July 31 to September 10 Saint John's, Newfoundland to Kristansand, Norway

Voyage Summary

First day on land since July 31. 37 days, 2,400nm, 1000 crashes of the hull against 12ft seas. Endless circle of 4 hour watches with 2 two hour watches to make your next watch the one earlier. Crew learned a lot about running Clio. Each with his achievements and foibles. I learned to accept the crew I have and not the crew I wanted. 7 years of rebuilding a 1976 stout, blue water 32' boat only to wait to experience how she handled big water offshore for three days of 24/7 10ft waves and 22 knot winds. I was used to the pounding on other boats but to experience it for the first time on Clio was something we could not trial. She came through excellent. I have the hairs standing up on my body saying this though my heart was calm and steady laying in my bunk listening and feeling Clio take a regular gale beating for 72 hours.



Growth on the hull from crossing.



Chuck works on the Internet while we sort out connecting to the power grid with an adapter/transformer.



A relieved captain.



The season closed Sept 1 in Kristiansand, Norway.

Thursday, September 7

Spending time, drinking, eating, and doing all things needed when you have the Internet.

Welcomed back to civilization. Sailing a 32' sailboat 2,400nm in 50 days with a 4 day stop in St. John's, Newfoundland makes for realizations. The joke is you carefully explain a realization, like: "I learned to work with the crew while I more or less single handed it." for them to say, "I could have told you that!" To Brenda Forsyth,

My biggest condolences. You are Eric's biggest asset, for years you've been his go to person and still will be as you settle his estate.

A tip of the flag to Eric Forsyth, my offshore sailing mentor for 11 years passed away while we were in the middle of the North Atlantic. He emailed me the day before he died, August 22.

From Eric August 21:

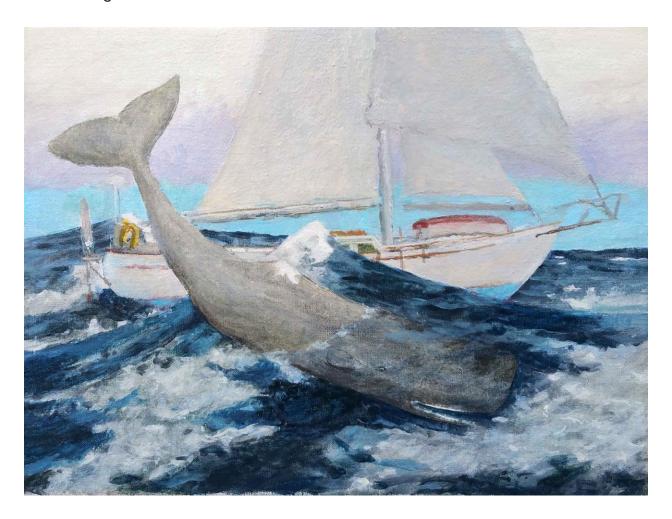
Tom, I am very interested on how you are doing and if you made it across safely. Please email me asap Fair Winds Eric.

From Eric July 30

Tom, Bon Voyage. Ref Fiona, I am concerned about next year. Would you be interested in running her? She's yours for a nominal dollar, lock stock and barrel. Think about the wild Atlantic. Fair winds Eric

Tom replies to his daughter,

I am sorry not to take him up on his offer. Fiona will find a dream owner who will treat her right.



Funny story:

While in the middle of the North Atlantic, I came out of the cabin, looked at the horizon to see a sperm whale tail high in the air 75' from our beam. It was Eric to guide me with exuberance. He banned me for two years sailing on Fiona because I was too exuberant, after our 5-month Caribbean cruise. He later dropped the sentence, and Chuck & I sailed on the 2019 Maine cruise. I painted the same whale tail in a painting of Fiona, Eric so kindly bought, inspired when a whale bumped Fiona in the Pacific.

About Eric:

Sure, Eric was a character, but what was not to like? During our endless meals together, the crew would simulate him to recount his endless experiences because his hearing was failing. Once we got him talking, we had endless entertainment. His generosity was legendary. His hustpa getting a crew off the Internet was shocking. I had my twin and the owner on this crossing and though we worked well in the yard rebuilding, getting them up to stuff as crew was another challenge. I became like Eric, using the crew for what they had and mainly single handing it with assistance.



We motored in with no wind, but it picked up as a headwind and soon the seas started building. We tucked into the many islands for calming seas.



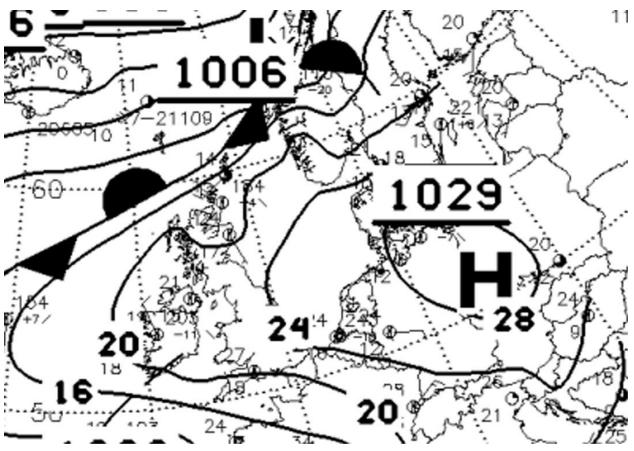
The moon rising along oil rigs.



One of the rigs contacted us to stay 580 meters away. We turned on our AIS every hour for five minutes.



Maybe, not



Actual



Oiled zippers.

Monday. September 4
2000 to midnight
2000 Started 5 45 46 T5 5 engine
Took in sail
Leaving oil fields
16:44:20 14°21'
16:46:40 14°21'
16:46:15 14°34 *

Message

Why do I go to sea? It's fun and if you play your cards right, get to cross oceans. I may joke about liking to sail long distances because my first voyage was hard on Irene but it's not true. Sure it was hard for Irene but I was hell bent on going. I knew how to sail and was a valuable crewmember. It's natural to increase your challenges. It's doable so I'm doing it!

Noon to 1600 watch

1500 TWD 228° TWS 9.5kts spd 4kts COG 106°

1400TWD 237° TWS 13.5kts spd 4kts COG 1051°

1400 SW Waves 7s 5ft 150' fetch

10:24:03 35°12'

10:25:25 35°14'*

10:27:20 35°21'

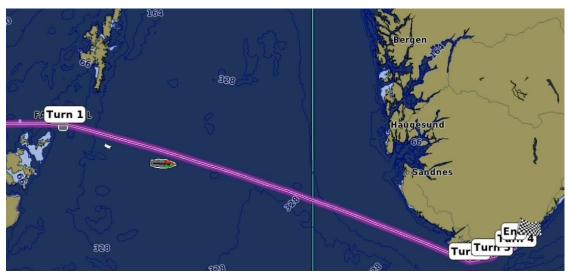
10:32:25 35°35' w

10:41:37 36°11' w

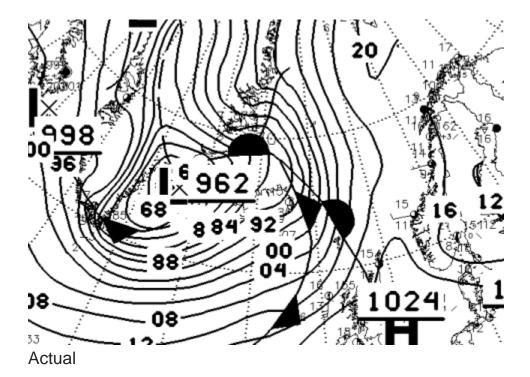
10:44:03 36°24' w

N59°00' W01°17'

0900 SE Waves 7s 5ft 150' fetch Midnight to 4 watch 0200 TWD 229° TWS 13.5kts spd 4kts COG 93° 0100 TWD 260° TWS 15kts spd 4kts COG 81° SW Waves 7s 5ft 150' fetch Perfect moonlit night, 58° air, 61° water



⅓ the way across the North Sea.





Gaskets from Brands that held the stays to the mast when taken down reused to hold the man overboard system.



Ships are always around but mostly out of sight.

Sunday, September 3

14:32:50 30°49

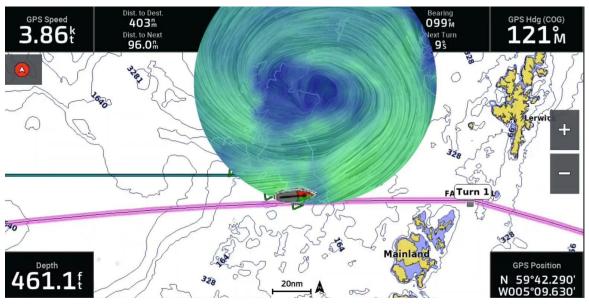
14:46:40 30°24'

14:40:00 30°10'

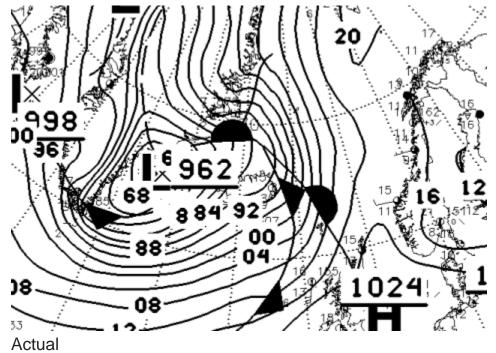
N59°14' W01°07'

0800 TWD 190° TWS 15kts spd 4kts COG 123° SW Waves 7s 4ft 100' fetch 0600 TWD 175° TWS 15kts spd 1kts COG 90° SE Waves 3s 1ft 50' fetch Starboard close hauled 2/3 staysail and main.

4 to 8 watch. Made it through Fair Isle Channel into the North Sea. 2.5 current going West.



Possible reason for the winds from the stern.



Saturday, September 2

Let out sail, full main, staysail on outer sheet. Adjusted self-steering quadrant to be centered, much better now at beam reach. When the quadrant is off center the servo pendulum is off center.

TWD 199° TWS 18kts spd 5kts SE Waves 3s 1ft 50' fetch

10:04:24 32°17' 10:06:06 32°16'* 10:07:56 32°26' N59°40' W05°03'

Message:

Captain Eric said we were crazy to sail over Scotland. By the tone in his voice I asked no further. Andy Brooks, a Scotsman, agreed. Andy and I shipped with a Eric the second year of the 2017/18 sail. Even while mentioning the route on the phone, silence. We'll find out why but I think it's because it's too long and taking the great circle takes you through the center upper parts of the lows, slowing progress because of lulls in the center of the low and contrary winds in the upper parts of the lows. I did not push the point. The owner was dead set on going on the route and I saw no reason except mentioned and the fact a smaller and lighter boat would go slower and be more bouncy, which it was. We were also very conservative on our sail set since the boat had never been proven in rough seas. We took our thousand crashes and she held up well. Never suspected it would take a month to cross.

TWD 196° TWS 13kts COG 107° bearing 99° spd 5kts SE Waves 3s 1ft 50' fetch

8 to noon watch

Finally, back on track after three days of waiting for fair winds to pass Fair Isle.



Fried bread a big hit.



Tasted like candy.





