwiches, salad, snacks. Thank you.

Done:

Wet vacuumed bilge got five containers. Put half gallon of pink stuff in bilge. Bringing compost home. Took out garboard plug. Removed batteries and trickle charger. Removed epoxy and paint, also epoxy and caulking boxes. Changed gear oil, check level after running. Drained muffler. Brought home rice, cereal.

To do: Removed co2 cartridges from life vests.



Slept till 9. Up from midnight to two. Got along slough ahead of us.

Conked out at 6:30. All's well. Love, Tom



Yes, we have propane. The yard boys got a kick out of it. Opened fresh water locker cover with fan blowing heat from heater. Thawed out line to sink. Took off doghouse cover to heat lazarette to thaw sea water pump. Passed out at 6:30 after wonderful dinner by chef Willard. Thank you.

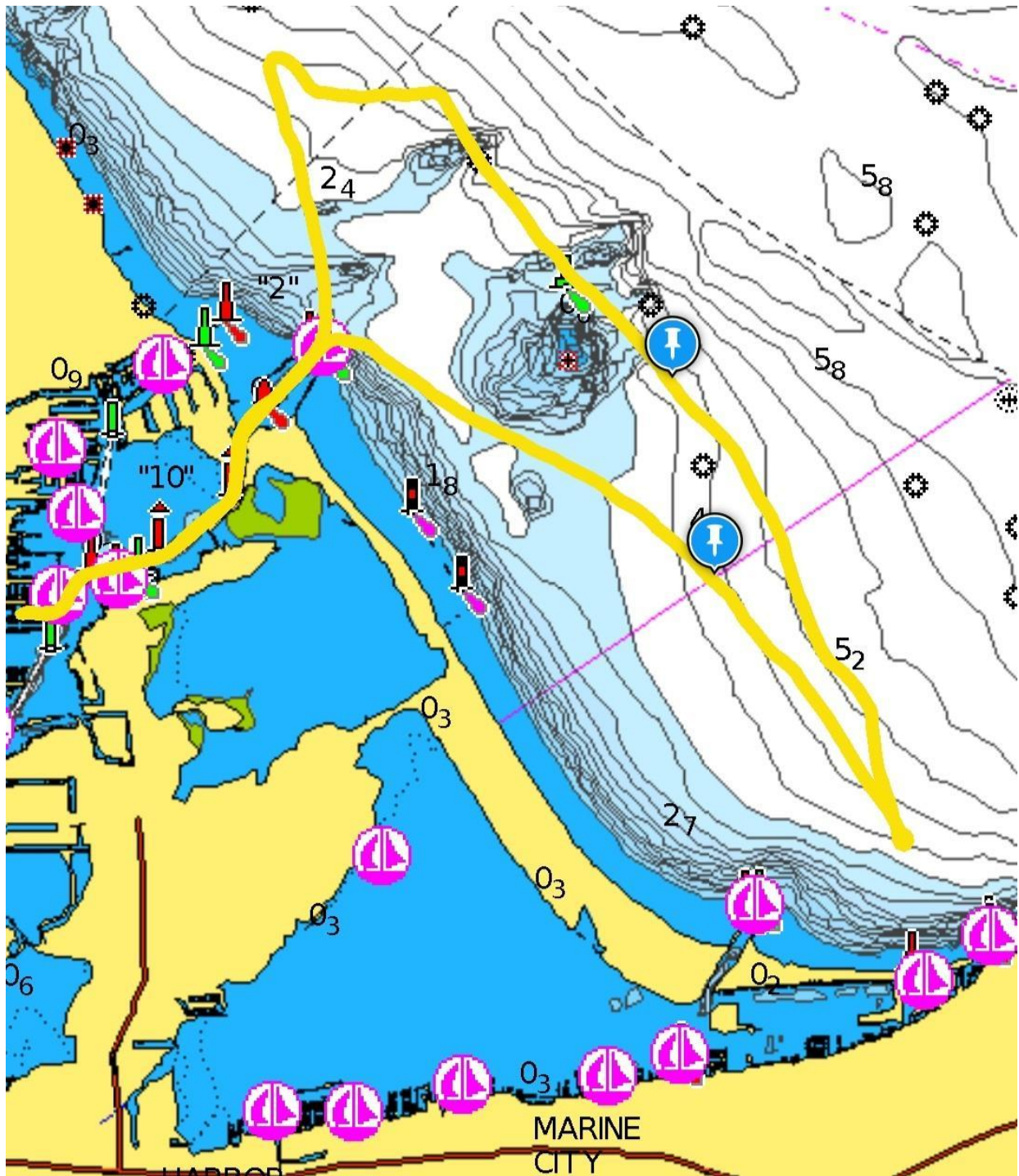


Got a lot done but really messed up leaving her. Should have drained the fresh water and pumped pink stuff through the sea water pump.

Looking for heated winter space for a 40' sailboat mast. Will be on saw horses. Okay to be in a tight spot. We live in Cincinnati and will be coming up for a few days at a time throughout the winter. Have a lot work to do on the mast and need access. Also need to transport it from Brands Marina, Port Clinton. Looking to move it after Thanksgiving. Thank you.

Smiles, 1000





Saturday, October 29, 2022, Ran & Tom drive back
Friday, October 28, 2022, Ran & Tom take the rat boards & sails down
