

To buy

From Yanmar  
4 impellers  
Grooved fan belt  
Repair manual  
Alternator

Needle for bumpers

Liquid electrical tape  
Electric plugs  
Spare auto bilge pump  
Foam tape for lazarettes

To do  
Install rubber seals and clevis pins on lazarettes.

Willard to do  
Butyl rubber cockpit & hull holes

Chuck to do

Tom to do

Jib 4"  
Staysail 2- $\frac{3}{4}$ "  
Backstay 1"

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Friday, July 7  
Thursday, July 6  
Boston  
Wednesday, July 5  
Boston light  
Tuesday, July 4  
Quincy  
Monday, July 3  
P-Town  
Sunday, July 2  
New Bedford  
Saturday, July 1

Newport  
Friday, June 30  
New London  
Thursday, June 29  
Hell's Gate  
Wednesday, June 28  
Woodstock  
Tuesday, June 27  
Castleton, NY  
Stepping the mast



Monday, June 26  
Waterford, NY  
Password: Tugboat\$

We made it through the Canal. A wonderful trip through the canal. Brings back memories of many locks during childhood on the Ohio and Kentucky Rivers. Now salt water!  
Stopped on the western side of Lock 9 to go to a gas station, to get beer and snacks.



Sunday, June 25

Lock 11 western wall below Amsterdam

Motoring 400 miles to get to the ocean at 5 nm per hour was pastoral. The Amish families fishing is the highlight. Clio performed well, having everything she needed.

Watch your depth & look at the water to avoid running aground.

If the engine alarm goes off, look at the error code on the panel and shut the engine down. A broken impeller caused overheating.

Both fixed and continuing.

Updating a 1976 32' Bayfield sailboat and crossing an ocean is

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SULAIRE SOLO SAILOR British

MMSI: 235069364

<https://www.marinetraffic.com/en/ais/details/ships/shipid:194470/mmsi:235069364/imo:0/vessel:SULAIRE%20SOLO%20SAILOR>



S/V ALCHEMY, Canadian steel sailboat

MMSI: 316026521

<https://www.marinetraffic.com/en/ais/details/ships/shipid:5572881/mmsi:316026521/imo:0/vessel:ALCHEMY>

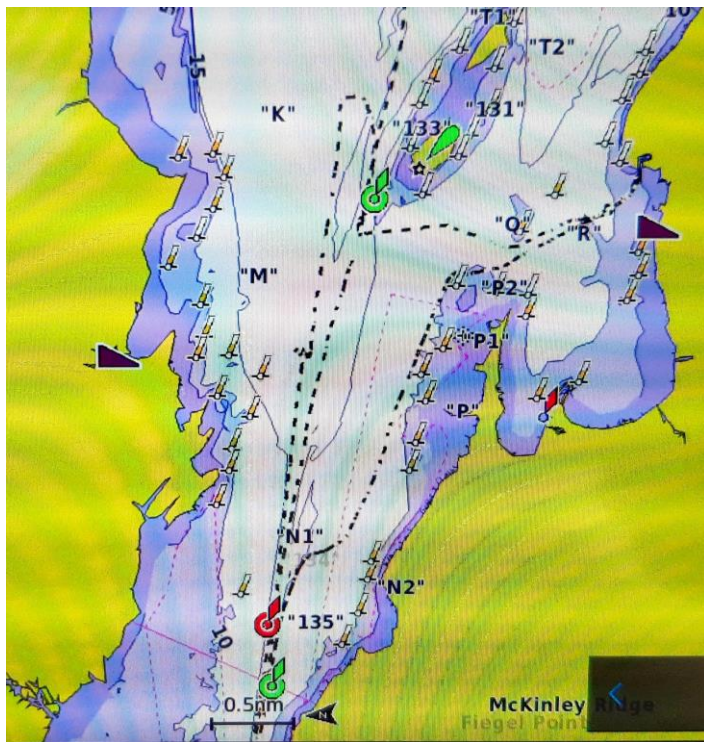
Both arrived in St. John's Saturday, June 24.