Cup holder

Friday, September 1

8 to midnight watch

TWD 130° TWS 15kts COG 189° bearing 106° spd 2kts E Waves 4s 2ft 75' fetch

15:17:10 28°36'

15:19:55 28°13'

15:20:55 28°07'

0N60°04' W05°27'

1200 TWD 130° TWS 15kts COG 190° bearing 104° spd 2kts E Waves 4s 2ft 75' fetch

1100 TWD 110° TWS 14kts COG 166° bearing 112° spd 2.5kts N Waves *4s 2ft 75 fetch

Noon to 1600 watch

10:14:05 32°38'

10.16:05 32°50'

10:17:17 32°51'

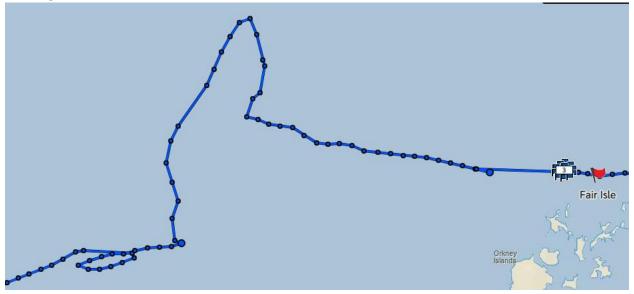
N60°08' W05°28'

Gybed. Port close haul, staysail clew to shroud, two wraps main. Pinching to gain as much east as possible. Getting into position for SE wind tomorrow to take us into the North Sea.

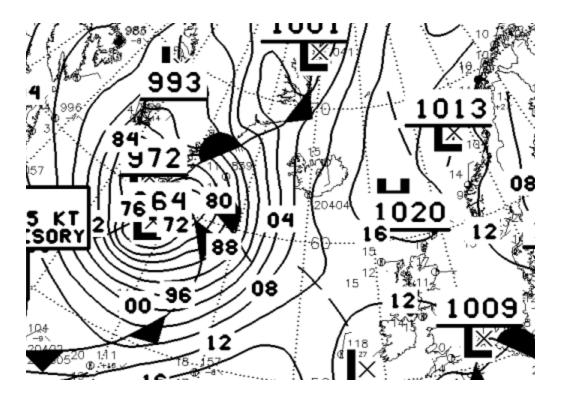
Raised bread

0100 TWD 080° TWS 11kts COG 16° bearing 104° spd 2kts NE Waves 6s 2ft 120' fetch

Midnight to 4 watch.



Still slogging along in an unfavorable wind paradise. A Palm Beach contrary wind. Fantastic sun and fun, low waves, even motoring seas but still 110nm to the North Sea.





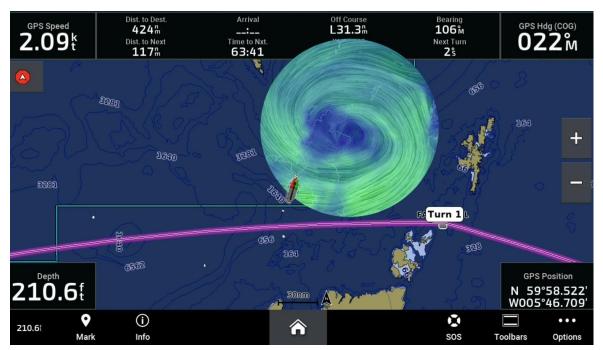
Shaved the companionway drawer.



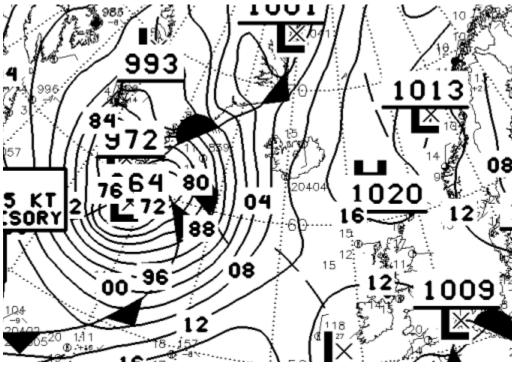
Finally cleaning all the marks on the cabin deck from the engine install.



Soup heated then returned to the can to serve.



Possible reason for winds.



Actual



Thursday, August 31

15:19:30 29°15'

15:20:07 29°05'

15:22:25 29°59'

15:25:07 29°59'

N59°32' W06°11'

1100 TWD 085° TWS 7kts COG 18° bearing 089° spd 2kts NE Waves 6s 2ft 120' fetch

Tranquility Iull, sunlit rolling rivulet waves.

10:35:32 35°03'

10:37:45 35°09'

10:39:32 35°19'

10:41:34 35°26' *

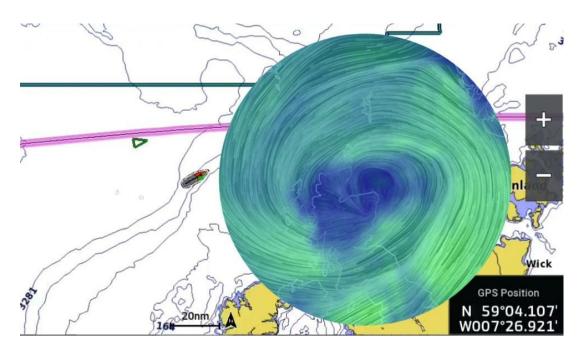
11:30:38 38°48'

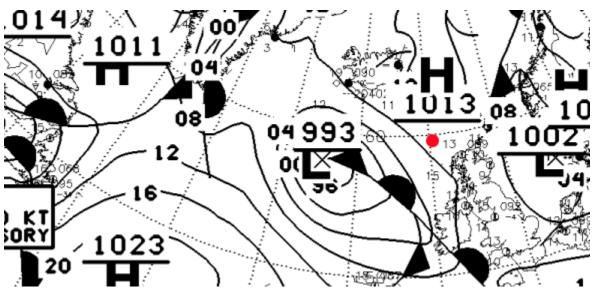
11:31:35 39°03'

N59°23' W06°5'

4 to 8 watch. Lovely moonset & sunrise. Been lollygagging here for almost two days making spaghetti of our track to freedom. Finally a little more than 5 kts of wind to sail us out of a sweet spot, above Rona Rock and below ships who have steamed or who are about to steam by Fair Isle.

August was spent entirely in the North Atlantic. We needed it every day. Cleaned cabin deck of scars from re-engine. Check battery water. Anchored battery box side. Cleaned mold. Chuck's galley fare: soup, crackers, pepperoni, Bourbon, nuts, chocolate.









Wednesday, August 30 Watched LA Confidential 8 to noon watch

Got up early to gybe. Making headway at 75° waiting for a fair wind. May be three days rounding Fair Isle. Seas calming to 4ft. Wind holding at 18kts.

Tuesday, August 29

2400 gybed to try and hold 280° waiting till morning to gybe back.
2300 TWD 026° TWS 189kts COG 65° bearing 083° spd 4kts NW Waves 6s 4ft
Pleasant weather leaving the North Atlantic. Sunny, fantastic clouds, many birds
and new ones!

15:26:03 30°02' 15:28:03 29°55 15:30:04 29°34' N59°05' W007°23'

1500 TWD 329° TWS 16l3kts COG 65° bearing 083° spd 4kts NW Waves 6s 4ft 75' fetch seas calming.

"Mississippi Queen"

Passing Fair Isle into the North Sea. Beautiful cloud studded sky. Somewhat confused seas. Close hauled with North wind.

Noon to 4

TWD 341° TWS 16kts COG 81° bearing9 081° spd 5kts

10:25:00 34°29'

10::27:03 34°46'

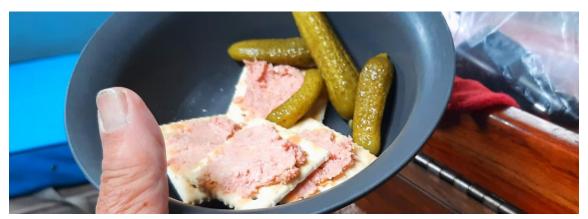
10:29:28 34° 57'

N 58°56' W07°56'

TWD 263° TWS 22kts gusting to 33kts COG 135° bearing 091° spd 6kts ship's 12.3V engine 12.6Vm°

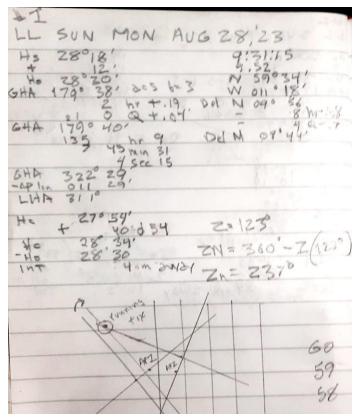
Midnight to 4 watch.

Rain, high winds, large following seas



Chuck's deviled ham snack.





Pro Forma for working sight reductions.

Monday, August 28

Another day at the office. Retired, enjoying being out for days on end for no work to be done. Otherwise, drawing & painting? Reading the New Yorker and working reductions. The sea is too rough for jobs. Cooking was difficult but Willard pulled

a rabbit out of the hat with snacks. Snacked too much peanut butter crackers, cookies, sausage.

Ran engine for 15 minutes.

4 to 6

TWD 283° TWS 22kts COG 127° bearing 091° spd 4.5kts

Big following waves WSW 7s 12ft 250 fetch

Gybed. Moved preventer & extra staysail sheet. Starboard beam reach 1/3 main & staysail.

Shortened sail three times in the morning.

By 10: Played guitar, smoked pot and drinking.

Calm Tom beer slowly with fresh brewed coffee.

N59°34' W11°18

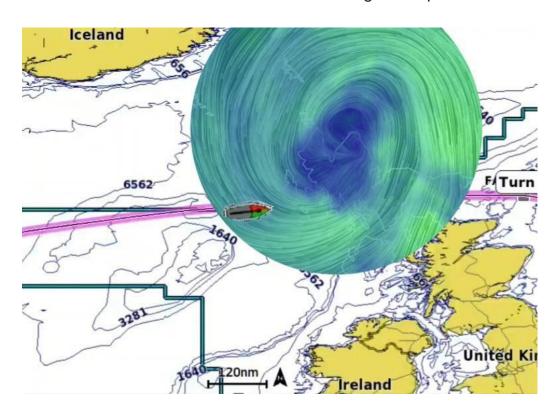
9:26:50 27°43'

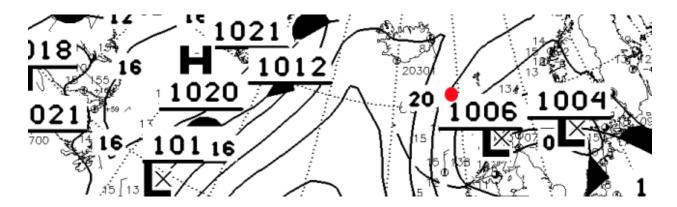
9:31:35 28°16'

9:33:15 28°18'

Port reach 4/5 staysail & main

0500 TWD 270° TWS 15kts COG 64° bearing 090° spd 4.5kts







Covered the doral box vent, too cold.



InReach really did it all.