Thursday, October 27, 2022, Ran and Tom drive up and sail
Sunday, October 23, 2022, Willard and Bruce drive back
Saturday, October 22, 2022, Willard and Bruce drive up and sail

Willard and Tom

Friday & Saturday, October 7 & 8

Bring heater, plywood & tools. Willard drives home.

Chuck drives up.

Tom & Chuck Sunday to Wednesday

October 9 to 12. Install V berth lockers covers.

Chuck drives home.

Irene & Helen drive up.

Irene, Tom & Helen Wednesday to Friday

October 12 to 14

Leave tools.

All drive home

Willard and family drive up.

October 21 to 23. Friday to Sunday

Sail then take sails down.

Tom & Willard drive up with trailer.

Friday late, November 3. Motor to Brand's.

Saturday, November 4, take boat out. Drive home. Take tools & mast home.

Mid November, install cover, winterize the boat

.





National Hardware 2055BC Series N245-217 Strap Loop, 1-1/2", Nickel (VORG7164171)

STOCK # N245-217

Strap Loop

\$2.01

List Price

1-1/2", Nickel, Bulk

<https://www.national-hardware.com/p/2055-strap-loops?model=N245-217>

https://www.amazon.com/dp/B001PCVF6K?tag=price04_53189-20&linkCode=osi&th=1&psc=1&ascsubtag=6328d5ac74f57877dc33d987





https://www.amazon.com/dp/B0963SJ5G9/ref=sspa_dk_detail_0?pd_rd_i=B0963SJ5G9&pd_rd_w=UZo2x&content-id=amzn1.sym.999c0877-3704-4f0f-9726-eebf80846a35&pf_rd_p=999c0877-3704-4f0f-9726-eebf80846a35&pf_rd_r=ZNW7W65G47Z66093TC5R&pd_rd_wg=TOaxL&pd_rd_r=ab9f4abf-5a8c-456d-b3cf-ada614d31236&s=automotive&sp_csd=d2lkZ2V0TmFtZT1zcF9kZXRhYWw&th=1