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Saturday, June 24  
Lock 18





Friday, June 23

Crossed Lake Oneida. Spent night at Sylvan Beach. The image shows the jet ski races in the morning next to the rowers' boat house. Turned back to the beginning of Lake Oneida when a big boat with a big wake knocked our mast out of the cradle. Luckily it settled on the gunnel. We found a lift, put it back and continued.





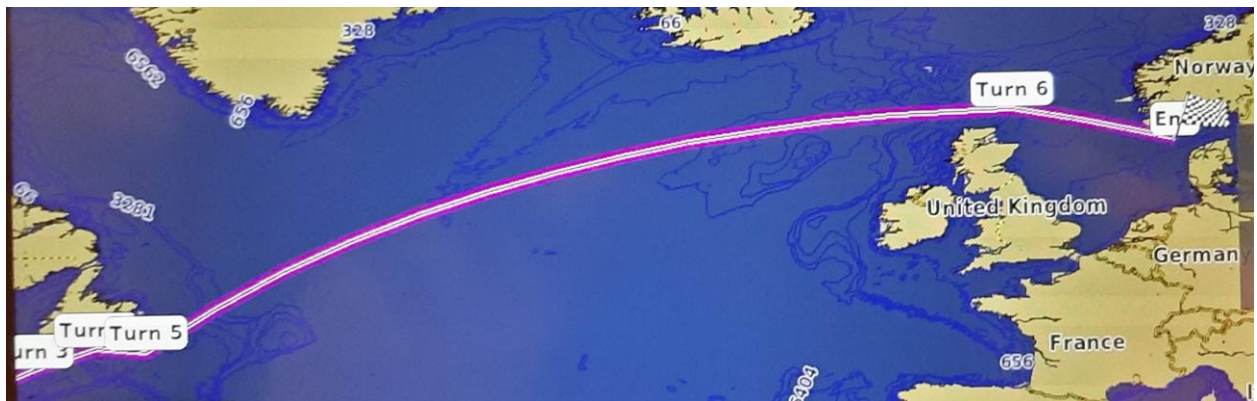
Thursday, June 22

Lock master at 27 gave a royal tour of the dry dock while waiting for a crane to be unloaded.

Spent night in Baldwinsville.

Walked a mile to Tops for groceries.

A good night of discussion about the ship's protocol. Giving Willard more control. I was heavy handed and will pull back stonewalling what I considered stupid questions. Will explain procedures calmly and with kindness. We're past the initial breaking in of the ship's protocol. It's okay to give leeway and let Willard make mistakes.