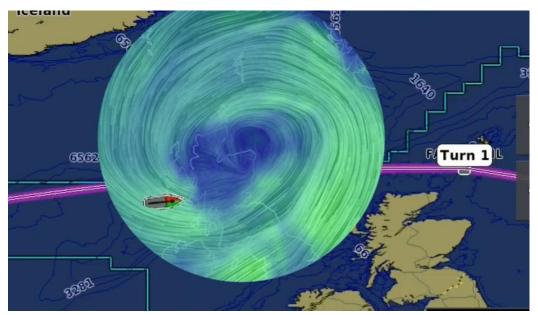


Sunday, August 27 Sextant sights 12:40:45 41°54' 14:46:40 36°19' 14:69:15 36°23' 14:52:20 36°56' *

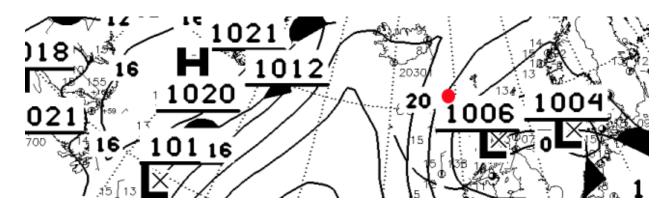
N58°58'

W13°20'

1100 TWD 315° TWS 18kts gusting to 23kts COG 86° bearing 086° spd 3.5kts 0900 TWD 310° TWS 16kts, COG 90° bearing 085° spd 3.5kts
On watch 8 to noon. Woke up refreshed like most sleeps the real sleep comes at the end of a long time rocking & rolling. Still thinking of the endless days on board various ship's in various books



What we thought.



Always trying to figure out why the wind came from where it did.



Willard's special sitting area.

Saturday, August 26 230° TWS 23kts, COG 53° bearing 085° spd 3.5kts

It's not that I do not like going in to port after many days at sea. It's that feeling of not going in that lasts the longest. Most of the voyages I read are long ones. Getting "At Home" is a big part of the experience on a long voyage, though it's not mentioned much. It's easier when there is no work to do. Imagine lowering for a whale and being at sea for the better part of a year.

2200 gybed. Port close reach, staysail 2/3, main migeon. 2000 WD 290° TWS 18kts, COG 150° bearing 085° spd 4kts Wind veering to N

On watch 2000 to 2490

Rough following seas now not supplying proper direction. Will sort it out in the morning.

Did not send a message, just preset 2. Real message sent at 9.

1400 TWD 225° TWS 18kts, COG 80° bearing 085° spd 5.5kts Starboard beam reach Staysail to shroud Main 1 wrap left Waves SW 5s 2ft 50ft Clio tends to come up into the wind when SW waves help her. She'd be fine if she just took the following waves on her rear quarter but something up.

Engine 12.5V 90%

14:48:50 37°58'

N58°38' W16°01'

Noon to 4

1300 TWD 212° TWS 18kts, COG 80° bearing 085° spd 5kts

0300 TWD 290° TWS 5kts, COG 98° bearing 084° spd 1kts

Midnight to 4 watch

Chuck is still wary of the engine since its intake in the fuel tank got coughed and stopped the engine. After changing the filters, which were not needed, we saved them. Tom blew into the intake hose and sucked fuel out of it with the hand pump. He wishes he would have pumped fuel back into the tank, thereby pushing the stuff on the intake back into the tank, next time he will. The hand pump has a lot of pressure.

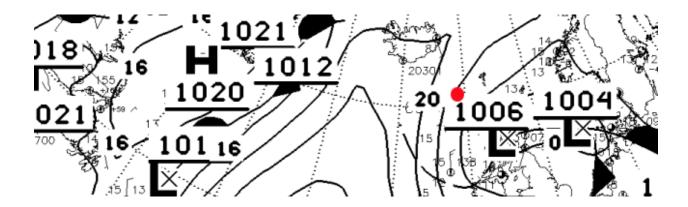


Chuck sews, Willard works on his book.









Friday, August 25

Fine dinner of couscous, dried mushrooms, tomato paste with Bourbon.

17:29:50 22°11'

N58°30' W17°41'

1300 372.3 eng hrs warm charge up

Eng 12.9V Ship's 12.8V

0700 0500 TWD 360. ° TWS 12kts, COG 74° bearing 084° spd 4kts

On watch 4 to 8

0500 TWD 337° TWS 12kts, COG 74° bearing 084° spd 4kts

NE waves 4s 2ft 150ft fetch

Overcast, variegated clouds along the horizon.

Clio continues to slog close hauled towards her goal. Only now we're making 4kts on the rhum line towards our goal. Instead of 1.5kts out of our way because if a strong head wind from a direction we cannot use. Now Scotland seems to be containing the low where we are in the SW quadrant, delivering constant NW to SW winds. Hopefully we'll continue to follow the low over Scotland into the North Sea.

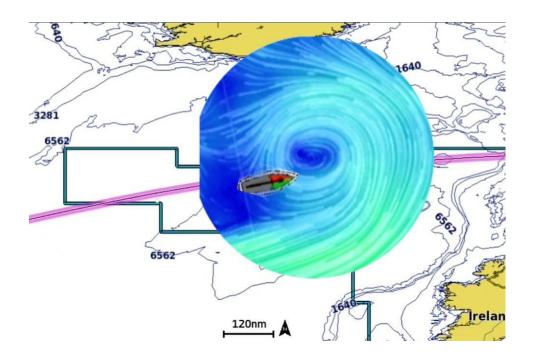
Clio, a kite flying across the surface of the ocean. If the specific gravity of water was higher, waves would not be as big and many more would be our here. If the oceans were smooth as glass in 45kt wind, millions would live on the water in various types of manmade islands.

34 days on the water? That's a lot of "to kill" time. I've given up reading great literature or even bad literature and gone over to a type of mindless looking, listening, feeling, and sensing Clio, making corrections. Hours go into watch the waves. Studying celestial navigation dovetails right into this lack of words.

Captain Eric said we were crazy to sail to the top of Scotland much less go over it to Norway just to make a point. I never inquired why. Just assumed it would be longer and more chance of getting into some nasty quadrants of low, which has happened. We never expected it to take 30 days, just to get to the top of Scotland. Many days were spent on a tranquil sea or slogging, standing still, against 33kt winds for three or four days, making no headway.



Working on sextant sight reductions. Being offshore is the best place to continue to master the process.





Chuck's favorite sitting spot.



Thursday, August 24

Chuck made dinner of fried canned ham, canned artichokes & fresh boiled potatoes.

Message

During all the time getting Clio ready, I longed for the simple things one does while cruising. Like knowing exactly how the companionway boards go in. Each one has a spot where it slips pass the groove into its slot.

Another pleasure put off till finally cruising is taking sextant sights and working up the reduction.

Another is sleeping while off watch. Keeping watch is a great pleasure barely topped by being relieved.

Lastly, looking endless hours at the open sea with its wave story.

Slowly the boys are learning. Open water 24/7 is the best classroom. Each one shows great promise in understanding sail sets though they are getting over being scared shitless if asked to do something.

1100 TWD 337° TWS 18kts, COG 67° 4kts NW waves 4s 2ft 150ft fetch

N58°07' W20°06' 16:32:00 30°34' 11:44:35 39°10' 11:47:10 39°21' 11:59:00 39°34' * N58°01' W20°34'



Refilled water tank with water bottles stored all over the boat. It holds about 20 gallons and we had about 26 gallons tucked around the boat. Didn't use anywhere near the water recommended.



Finally got into the area for our Great Britain chart.

Wednesday, August 23

1400 TWD 324° TWS 17.5kts, COG 50° 5kts

NW waves 4s 2ft 150ft fetch

Water 58° Cabin 64°

Started out sunny, now overcast.

Finally a fair wind carried us to Fair Isle. All 3 sails out. Following NW winds off port rear quarter, building from small to larger. Quarter lee helm.

Refilled 18-gallon water tank. 5 gallons left in the head bin.

1300 TWD 314° TWS 14kts, COG 82° 5kts

Noon

N57°33' W23°

Galley13-1.5L 50.7oz

Water tank area

12:48:55 42° 41.5'

12:49:54 42° 49'

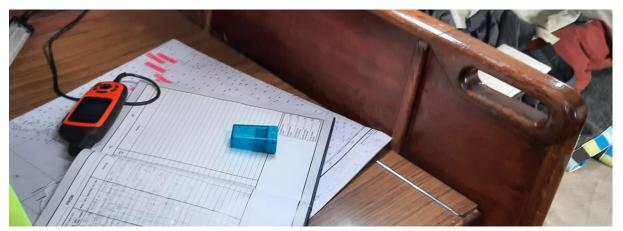
12:51:45 42° 57'

N57°33' W23°03'

0200 TWD 314° TWS 7.5kts, COG 40° 1.5kts

Midnight to 4 watch. Changing wind finally, hopefully from the NW for a few days but it's sketchy.

Sextant work not going well. Pulling our other lesson books to help make sense. Getting some usable intercepts. At least shooting the sun twice a day.



Willard keeps up the log book.



Cup holders especially are needed everywhere.





Discovered how to have turning blocks everywhere for various purposes: Boon preventer, boom vang, aft guy and extra sheets.



Used the vise to bend an angle to reseat the battery box.

Tuesday, August 22

6 p.m. weather looks great. SW winds.

Bilge normal.

15:25:05 39°32'

15:27:15 39°32.5' *

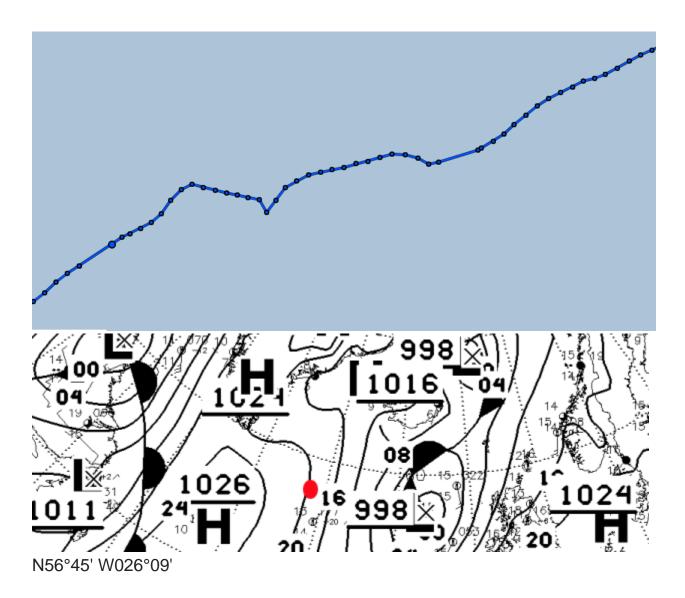
15:29:25 39°20'R 1

1130 Sextant

12:39:30 42°43'

12:43:32 42°58'

22:47:28 43°05.5'



Wind veering, which is good. Wind15 dropping, which is bad. So I wanted a good few days of 100+nm. Just keeping the noise down helps focus on sails.

0700 TWD 028° TWS 6.5kts, COG 120° 2 kts

0500 TWD 326° TWS 13kts, COG 66° 4kts 3.5kts VMP Ship's 12.2V 60% NE Wave 8s 6ft 150'

One wrap on main, staysail 4/5 out. 1/8 to 1/4 weather helm. Broad reach, 4kts, easy on the gooseneck.