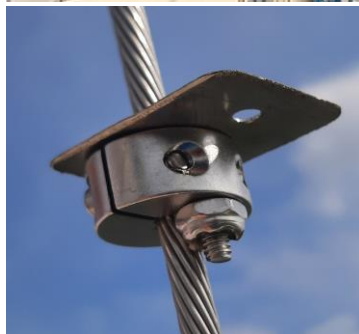
Nothing like having the tables turned to learn another way to teach. Irene has been trying to teach me how to hang laundry for as long as I can remember. Why didn't I just do it her way? Because there's not going to be a life and death situation in the laundry room? My protestations were grounded in what? Arrogance, laziness, indifference all had a part in my deciding why I did not take any pride in the meticulous practice of doing laundry. And it's not done the same way each time. Conditions, just like at sea, adjust just what is the right way. Now to master her particular way of teaching. "Do you see what I'm doing!"

do everything the same way

remember how you take something apart

watch carefully asking questions then duplicate it

read everything about what you are learning





SALCA-1250 1-1/4" 1-1/2" 2-1/2" Anode – 3-1/8" Blade 1.04

<https://seashieldmarine.com/product/salca-sacrificial-anode-line-cutter-assembly-patent-pending-zinc/>

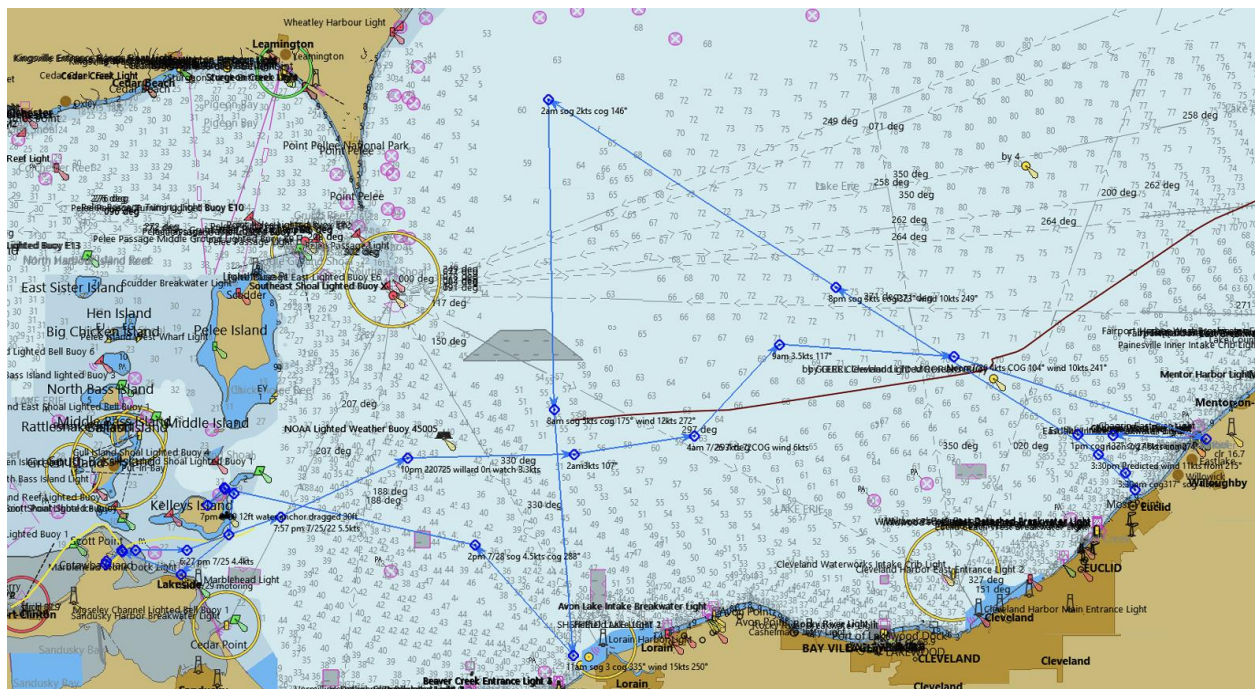
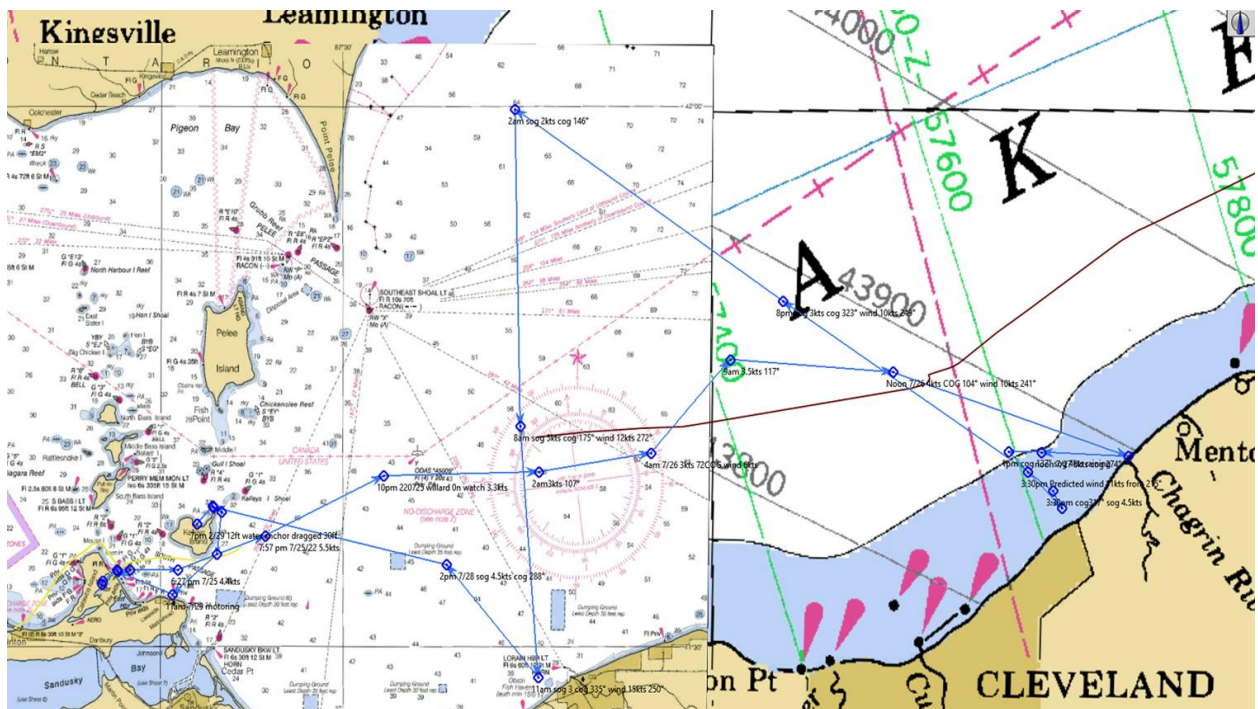
September 11, 2022