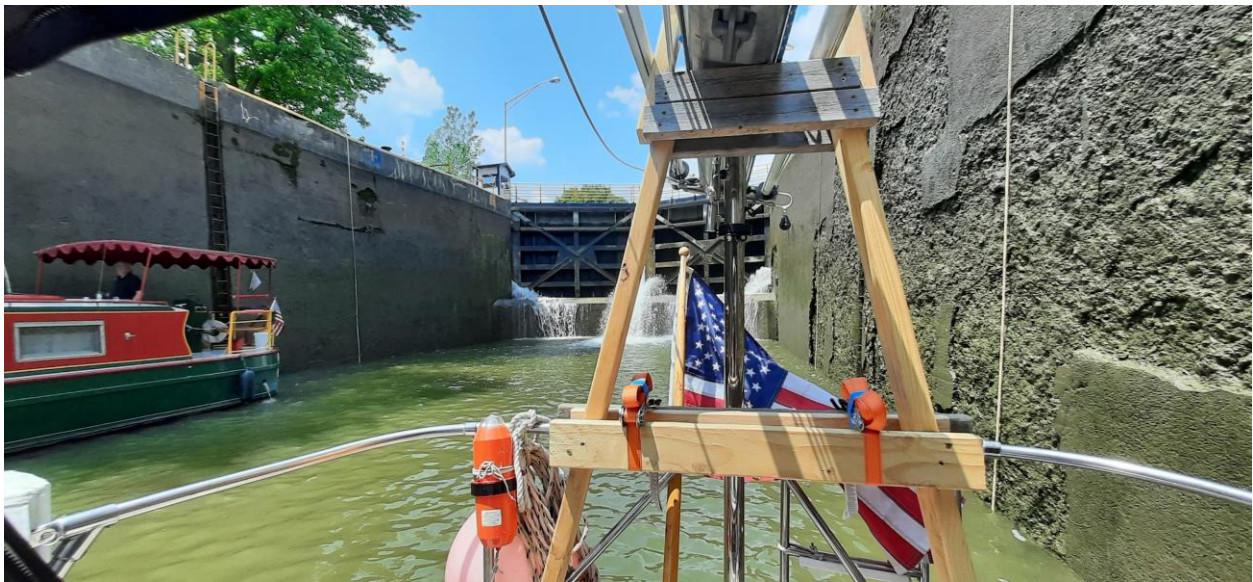


3367nm, 45 days, same as Panama Canal to Marquesas'



Parkers Bar and Grill, Newark, NY





Wednesday, June 21  
Overnight in Newark,  
Welcome2022!  
Newark\_Port  
Code 8352

Witness an overdose. Across the canal a woman cried out for help and people gathered to help. She had just inhaled something from a bag and peed in her pants. The locals helped. One held her. 911 showed up and tried to settle her down as everyone did. It took three hours.

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GPSMAP 943xsv

Manuals

[https://www8.garmin.com/manuals/webhelp/gpsmap\\_touch/EN-US/GUID-D4A13B58-1B89-44EC-BE9E-A6B0F15F99DC-homepage.html](https://www8.garmin.com/manuals/webhelp/gpsmap_touch/EN-US/GUID-D4A13B58-1B89-44EC-BE9E-A6B0F15F99DC-homepage.html)

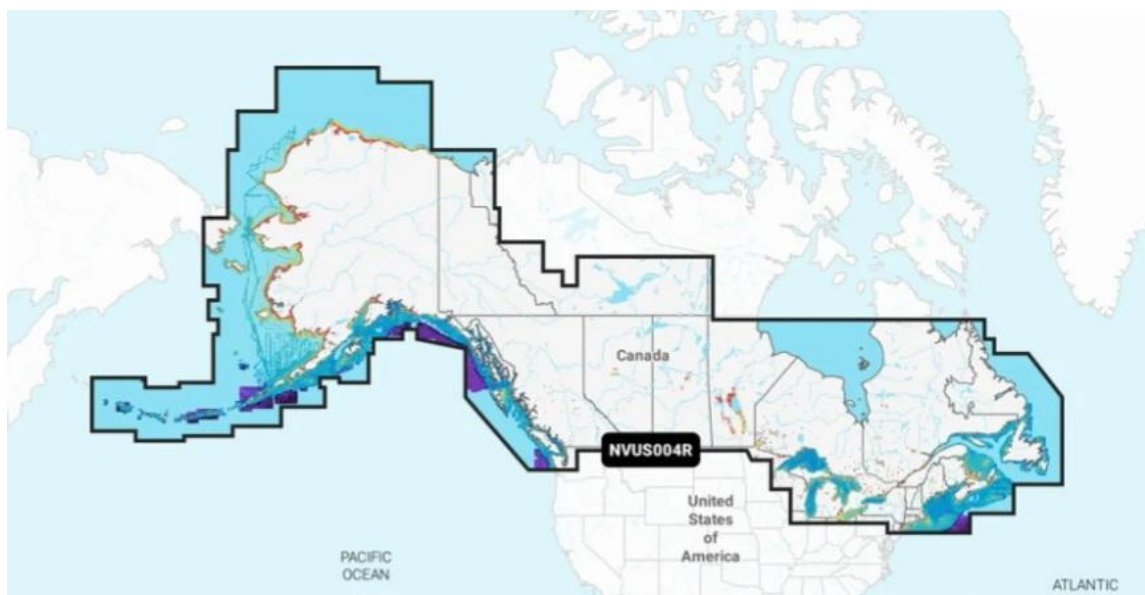
<https://support.garmin.com/en-US/?partNumber=010-02366-03&tab=manuals>

## Product Support

U.S. [1-800-848-5896](tel:1-800-848-5896)

Monday-Friday 9:30 a.m.-4:30 p.m. ET

Closed weekends and holidays.