Songs: "Nature's Way", "I'm A Girl Watcher."

On watch 0400 to 0800

Pumping bilge only at 1800 hours 1/3 way up tank.

Cleaned galley. Switched turning blocks: main furler & boom vang. Vang turning block needs to rotate, main furler turning block doesn't.

Got out vise to bend angle for battery box.

Watered batteries. Worked on sight reductions. Plotted daily points on chart.



Tom's daily hair ball from morning combing with his pill.

Monday, August 21

17:46:35 25°26.5'

17:49:35 25°22.5'

17:53:39 25°51'

N56°45' W026°09'

Noon TWD 326° TWS 18kts, COG 74° 5kts 5kts VMP

4nm passed half way. 1084nm to go.

Secured whisker pole. Rove new sheet for staysail to fall off on. One wrap on main, staysail 4/5 out. 1/8 to 1/4 weather helm. Broad reach, 4kts, easy on the gooseneck.

11:04:40 35°16.8'

11:07:40 35°35.5'

11:10:59 35°56.5'

N56°58' W25°26'

Noon

N56°41' W26°16'

Message

Good night's sleep. Greyday. Winds dying now close hauled with one turn left on main and staysail clew near shroud. Waves 10s 7ft from NE. 90° course making 3kts. Nearing halfway with winds backing we can let out sail and do a

comfortable close reach. Almost half way, looking forward to becoming one with Clio embracing the rolling, rocking, learching turning them into cajoling, pampering, nestling and embracing as the movement of life.

On watch 8 to noon

Willard's birthday 58, fine dinner of almonds, Uncle Ben's quick rice, Sunkissed salmon, wine, chocolate, rum.

Willard received the "Wire Twister" award.



AIS target





Clio rolled quite a bit because she's a small boat.



Sunday, August 20
2100 TWD 30° TWS 20kts, COG 108° 2.5kts 2kts VMP
2000 to midnight
Waves 10s 1200' 11ft
1330 AIS target 27nm South.
Wind trending down.
Sunny, NE waves 11ft 6s 1200' not one
after another. White caps on hills.
1309 TWD 30° TWS 24kts, COG 108° 2.5kts 2kts VMP
Gusting to 33 kts
Pumped bilge 7"
13:17:40 44°51'

13:18:45 45°04.5' good

13:22:00. 45°10'

N56°38' W27°43'

Noon to 4

Trip3172

N56°38' W27°45'

TWD 30° TWS 24kts, COG 108° 2.5kts 2kts VMP

Once turned off. spreader light is partially on.

Ship's 12.3V 70%

Midnight to 4 watch

Pumped bilge 3 minutes. Up 1/3:way on fuel tank.

Gusting 31, port close hauled 1/3 staysail 1/3 main.

Message:

Give me this 24/7. You always know where you stand: a small speck with mother nature. You can't find these hills on a road. Sooner you get used to it the better. Endless rolling, gybing, careening, learching.



We rarely went forward since Clio can be controlled from the cockpit. When we did, it was fun to put on life vests and clip into the jack line.

Saturday, August 19

Message

Grey day of calmness. Preparing for high winds followed by pleasant useful winds.

1900 Shortened sail, port close hauled 1/3 staysail 1/3 main. High winds expected.

Wonderful dinner of rice, canned salmon. anchovies, capers, bagged crouton. Wine, rum, cookies.

Chuck signed on for next year. Already signed for following year, bringing her home.

On watch 1600 to 1800

TWD 65° TWS 17kts, COG 108° 2.5kts 2kts VMP engine 12.5V 90% Wind veering.

0800 put out all main, staysail re-rove inside lower forward shroud and put out till near shroud.

0700 TWD 30° TWS 13kts, COG 116° 2kts 2kt VMP

0600 TWD 55° TWS 13kts, COG 83° 3kts 3kt VMP engine 12.5V 90% ship's 12.3V 70%

Put out sail. Port close haul 2/5 staysail, 5/6 main, slight weather helm. 3kts 0500 TWD 65° TWS 13kts, COG 124° 2kts 2kt VMP water 5.58° 0400 to 0800 watch

Pumped bilge 6 minutes, 2/3's up the fuel tank. Last pumped 8 hours ago. Every deck fitting must leak.

Whisker pole slipped its tie down on dingy strap, anchored well at mast, laying over the gunnel. Will recover when things calm down.



You never get the idea of the big water in images but it's like a huge 15ft wall coming alongside you as you float to the top of it.





Finally getting comfortable. Lee cloth held him in and his big duffy bag with sleeping bags acted as a wedge to hold him still.

Friday, August 18

Willard starts sleeping on the deck of the cabin when heavy weather strikes, too noisy in the V berth with waves crashing onto Clio.

2300 TWD 40° TWS 21kts, COG 110° 3.5kts 3 5kt VMP P12200 TWD 20° TWS 19kts, COG 107° 3kts 3kt VMP ship's 12.4V 80% engine 12.5V 90%

2100 TWD 17° TWS 19kts, COG 107° 3kts 3kt VMG

Put out sail. Port close hail 2/5 staysail, 3/5 main, slight weather helm. 3kts 1900 TWD 17° TWS 19kts, COG 107° 3kts 3kt VMG

On watch 1800-2000

1800 TWD 30°, TWS 22kts, COG 72° 3kts 3kt VMG

Shortened sail. Port close reach 1/5 staysail, 2/5 main, slight weather helm.

1500 TWD 5°, TWS 30kts, COG 72° 3kts VMG 3kts water 56° air 55°

1200 TWD 5°, TWS 29kts, COG 68° 3kts VMG 3kts water 55.55° cabin 60° air 53°

Noon

Trip3041 N56°39' W31°18' 65nm

1100 TWD 10°, TWS 27kts, COG 81° 3kts VMG 3kts

Engine 12.5 100%

1000 TWD 002°, TWS 24kts, COG 61° 3kts VMG 3kts

Building seas are breaking over the starboard more, hitting the Bimini.

8 to noon watch.

0900 TWD 25°, TWS 24kts, COG 68° 3kts VMG 3kts

Port close reach 2/5 staysail, 1/2 main, slight weather helm.

N waves 7ft 5s 115' fetch. No aposing swell.

Had a dream about those who live out here, psrtners at home and ocean companies and how they present themselves at happy hour.





Running the engine in a heavy sea while using the engine to help tack, blocked the fuel intake tube. Changed all the filters but really needed to blow on the intake hose which cleared the blockage. Here Willard is priming the fuel lines of air. We'll avoid starting the engine in high seas and look forward to rigging a different fuel intake in the tank that is high enough to avoid getting blocked.



Thursday, August 17
2300 TWD 344°, TWS 22kts, COG 81° 3kts VMG 3kts spreader lit fully up
2200 TWD 350°, TWS 28kts, COG 81° 3kts VMG 3kts
Spreader light fully lit after 5 minutes of dim lit.
2100 could not get chart plotter to initialize.

Tried twice. 28kt wind

2000 to midnight on watch

Ran bilge 2 minutes

1500 TWD 10°, TWS 24kts, COG 81° 2kts VMG 2kts

Port close reach 2/5 staysail, 1/2 main, slight weather helm.

N waves 7ft 5s 115' fetch. No opposing swell.

Our 2nd Low, 3 days of high winds and waves

Studied waves for two hours. Less than previous but still the occasional water over the top with a bang. Clio taking them well.

Saw 4' whale's flukes diving 70' off Port bow. May have been a pilot whale.

Worked on the engine. Fuel inlet clogged. Finally able to start. Changed two major filters but was not needed. Saved them.

Lesson learned: not to run an engine in turbulent sea. Blew into the fuel intake hose. Pumped fuel out of it. Finally able to bleed the system.

Noon

Trip 2976

N56°19.6'

W33°01'

1100 TWD 10°, TWS 19kts, COG 91° 5kts VMG 4.5kts

0100 TWD 10°, TWS 17kts, COG 91° 5kts VMG 4.5kts

0900 secured main halyard with bowline. Installed metal wind vane. Installed vang line turning block on rail.

0300 TWD 30°, TWS 8.5kts, COG 96° 2.5kts VMG 2

If this backing keeps coming we'll be able to fall off. Sorry about the impending gale, let's hope she's gentle on us.

Port close hauled 4/5 staysail, full main, headwind, beating, slight lee helm.

Tweaking Clio, studying waves, teaching crew, playing guitar, smoking pot & studying celestial navigation, it's like being in heaven. Should be able to get a grasp of sight reduction it in two weeks! The slow melding of rote and understanding.

On my 4th crossing I did not have the fantastic book "Celestial Navigation by Tom Cunliffe." He follows the pro forma I learned on.

On my 3rd crossing, captain Eric and I doubled handed it while he patiently taught me rote sight reduction. On my 4th crossing, I studied the principals but didn't get very far. Now with 6 different descriptions of sight reduction from 6 different books, I should be able to work up a pro forma and understand the concepts.

Though I do not have the standard almanac, the one I do have is a small standalone almanac and site reduction for a ditch bag.

Meals take on a new meaning. Been fasting till the evening meal but now have a hefty morning snack: pickles, sauscion, figs, almonds, cream cheese.

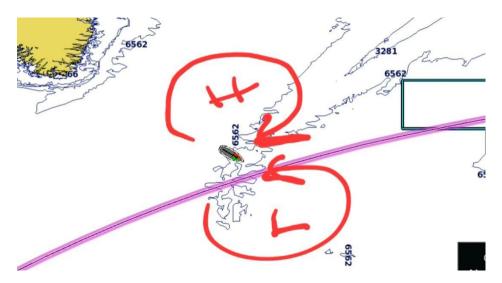
Coffee taking a back seat, just not enough. Morning beer sometimes, half a beer. Now half a ration, half a shot, for after dinner cookie and rhum. Willard continues to masterfully use what we have, supplying exciting new combinations: couscous, raisins, bouillon cube.

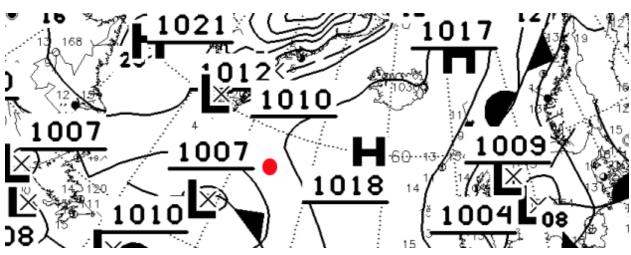
Water 55.30° cabin 60° air 53° Engine 12.5V 90% Ship's 12.3V 70% TWD 55°, TWS 9.5kts, COG 115° 2.5kts VMG 1 Midnight to 4 watch

Spreader light at first dim then full brightness.

Had a hard time getting up, exchanging dream reality for real reality, all of which took 5 minutes.

After a good pee, dressing and shit then snack ready to take on the lackluster winds we're beating to. To think the Horace was having the same hard time in August is comforting.







Finding new uses for the lithium battery.



Finally roving the furler line but it still needs work.