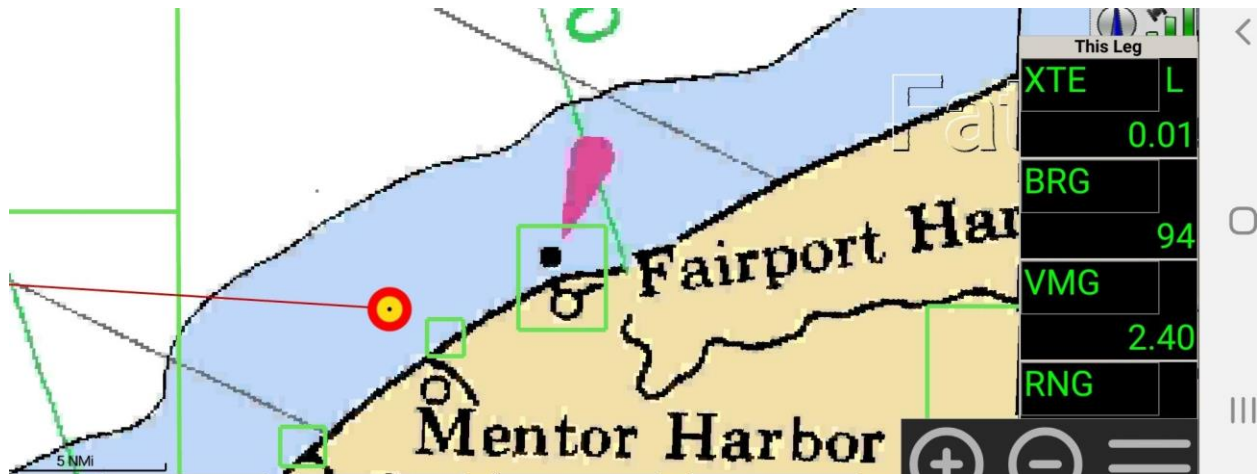


September 10, 2022, Tom & Willard drive up, pressure washed stern, installed one rat board, broke Torqeedo prop, reinstalled pilot seat, brought up pot holder, V berth web barrier

Things are shaping up for a May 15, 2023 leaving. Plenty of things to buy and do but the list is getting shorter. Bringing the mast home on the Emma Lou trailer so we can work on it over the

winter. Finally decided on the electronics package and since it has not changed in two weeks, I think it is the final list. Printing the US charts at the public library's large format printer. Going to Captain Eric's in the winter to get his European charts.





July 25, 2022 New Genoa sail bent (hoisted and rigged). Replaced the high cut Yankee used normally for rolling seas when a possibility of dipping the sail in the water could rip the sail off the boat. Water is like hitting concrete. Left harbor thinking of going to Canada but it's not as easy as the old days before Covid where you just made a phone call and put a number in your port. Now you have to use an app. Instead we sailed East with a NE wind close hauled overnight till we harbored in Chagrin Lagoon Yacht Club east of Cleveland.

The yacht club thought we belonged to the Catawba Island Yacht Club when we said we came from Catawba. Everything was free! A proper beginning to many foreign ports. Tried new things. Discovered new things to study. Enjoyed a fine homemade ratatouille by Willard. Every town along the lake has a river and on the river are hundreds of boats and quaint harbors, each one more unique and different than the others. Chagrin Lagoon Yacht Club had the unique feature of a covered double wide parking space complete with bar and sitting area built on a palette floor.

Onward to Kelly's Island and the little cove on the North end. Overnight it was as we sailed across the channel and back experiencing three ships at night and another in the morning. The overnight brought rain. The winds were mild to say the least. Not having to motor until the very end since we were close hauled. 64° off the wind with the staysail, 88° with the Genoa. Lee clothes all around, head is first class and the chart table is the dining table. The navigation table to be dropped making it a chair with a high back. Motoring now to Kelley's Island. Beating all the way from Chagrin. The wind was right from where we wanted to go and with the staysail and main hauled in tight we still only could head up 64° .

We crossed the lake on one tack and then back to Ohio in another long overnight tack. Finally starting the motor plowing right into the waves with every wave halting the boat. Using the auto tiller to drive the self steering gear instead of the wind vane. The auto tiller is set to a compass heading. Once anchored we dropped the dinghy and tried the electric outboard but she refused to work. An E23 error code, throttle calibration needed. Hauled the dinghy back up and enjoyed a fine dinner and sunset. The anchor dragged about 30 feet. Will have to set the anchor harder with a good blast of reverse. The wind came across the lake to our position and bobbed the

boat all night. Should have tucked ourselves closer in hidden from the wind. In the morning we should have gone around the west side of the island for we were again beating to get home.