Added to cart

Great Lakes - Lakes, Rivers and Coastal Marine Charts



Garmin Navionics+™ | NSUS004R | microSD™/SD™ and One-year Subscription  
PART NUMBER 010-C1288-20

\$99.99

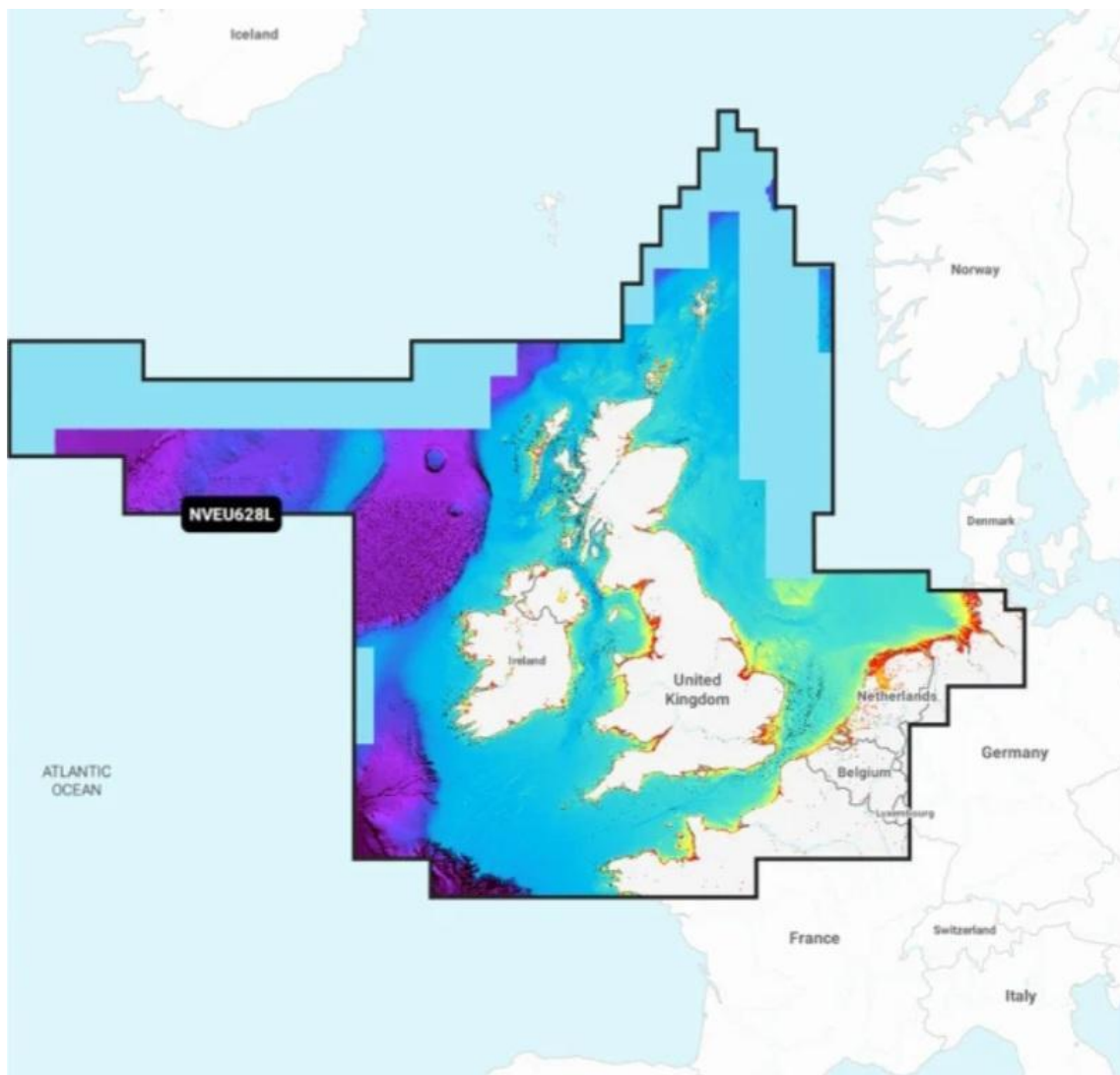
USD

Version GARMIN NAVIONICS+™

ALASKA & GREAT LAKES CANADA

Format MICROSD™/SD™

<https://www.garmin.com/en-US/p/794414>



Added to cart

U.K., Ireland & Holland - Marine Charts

Garmin Navionics+™ | NSEU628L | microSD™/SD™ and One-year Subscription

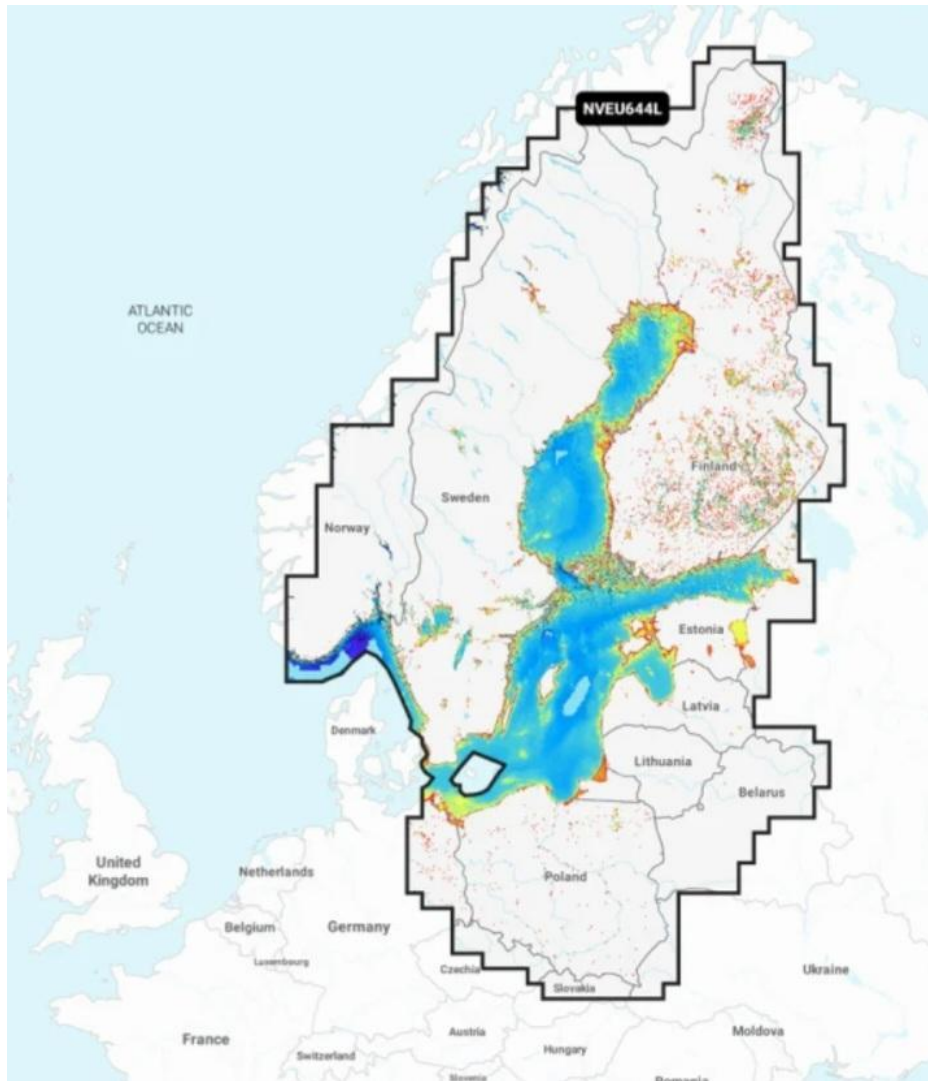
PART NUMBER 010-C1271-20

\$199.99



Version GARMIN NAVIONICS  
Format MICROSD™/SD™

<https://www.garmin.com/en-US/p/794484>



Added to cart

Baltic Sea - Marine Charts

Garmin Navionics+™ | NSEU644L | microSD™/SD™ and One-year Subscription

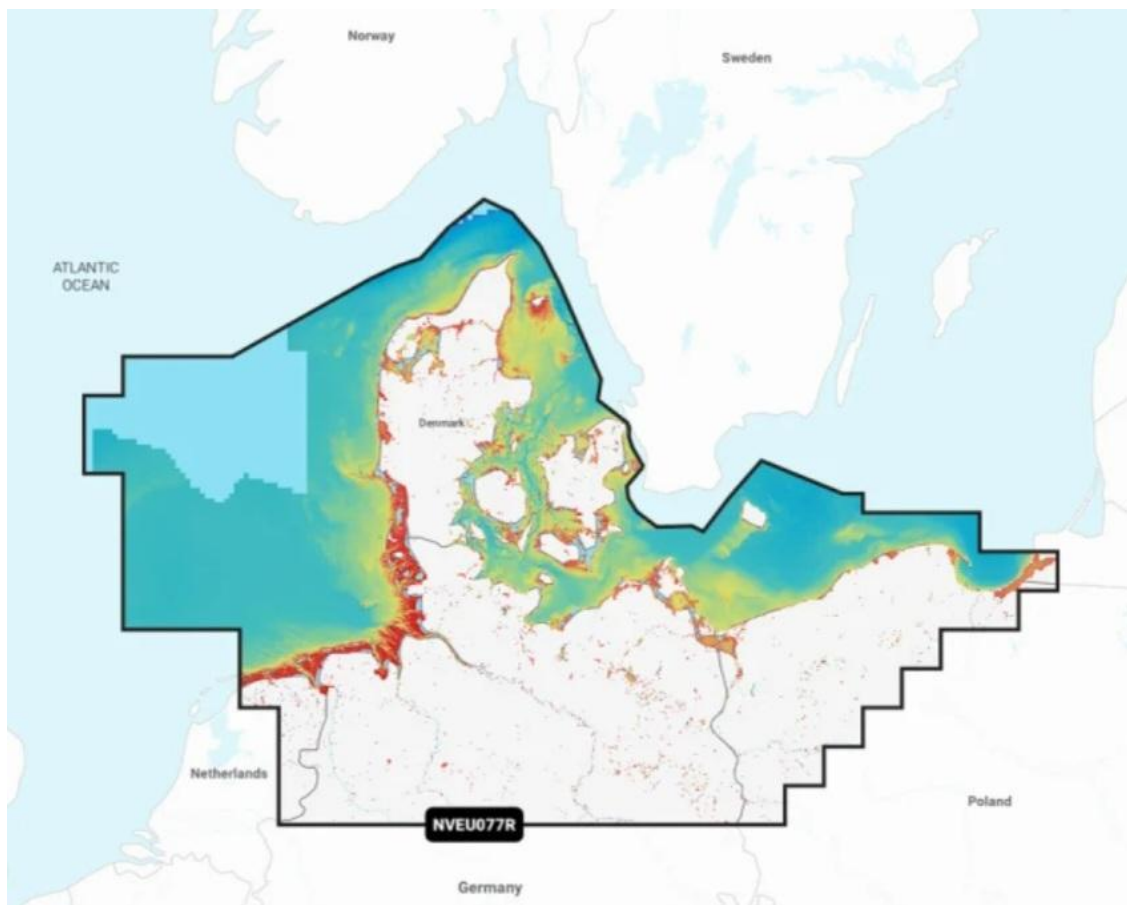
PART NUMBER 010-C1273-20

\$199.99

Version GARMIN NAVIONICS+™

Format MICROSD™/SD™