Wednesday, August 16 Engine 12.5V 90% 1600 TWD 70°, TWS 11kts, COG 130° 2.5kts VMG 2 1400 TWD 50°, TWS 10kts, COG 115° 2.5kts VMG 2

13:54:15 46°44' 13:57:10 46° 41' 14:00:55 46° 34' N56°19 W034° 41'

Raised main halyard, need to use bowline. Now only 1 half hitch secures it. Use mast strap to hold sailor to mast. Found myself holding onto the halyard as support as Clio rocked.

Changed head compost.

Tested drainage of cockpit. Okay.

Moved main furler block to fully clear furler base.

Wired spare lithium.

Noon N56°19.3 W34°47.7 InReach trip 2914-2846=68 nm

0700 TWD 59°, TWS 13kts, COG 115° 2.5kts VMG 2

0600 TWD 61°, TWS 15kts, COG 115° 3kts VMG 2.5

Port close hauled 4/5 staysail, full main, headwind, beating, slight lee helm.

12.6V engine 100%

Wave from 61° 5s 2' 75' fetch.

Cabin 58° Air 53° water 54.19°

0400 to 0800 watch

Slow going as we wait out headwinds for the next several days as forecasted. Our only hope is the weather will change in our favor.

Crew settled in for another two weeks just to get to Fair Isle. If winds are non existent for Norway, we motor.

"Once we get home, I don't want to see you for 6 months!", the crew says. "Good," says the captain. "I'll see you in 8 months back on board."

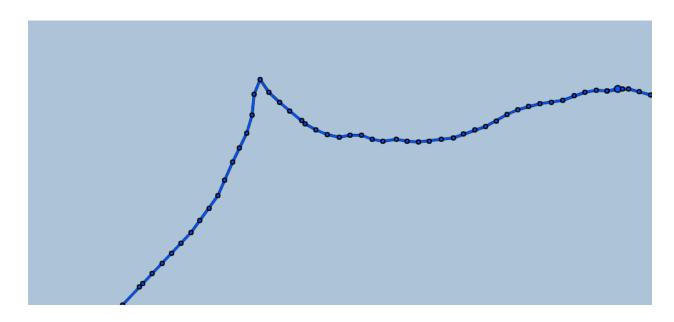


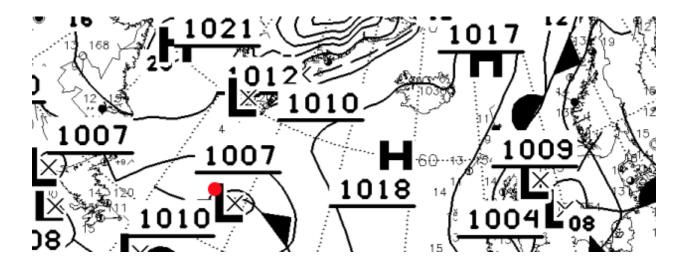
Started using the sextant.





Everything tied down or wedged.





Tuesday, August 15

2000 TWD 61°, TWS 12kts, COG 115° 3kts

Night sail set: port close hauled 4/5 staysail, full main, headwind, beating, slight lee helm.

2000 TWD 81°, TWS 13kts, COG 141° 3kts

1800 TWD 86°, TWS 12kts, COG 150° 3kts

1500 TWD 90°, TWS 13kts, COG 150° 4kts

55.29° water 53° air 60° cabin

Tacked

Port close hauled with 2/5 Yankee, 3/4 stay, full main, headwind, beating

Sextant readings

16:24:40 41°48.5'

16:27:40 41° 29.5'

16:30:20 41°16'

Noon N56°51' W36°23'

InReach trip 2757-2846=111nm

1100 TWD 90°, TWS 13kts, COG 014° 3kts

Sextant readings

11:39:50 36°16.5'w

11:41:40 36°30.5'

11:43:25 36° 39.5'

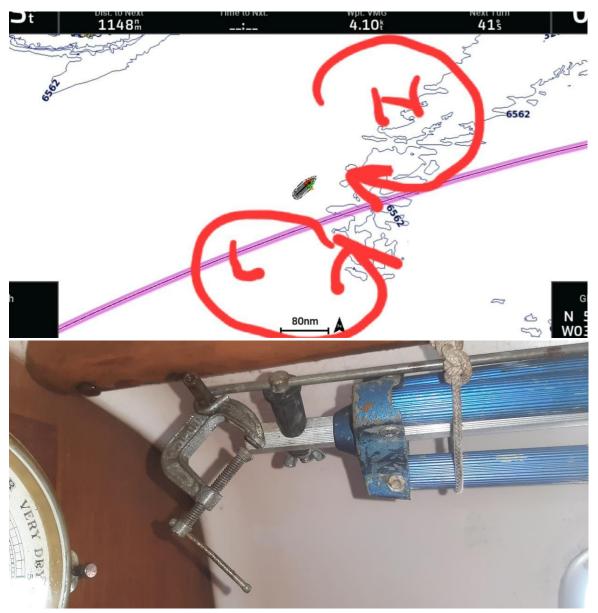
On watch 8 to noon

Looking for conditions to tack resulting in SE course.

0900 TWD 88°, TWS 13kts, COG 014° 3.5kts

12.5 engine 90%

Water 54.80° Air 53° Cabin 61° Starboard close hauled, staysail clew okay Swell from SW disappeared



Oiling everything.



Rust is developing everywhere.

Monday, August 14 is a travel day, meaning there is wind to make distance.

12.5V engine 90%

8 to midnight watch

2400 TWD 110°, TWS 14.5kts, COG 040° 4kts

Water 54.10° Air 53° Cabin 61°

Close hauled, staysail clew okay

Swell from SW 6s 5ft 1200' fetch disappearing

Wave from SE 4s 1.5' 75' fetch becoming more pronounced.

Wind backing. Once East 90° we tack.

1600 Engine 12.3 Started engine. Did not give the normal buzz to then push start. Pushed start without buzz and engine turned over and started with slight struggle.

Ship's battery 12.2 60% Engine 12.5 90%

0000 to 0400 watch

TWD 120°, TWS 14kts, COG 063°

Close hauled. Staysail clew up against forward shroud. Loosed sheet, pulled in furler and retightened. Must watch. Though set up to take it, close hauled puts maximum stress on the rig. But to stay near the Rhum line we must.

0100 TWD 120°, TWS 15kts, COG 055° 3.5kts

Noon to 4 watch

N55°33 W037°19

Trip distance 2757

TWD 120°, TWS 13kts, COG 055° 3.5kts

Water 54.48°
Close hauled, staysail clew okay
Swell from SW 6s 5ft 1200' fetch
Wave from SE 4s 1.5' 75' fetch
Oiled screw bits, guitar, easel.
Took out the galley fan and covered it, too cold.











Secured the head door from the inside.



Extra epoxy pump for transferring alcohol to the stove from gallon cans. Used only 2-1/2 gallons

Cooking one hot meal a day and coffee.

Sunday, August 13

Close hauled.

1600 on watch till 1800

1709 TWD 120°, TWS 14kts, COG 063° 4kts Swells SE 7s 3ft 1200' combined with local waves, 5s 2ft from several hours of SE winds.

Engine 12.5V

0700 TWD 120°, TWS 14kts, COG 063° 3.5kts Swells NE 7s 3ft 1200' On watch 4 to 8

0500 water temp 55.78° cabin 59°

TWD 120°, TWS 12qkts, COG 068° 3kts Swells NE 7s 3ft 1200'

Engine 12.5V 90% Ship's 12.7V 100%

Moved bumpers to windward side under the dinghy to keep foredeck waves from crashing under the dinghy.

Sawed off 1/4" of the head door bottom, sticking. Discovered a clothespin can keep the head door shut while using it.

No rivets or screws for awning hardware.

Wonderful apple crisp for dinner Saturday. Tonight pesto & gnocchi. Always topped off with chocolate and Bourbon.





Sight reduction the easy way using the OpenCPN program.

Saturday, August 12

Airport delayed. Waiting for a flight out. The way we felt everyday whether we were going to make distance.

Watched The Fugitive Kind.

Pro Forma for sight reduction

16:31:45 46°04.5'

16:35:15 45° 39.7

16:43:10 44°50.5'

Noon 51°04' at 2pm

11:13:15 33°13.5']

11:18:25 33°48.5'

11:21:35 34°17.3'

Pro Forma for sight reduction

68.

69.5

15° 09.5' Dec Sun

 $-8.6' = Hrly rate -0.75 \times 11.46$

 $-3.00' = Quad - 0.6 \times a (5)$

14° 57.8 corr Dec'

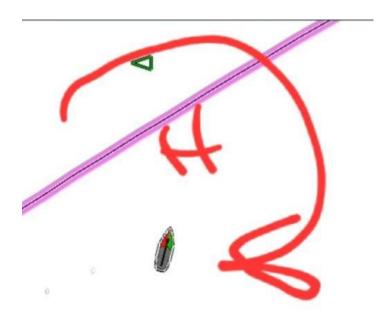
```
Altitude corrected
51° 04.00 Hs sextant altitude
-2.1' Index error
-3.4' Dip (height of eye 12')
+15.3' Altitude corr (April-Sept)
51° 13.8' Ho True Altitude
ZD = 90° - Ho =
89° 60 - 51° 13.8' = 14° 57.8' corr Dec'
+
38° 04.62' ZD
= Lat
53° 02.02' vs. 53° 30' from InReach
Lat = Dec + ZD
```

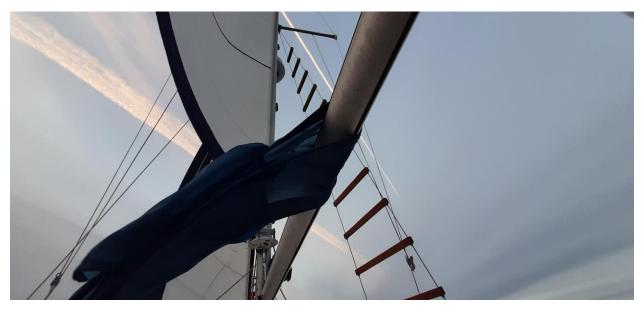
Dec 16° 08.05 + ZD

1000 same 0900 water temp 54.86° cabin 62° TWD 82°, TWS 9kts, COG 009° 3kts Swells ENE 7s 4ft 1500′ 8 to Noon watch Back and forth across the Rhum line. No break from the wind that's always coming from where we want to go! Yet another sunny cool day. On the past I never followed the lows and highs. Just kept on the Rhum line but it does seem we made pretty good time, not like now. Could it be fate having head winds or something that happens in August? I think not.



Installed TP roll holder.







Extra hold downs for the dinghy stabilized the movement of the dinghy.



Drying out shoes.

Friday, August 11

Water temp 55.56

0400 TWD 080°, TWS 10kts, COG 012° 3kts Waves E 7s 4ft

Calm sunny day to get things done.

On watch from noon to 4.

Strapped down dinghy.

Tightened stays.

Cleaned cabin.

Sorted trash.

Added battery water.

Ran engine to tack. Left frig on!

Starboard close reach. 80% staysail and main

Mounted TP holder & stainless waste can.

Added coconut coir pith to head.

Cleaned out head fan screens.