More Sailing, Art & Family

Videos on YouTube Channel

The Great Tomaso

513-236-1704

tom@tomlohre.com

<https://youtu.be/65l67b00iVU>

July 27, 2022 Just a suggestion. You and Teresa come up Saturday. Beautiful day. 5 kts right to Kelly's. Love, your beau

Torqeedo Sacrificial AL Anode (457390)	1905-00	2	\$67.98, Torqeedo Replacement /
Spare Propeller (1973-00) (458410)	1973-00	1	\$93.99 Sea-Dog Cupboard Door
Button Latch (754720)	222360-1	2	\$17.76 Torqeedo Charging Cable (456774)
1128-00	1	\$51.99	Total \$263.52

800 222 4466

Splash zone A 788 epoxy

Have part B

1 gal

Had a talk with the captain Eric. Best to sail to Azores Dec/Jan. Irene and I will stay in Azores till UC is out then we'll sail home. Do not approach NYC in January.

Holding it till June 30.

Called Cincinnati store and placed order for 1 sheet 4'x8' 1/2" marine plywood, Distributor Service, Inc 2525 Commodity Cir, Cincinnati, OH 45241 (800) 745-1778 \$164.78 pay and pick up at

King Distribution Center 991 Distribution Dr, Columbus, OH 43228 Closes 4:30PM account under Tom Lohre 513-236-1704 thoslohre49@gmail.com

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The Torqeedo electric motor for the dinghy is perfect. Cost for both new is \$9,000. We bought the dinghy for half so it's \$6,000.

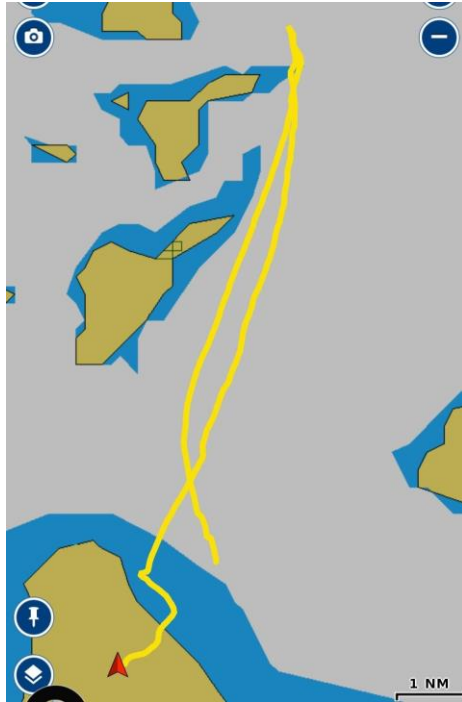
Sun's out. Betsy, Nick & Emma are on their way home. Leaving early tomorrow. Picking up plywood in Columbus. We sure could use an excellent logistics person. We discovered you were a logistics goddess in Gloucester.

My dreams have come true. Preparing a 32B for blue water on Lake Erie. All is well now once realizing I can revamp the mast during the winter in Cincinnati. Will trailer mast to Cincinnati using a 19' boat trailer. Probably will have a following car, it is 36' long. Changing 3/16 to 1/4 standing rigging. Inserting Kevlar tube for wires to radar, lights and anemometer.



July 4, 2022, 8.2 Nautical miles, 3-1/2hrs. Average speed 2.7 mph Thank you for a wonderful day and evening.

Frank, Kate,, Willard, Betsy, Emma, Nick & Tom



Left 3:40 arrived 7:40, 19 miles Sunday, July 3, 2022 Willard, Betsy, Emma, Nick & Tom

My dreams have come true. Preparing a 32B for blue water on Lake Erie. All is well now once realizing I can revamp the mast during the winter in Cincinnati. Will trailer mast to Cincinnati using a 19' boat trailer. Probably will have a following car, it is 36' long. Changing 3/16 to 1/4 standing rigging. Inserting Kevlar tube for wires to radar, lights and anemometer.