<https://www.garmin.com/en-US/p/794871>



Added to cart

Denmark, Germany & Coastal Poland - Marine Charts

Garmin Navionics+™ | NSEU077R | microSD™/SD™ and One-year Subscription

PART NUMBER 010-C1243-20

\$109.99

Version GARMIN NAVIONICS

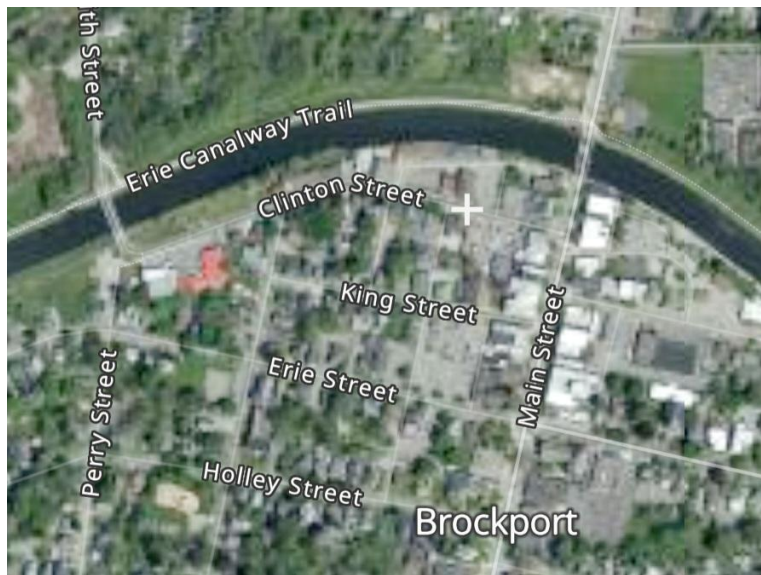
Format MICROSD™/SD™

<https://www.garmin.com/en-US/p/794735>

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F55







Tuesday, June 20

Put mast on boat and left.

Brockport Welcome Center

Closes at 6

<https://brockportny.org/welcome-center/>

5856375300

(585) 637-1000

Irene:

I've spoken to Bill Bryant, who is the afternoon constitution assistant dockmaster. He said I should send it to Sebastian DeSilva, the 9 to 5 dockmaster. They receive letters and so forth from people all the time.







Monday, June 19

Working like a dog all day. But I never knew a dog that worked.

Working in the blazing sun, but no flies!