Water temp 55.78° Cabin 58°

12.6V Ship's & Engine 100%

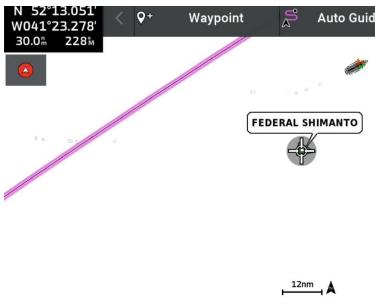
Port close reach. 80% staysail and main.

Rigged boom vang. Main sheet slipped out and completely taken out with joulting. Rigged again, on starboard side!

0100 TWD 040°, TWS 10kts, COG 128° 1.55kts Waves ENE 4s 4ft Hot pants, Daddy's little cutie, Aerosmith

On watch midnight to 4. Took a nap after our aperitif. Went right to sleep to wake up exactly at midnight with the boat rocking wildly on a magnificent starry night with a gibbons moon rising. Moved from low to high today. Seas calming. Hopefully high continues as SE changes to SW.

Playing guitar as the ship's minstrel playing reels, matches and dances while lowly singing vocals.



AIS target.

Signal Status: Sleeping

FEDERAL SHIMANTO MMSI: 538004244 Call Sign: V7VZ2 IMO #: 9218404

Type: Cargo Ship - All Ships of this Type

Dimensions: (190m X 23m)

Max. Draught: 26.2ft

Navigation Status: Under Way Using Engine

Posn Device: GPS Accuracy: High

N 52°13.041' W041°23.221'

Range: 30.0nm Bearing: 228°M



Pea coat cold.

Thursday, August 10
On watch 1600 to 1800
1700 369.7 eng hrs ran for 1/4 hr
0600 water temp 56.84° cabin 58°

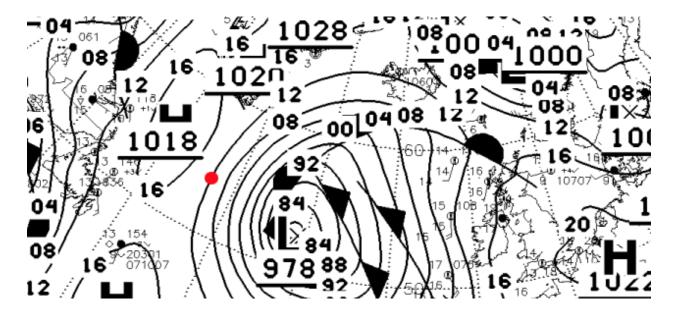
0500 TWD 53°, TWS 21kts, COG 130° 3kts Waves ENE 6s 10ft

12.4V ship's 80% been running sea water pump to clean gallon jug with top cut off as pee bottle since head tilted on starboard tack preventing pee from going into bottle. Will add more cour.

Bilge

Dinghy slightly loose. Tighten and added two straps across bow. Keel handholds used for rigging, stretched out! Added another under to pull dinghy off cowl. Dinghy repositioned herself to be more centered. Will rerigg using throughput holes. Rail connections look solid.

Through out old food in frig. Adding cour to head. Sunny day. In a high. Played guitar. Got out pee coat.



4 to 0800 watch. Conditions same last 4 days high winds heavy seas. Awning fitting broke from rogue wave on deck. Chuck's bunk has few drips. Tom's is dry and confining. Will's is driest.

Gale blowing since 7th.

1/3 Starboard staysail & main close hauled. Wheel balanced much better. Waiting for better wind direction to increase speed. Though headed into waves, better than following seas. Just give me a few more degrees. It's torture sailing this set but it would be something nicer if we could at least stay on the Rhum line.







Wednesday, August 9

1900 TWD 340°, TWS 25kts, COG 54 0800 6ft p44 3kts 3l°, 3kts,

Waves ENE 6s 10ft

1700 TWD 340°, TWS 25kts, COG 70°, 3kts,

Waves ENE 10s

1000 TWD 18°, TWS 22kts, COG 126°, 5kts,

12.6V 100% ship's 12.5V 90% engine

8 to Noon watch

Waves NE 10ft 7s

Bilge at halfway point on fuel tank after a day with rain and lots of breaking waves on deck. Many deck points are leaking. Pumped for 5 minutes. Will check every watch. Looked into lazarettes, water tank area, V berth storage, all dry. Lots of sweating along the hull inside.

Rove starboard staysail sheet inside of forward lower shroud to prevent banging and chaffing. Let more staysail out. Took a little main in. Wheel balanced much better.

Sunny, partly cloudy.

NE Winds 25kts

Watching to see how waves break on Clio. All so far have been benign, breaking easily into the scupper aft of dinghy. Bumpers blocking portal window.





Tom used a tarp to cover his bunk underneath leaving the water to drain water soaking it, then a tarp cover to direct water dripping to soak his sleeping bag. He could be under there now!

Tuesday, August 8
2000 to Midnight
Slogging on the great route
Benny & The Jets
Long hours watching the waves building and soon abating?
12.5V 90% engine

Noon to 1600 watch N52°27' W044°20' 0800 6ft E waves abating by 1500

W044°36'
Noon GMT 2:56 + GMT
16° 19.0' Dec Sun
-8.1' = Hrly rate -0.71 x 11.46
-2.85' = Quad -0.57 x a (5)
16° 08.05'

Altitude corrected

56° 17.5' Hs sextant altitude

-2.1' Index error

-3.4' Dip (height of eye 12')

+15.3' Altitude corr (April-Sept)

56° 27.4' (place holder #)Ho True Altitude

62° in cabin water 60°
Chuck's going for long John's.
0100 TWD 62°, TWS 22kts, COG 155°, 2kts,
12.6V 100% ship's 12.6V 100% engine
0000 TWD 95°, TWS 28kts, COG 135°, 2kts, Waves 7ft
Midnight to 4
Got up early. Occasional bang. Gusting to 33kts
Can feel the fiberglass hull shudder.

Using a gallon jug with top cut off for pee bottle. Dumping in gunnel. Airhead leaning too much for pee to go into the jug.

Moved a large USB light to the nav table. Possible to read now. Continuing celestial navigation study. Take the altitude of the sun, subtract it from 90° to get your Z/D, add declination and you have your latitude.

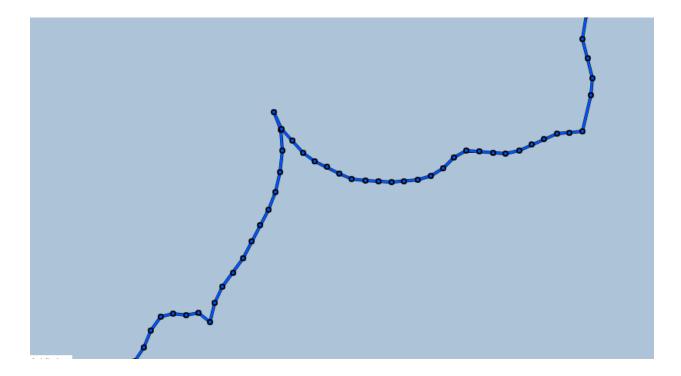


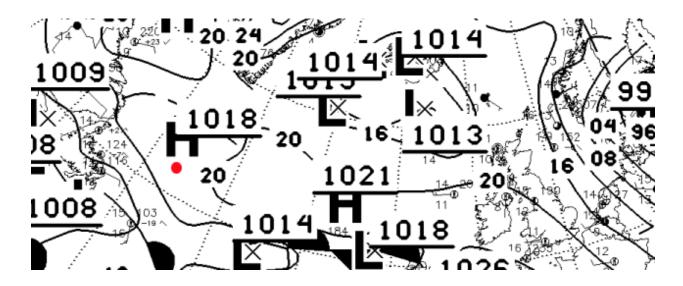


Head lock broke so installed a closure from the nav table.



Our go to navigation and communication device, InReach Explorer +





Monday, August 7

Tacked

Port close hauled 1/5 staysail & main. In upper right hand of low. 1600 TWD 113°, TWS 15kts, COG 179°, 2kts, Waves 5ft 0700 TWD 91°, TWS 19kts, COG 020°, 3kts, 0500 cabin air 66° water 62.91° TWD 96°, TWS 15kts, COG 042°, 3kts, 0400 12.42V 80% ship's 12.5V 90% engine

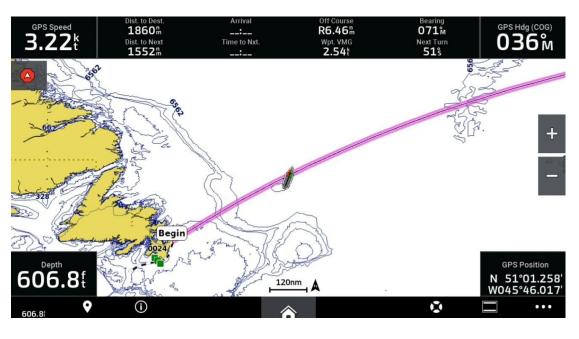
Seas building into a hold on for dear life!

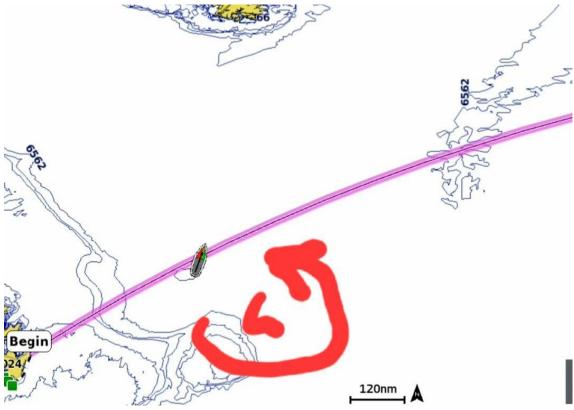
Getting cooler. Spending more time in the cabin with the boards up.

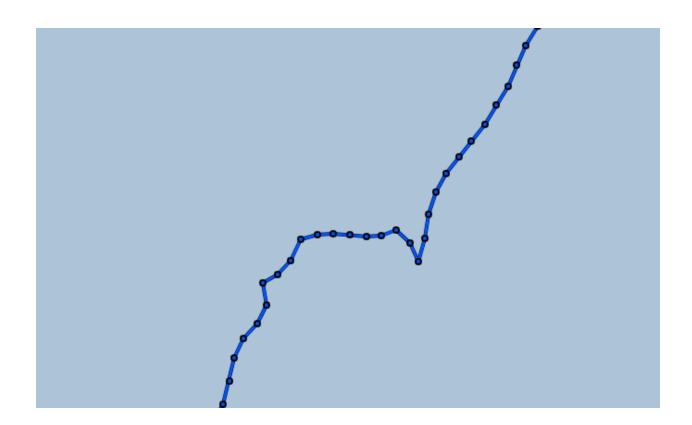
Can't read. Everything onboard is juvenile. Even Dana's Two Years is not enough. So it's the sextant to the rescue or more to the point of celestial navigation. Rote vs. Understanding, Formula vs. Comprehension.

InReach plugged in, the only instrument always on. Gives compass heading, bearing & speed.