[https://www.facebook.com/groups/1005060336209891/?_cft__\[0\]=AZVogVRlo3KTkqtHOn-ih4IjYiQJdOTDRkGqBLCtvXOybrPGwQXqsiz62sU7isIdUvQLahC4iqfH4I4H9jctmYYk9NP2vMZakgX3wV9k-V65CBpqqGxrVi8uhUelg3B2mb8-IIDGal6WDM5abYqE3g0&_tn=-UC%2CP-R](https://www.facebook.com/groups/1005060336209891/?_cft__[0]=AZVogVRlo3KTkqtHOn-ih4IjYiQJdOTDRkGqBLCtvXOybrPGwQXqsiz62sU7isIdUvQLahC4iqfH4I4H9jctmYYk9NP2vMZakgX3wV9k-V65CBpqqGxrVi8uhUelg3B2mb8-IIDGal6WDM5abYqE3g0&_tn=-UC%2CP-R)

[Robert Eeg](#)

[Jim Jackson](#) ...the boat is cute. But Ted failed to give it Waterline length. A 23 foot waterline is a joke and she has 9 feet of useless overhang. But it's CUTE and meant to look shippy with that curved clipper bow and overhung transom. But a boat needs waterline length at sea for speed and 23 feet doesn't cut it upwind. With a better lower cut on that too high cut jib she might be ok on a beam reach or wing and wing downwind but she will be heavy and overweight with her beam of 10 feet will roll as a confused sea passes under her. That overhanging stern will get slapped hard every second with rough water, like a drum. The stern is too high to offer any

reserve buoyancy so the boat will squat under any weight aft. She won't "lift" in a following sea enough to keep the cockpit dry. The 20 gallon fuel tank is not suitable for voyaging. If he wants to cruise the med or the canals of France the boat is fine. The short rig could be stored horizontally and you could put-put the boat from village to village and drink the excellent wine. Time for coffee

Yes, good points. I hope she lifts with a following sea. Looking forward to hearing that drum beat from the stern. We'll find out leaving Boston and can abort at St. Pierre, Newfoundland if needed. 23' length is nothing but barely doable. It'll be a slog. We'll be running the Genoa most of the time, switching quickly to the Yankee before big seas. Carrying 20 extra diesel gallons giving hopefully more than 300nm motoring.

Wow, we love our passive alcohol stove. Thinking of distilling 55gals of mash so we can drink the fuel. I hear it burns hotter.

I'm thinking of buy two elbows for our new 30 just because it'll be cheaper in the long run. We already got a replacement prop.

Super. If it does not sell in a week, lower the price here \$250 a week till it Does! We got a 32B for \$12,000 in 2015 and she'll have \$60,000 added when we put 10,000nm ocean miles on her next year.

Cultivating crew is an art and job that supercedes anything else. The joke is a solo sailor has no friends that want to sail with him.

I have attached an updated proposal for your new Genoa, The sail will have a short tack pendant to improve visibility and reduce the chafe on the bow pulpit. The sail will be made out of a premium 6.45 oz Dacron material and constructed to our Blue Water Offshore standards. Luff 32.9, Leech 32.82, LP 18.7, Foot 19.7

Al Declercq
586-404-5120
adeclercq@quantumsails.com

BOAT & SAIL SPECS

BAYFIELD 30/32

I: 10.67 m J: 4.27 m LP: 133 %

Sail Area: 28.4 m²

MATERIALS

Challenge Newport AP 6.45 (100%)

SAIL CONFIGURATION

Cross Cut Headsail Furling Genoa

BASE PRICE \$2,430.74

SELECTED OPTIONS

(1) UV Cover Sunbrella \$485.15

(1) Tack Pennant (per m) \$40.11

TOTAL PRICE \$2,956.00

STANDARD FEATURES

Optimized clew height for rig geometry and
client design criteria

Adjustable leech and foot cords with
appropriate purchase

Stainless steel clew ring

Webbing head and tack loops

Luff telltales

Draft stripes

CROSS-CUT FURLING GENOA \$2,956.00



I'm learning after five years!