Head lock died. Used navigation latch to keep the door closed. Repositioning TP holder







Sunday, August 6 31 nm drifting all over 1900 12.5V 90% engine On watch 1800 to 2000

In the upper right-hand corner of low. Wind backing from NE to E then NE 1100 TWD 110°, TWS 10kts, COG 030°, 4kts

0900 air 68° water 64.75° TWD 121°, TWS 11kts, COG 042°, 5.5kts, 12.8V ship's 12.5V 90% engine

0800 to Noon watch

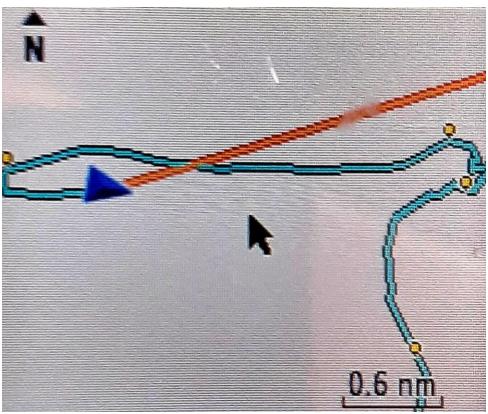
Starboard Closed hauled in a Low's NE quadrant backing to E G-Flexed head TP holder.

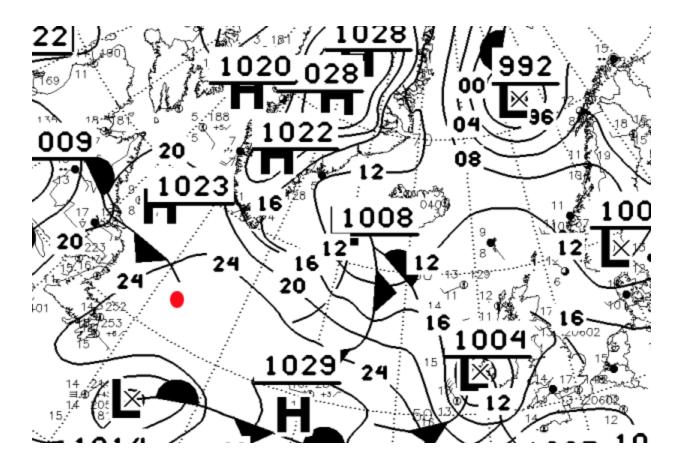
Run a line around the mast to hold the main furler turning block.

Pop tunes keep coming into my head. Radar Love, Live & Let Die, Running Up That Hill, You've Got The Good Stuff.

After picking up guitar for the last two days, more Stones in his head.







https://archive.atmos.washington.edu/difax/difax_atl/202308/202308050000.gif https://a.atmos.washington.edu/weather/archive/varchive.shtml

When in a lull, we moved all over the place waiting for wind.



Saturday, August 5 Noon InReach trip 1559-1535=24 41 nm on chart

Port close hauled with a bit of Yankee.

On watch 2000 to midnight temp 63.45F°, clear, cool, light winds, moonrise.

Shortened sail making 1 kt.

0900 TWD 003°, TWS 5.2kts, COG 88°, 1kts

0300 TWD 003°, TWS 3kts, COG 114°, 3kts

0200 water 63.82° TWD 003°, TWS 4.4kts, COG 114°, 2kts

0100 water 63.82° TWD 353°, TWS 4kts, COG 100°, 2.5kts

Noon to 1600 watch, sunny, clear, lots of birds.

1200 water 63.4° TWD 344°, TWS 6kts, COG 098°, 3kts, ?V ship's 12.5V engine Midnight to 4 watch

0200 TWD 134°, TWS 3kts, COG 034°, Bearing 71°, .5kts

Took apart head lock. Stopped using string, pulling it apart.

Dinner of carrots pasta!



Finally settled down enough to play guitar. The crew loves it. Working on my stage act singing and playing.



New turning block for aft guy.



Ate seaweed until I learned it had arsenic in it.



Takes 1000 sightings to become proficient with a sextant.



Friday, August 4

1600 to 1800 watch
Engine 12.5V
Noon 1535-p1449nm trip distance 86 nm InReach trip distance
61 nm on chart
Noon site
55°53'
55°10'

55°04

55°55'

55°48'

62°

0800 TWD 264°, TWS 9kts, COG 054°, Bearing 70°, 2.5kts

0700 TWD 285°, TWS 6kts, COG 063°, Bearing 70°, 3kts

0600 TWD 270°, TWS 10kts, COG 052°, Bearing 70°, 3kts

0400 air & water 64° TWD 270°, TWS 10kts, COG 023°, 4kts 12.6V ship's 12.5V engine

Setup man overboard system.

Filled alcohol stove using just gallon can pumping directly into notch in screen, little leakage setting can on garbage can.

Mounted turning block for starboard preventer.

Sleeping a lot because the bunk is warm. Myriad of sounds coming from mast, many like tinkling bells. What a racket Clio makes from every area. Having dreams of sailing with additional items attached to Clio like a raft and what to do about it.

Can only feel. Cannot read nor write.

Crew likes learning to sail. In the past they did what they could to get Clio ready but now they must learn.

Cleaning with 409 & Comet. Stopped using teak oil, carcinogenic.





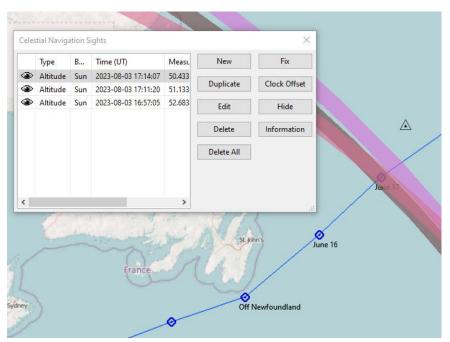
Extra water locker.



Everything gets put in a sealed bag, especially the paper goods.







OpenCPN celestial program.

Thursday, August 3

1800 Dinner of Sama Shuka, diced potatoes, pepper, onion, with egg.

1400 Took Sextant sights.

Noon 1449nm trip distance

2100 water 59° TWD 254°, TWS 14kts, COG 063°, 4kts 13V ship's 13V engine Clio rave rocking.

I spend every hour listening to Clio. Can't read anything that matches the drama.

Pop songs keeping playing in my head:

Need to shave down aft starboard rat boards so we can put out more downwind sail.

Moved whisker pole and preventer over.

Port reach

Instructions:

Move preventer.

Mount turning block on rail with carabiner nut going down. Place just forward of Yankee sheet rail block. Preventer outside aft guy.

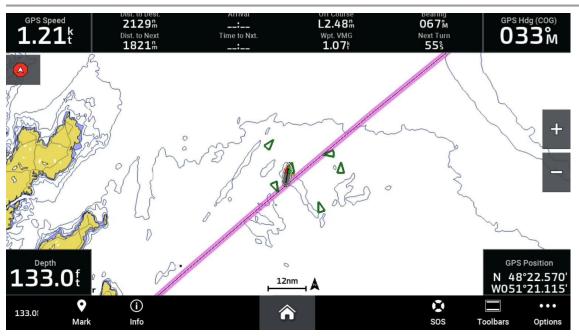
Yankee sheet inside guys.

Whisker pole 6" forward from lower forward shroud.

Mark topping lift where it's high enough.

0900 water 59° TWD 258°, TWS 14kts, COG 046°, 4.4kts, 12.7V ship's 12.6V engine

8 to Noon



Ships all around but rarely nearby.



Everything held down.



Head fan





Wednesday, August 2
Created head portal fan
Installed boom preventer with turning block back to cockpit.
1400 TWD 219°, TWS 15kts, COG 066°, 3.5kts 13.1V ship's 12.6V engine
1200 TWD 220°, TWS 17.3kts, COG 083°, 5.5kts 12.7V ship's 12.8V engine

Midnight to 4 watch.

Port reach with Yankee and Main.

0200 TWD 194°, TWS 8.6kts, COG 066°, 2.5kts 12.7V ship's 12.8V engine On Rhum line, overcast, light sky, full moon came out.

Two fishing boats



Tuesday, August 1

Great cheese omelet dinner with fried potatoes and carrots, fresh salad, cookies, chocolate, beer and JD

Scrubbed cockpit.

Dried out Tom's mattress, laid inside tarp.

Pulled out library. Got navigation and Baltic books.

Sized up pedestal. No deviation. Why grate does not come pass collapsed table, still a mystery.

1800 started engine to avoid fisherman.

152° TWD

1600 on watch till 1800, lots of fishing boats.

1600 TWD 157°, TWS 4.2kts, COG 066°, 1.75kts

0600 TWD 205°, TWS 13.2kts, COG 056°, 3.75kts

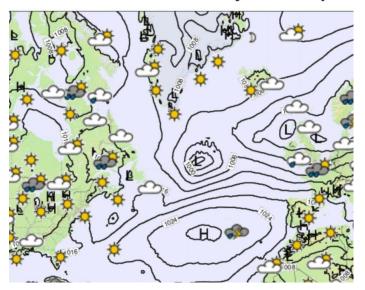
0400 1828 nm to Waypoint between Orkney's and Shetland Islands

TWD 218°, TWS 13.2kts, COG 086°, 3.22kts

Port broad reach Yankee poled

Engine battery 12.6

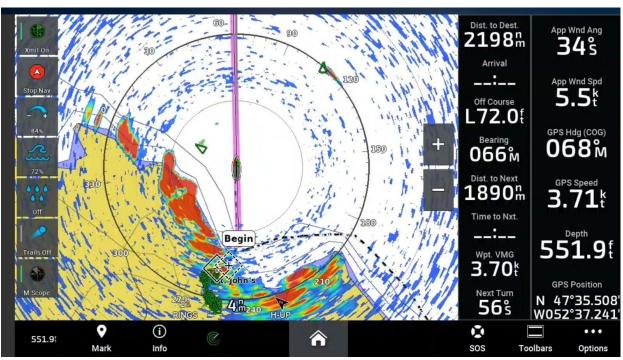
Weather Forecast Monday 31 Jul 6pm





Shaving mirror

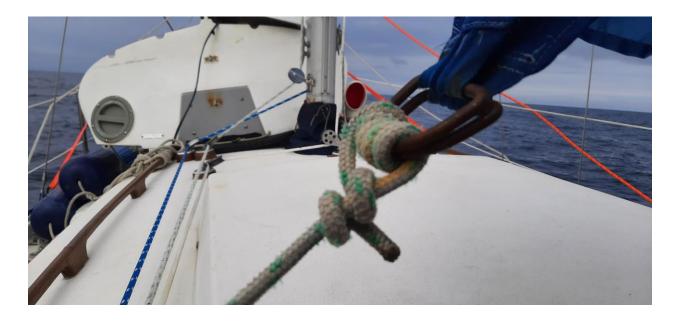




Radar image of David's boat in upper right. Still wondering what our signature looks like.



Standard for sink, sea water bucket held in place by coffee pot.



Monday, July 31 Monday, July 31

Off watch at 20:00, laid in my bunk till 4 am. Rain dripped on sheets. If not sleeping then synced to breathing, heart and ship's rolling noise.

Set off around 11 a.m.

Picked up water and left.

Light winds.

On watch from 8 to noon, then 1800 to 2000, later 4 to 8 Tuesday.

Left with 41' Mussetta, David Jones and Gabriel aboard, bound for Ireland. Could see them on radar.

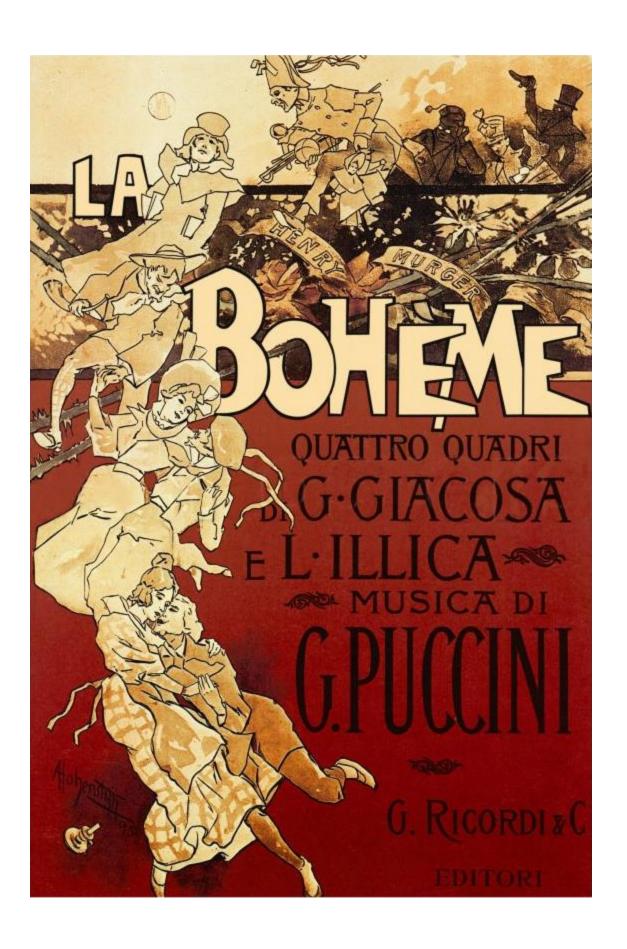
Poled out Yankee.

Installed shaving fan, comes with light!

Can you eat sargasso seaweed?

Using <u>response surface methodology</u>, optimal processing conditions for *S. fusiforme* were determined to be treatment with hot water at 60 °C for 120 min followed by treatment with 0.4% citric acid. To further reduce the As content, the processed *S. fusiforme* was fermented by *Lactobacillus rhamnosus*, and the As content was further reduced to 1.64 mg/kg.

https://www.sciencedirect.com/science/article/abs/pii/S0045653521038832#:~:te xt=fusiforme%20were%20determined%20to%20be,reduced%20to%201.64%20 mg/kg.



Sunday, July 30 David Jones S/V Mussetta Medical Stainless Expert



Jim Winters on a seal hunt.



Jim was our saving grace in Saint John's. Helped like a saint to resupply Clio. I owe him a painting.



Taken by Jim's father.

https://www.facebook.com/jim.winter.3110

KeiPfr by Keilan KeiPfr www.keipfr.com
I sent her an email complimenting her work.

Berthed Swiler & Rock to the Sod came through great, perfect. A lot of fun listening to.

Got the image of the knives, seals on ice, one of you and Sharon and and the founding president of the Canadian Sealers Association and Eldred Woodford the present president.

The rest did not come over.

This shot was used in a video so we blurred out the faces to protect the individuals from attack by the animal rights fanatics. ... All of us who spoke publicly supporting sealing received threats by mail - email - phone - and in person.

Moose - seal - rabbit - all good, healthy, nourishing food.

Omega3 seal oil capsules

Myself, Aaju Peter and her son Aagu confronting a couple of hundred anti sealing protesters at the Hague in Holland. Aaju and Aagu wore typical Inuit seal skin clothing while I wore a tee shirt and jeans with the slogan: I love (heart sign) seals ... Roasted with gravy.

Saturday, July 29

Jim Winter let us shower and do a load of clothes. Gave us a fine tour of St. John's.

Correspondence with Captain Eric, who taught me most of what I know about crossing oceans in a sailboat.

Now in his 90's, he's letting us take over.

T:

Thank you for your offer. Certainly something to think about during the crossing. Of course, Irene would have to divorce me then I'd be living on Fiona!

Willard, the owner, is still hell bent to go directly to Kristiansand, Norway.

We certainly made the right choice to stop in St. John's though Willard originally wanted to go straight from Boston to Kristiansand. His first 900 nm changed his mind!

We go tomorrow. Small weather window. Jim Winter will be taking images of us leaving like he did in 2012 of Fiona.

Get well.

Dinghy captain, Tom

T:

There's nowhere to stop in Northern Scotland or Southern Shetlands. But there is a small harbor at the east southern side to seek shelter in the Shetlands.

Stromness is unapproachable from the west. Tides and distance to means we need a bigger engine.

So we're looking for a 25 day passage over 2,300nm.

I like long passages and we have a great crew made for a small boat!

On Sun, Jul 30, 2023, 3:04 PM Eric Forsyth <ericbforsyth@gmail.com> wrote:

Tom, Bon Voyage. Ref Fiona, I am concerned about next year. Would you be interested in running her? she's yours for a nominal dollar, lock stock and barrel. Think about on the wild Atlantic. Fair winds Eric

Eric B. Forsyth

On Sat, Jul 29, 2023 at 4:05 PM Tom Lohre <thoslohre49@gmail.com> wrote:

Once again, Jim and Sharon were so kind to let us use their washer and take showers.

If all goes well we leave tomorrow bringing with us your vast knowledge in what our little brains can hold. Sending fair winds for a full recovery.

I am tired of preparing, now on to the fun stuff.

At 6 tons Clio, a 32' Bayfield, is bouncy but never fails to hold her own.

On Fri, Jul 28, 2023 at 3:57 PM Eric Forsyth <ericbforsyth@gmail.com> wrote:

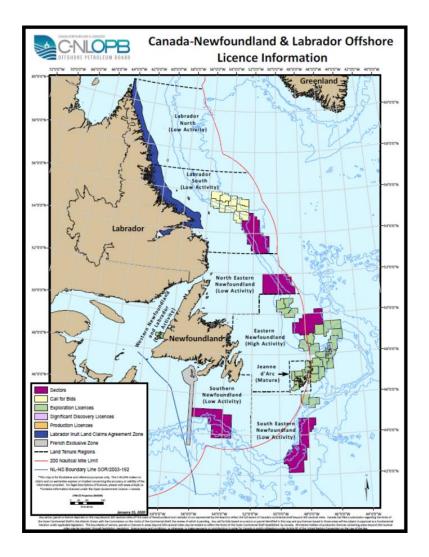
Tom So glad to hear the trip is going well. My own short cruise is looking dubious. I am still in the half-way nursing home. And I have to think about Fion's future. Fair winds Eric

Eric B. Forsyth ericbforsyth@gmail.com www.yachtfiona.com facebook.com/yachtfiona

thoslohre49@gmail.com



The glove to get!





Drying out the immersion suit after getting into the freezing water to check the self steering servo pendulum.



Like living in space without all the ground crew.



Bilge pump enclosed in a laundry bag to keep my hair out.

Sunday, July 39

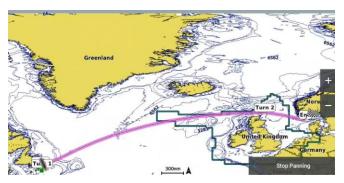
Pizza at Boston Pizza



Saturday, July 30 Zoom call



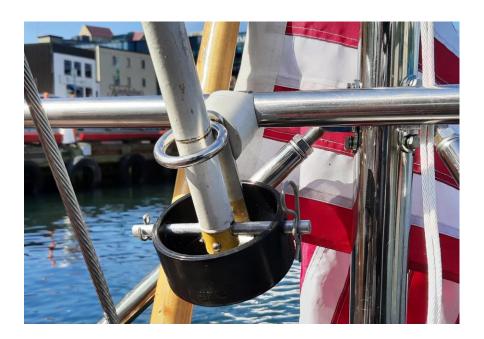
Friday, July 29 Zoom call.



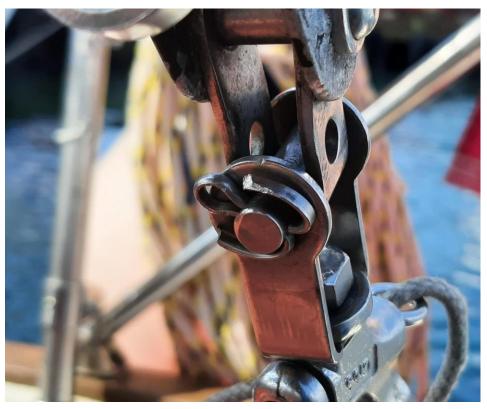
2,300nm



Pedestal grab pole needed extra grabbing.



Overboard flag installed.



Addressed main sheet connection.



Sewed the ends of the bowlines on the Yankee with lines bought in Maine at discount. Clio has a nice accent color of glowing neon orange.

Saturday, July 29
Rove Yankee sheets.
Anchored pedestal hand hold.
Made a stronger main sheet carr.
Made base for an overboard pole.



Friday, July 28 Willard spent 1-1/2 hrs on the phone getting clearance into Canada.

Jim Winter drove us all over getting stuff.



This is the definitive track of the trip. Created by the Garmin InReach devive that is on all the time sending signals via satellite every 4 hours. https://share.garmin.com/TomLohre

Tom's is a monthly pdf mostly technical stuff with a few gems http://tomlohre.com

Scroll down to the Rookwood tile

Chuck's is a video with a splendid narrative touching each topic, food, locking, rigging, sailing, motoring, etc. He is my identical twin and 1st mate.

https://green-cincinnati.com/sailing-32-bayfield-clio-from-port-clinton-ohio-to-helsinki-finland/

Find Clio supplied by Andrew. Each day at noon we put it out to make a mark. Works offshore.

https://maps.findmespot.com/s/BJK4/PH

Private Password: TwinsGoSailing2023

Marine Traffic AIS

https://www.marinetraffic.com/en/ais/home/shipid:7830979/zoom:16

AIS is a VHF radio digital signal. We broadcast our position and receive position, course and speed from other ships. The link here shows Clio!

Our AIS position is broadcasted when we have the engine running, near ports or in traffic. It will be real time. Once offshore it will not work but for some strange reason you might see us taken by a satellite image. Hope so, then you can follow us across in real time.

Safety Check

Lean into boat

Use handrails

Do not use lifelines

Look for weather

No cell phone use except ship's business while on watch

Never go out of the cockpit unless someone else is watching.

Saw European birds. They circled the boat several times and headed East.

Saw no ice bergs. Global warming prevented us from meeting them in a foggy drizzle sea.

I love my lee cloth. It keeps me comfy in a rolling sea. My body does not move much, and I can get some sleep.

Willard is the best cook! He does amazing things with seaweed. And he knows how to say squid in French.

The night sky is clear. The Milky Way is totally exposed. 80 planes are following our route. Truly a great experience.

Life onboard is not unlike a prison cell but the food is great, the view spectacular and the company superb.

Life onboard is not unlike a prison cell but the food is great, the view spectacular and the company superb. It's not climbing Mt. Everest, just basecamp.