We see the light at the end of the tunnel.

I am a smiling sailboat builder.

The image shows the quaint Wardell Marina. You see the crane. The old man reminds me of Captain Eric, with the Trump flag.

Midnight watch 12 to 2, 21 nm to waypoint, 10kt head wind, cool, clear. 3.8kt at 1,500 rpms.  
ETA 6:16

Arrived at Denny Wardell's marina. Took mast out and spent the rest of the day correcting the stays.





Sunday, June 18 Father's Day

16:00 Off watch. ETA 6:30

12:00 Received a card from Helen.

Stopped engine. Checked oil. Added a quart. Just below the upper mark. No water dripping around the stuffing box.

Cats' paws 2.9kt head wind

209 nm from Port Clinton to Tonawanda.

What a Father's Day. More like Father's Summer. Arriving Tonawanda 10 a.m. Monday. Just in time to get a free City Dock space because boaters will be leaving.

Good morning. Already further than last year. ETA Buffalo Monday 4 a.m. Will still need to motor to moorage up the river. Arriving at Tonawanda City dock around 11 a.m.

8:47 Motoring

Transferred 5 gallons.

ETA 3:18 Monday

Reduced rpms from 17 to 15

First night watch 2 to 4 a.m. cool, calm, clear. 6.6kt wind from NW.

Running: engine, cabin, running & steaming lights, fridge, radar, plotter, autopilot, head fan, anemometer.

Saturday, June 17

Underway, motor and motor sailing

Fine dinner of risotto.

To do

Wire spinnaker shackle

Watch Port deck bundle.

2:50 a.m.

Motor, radar, plotter, autopilot & fridge running.

Cool, clear

Sunday, June 18



Saturday, June 17

Good morning. Everyone is up at 6:30! First time there is no work and they're up! Willard jumps out of his bunk and reveals, "Sailors never leave on Friday!" We left last time on a Friday and look what happened. Never heard of it. The Mayflies are here!

Left Brands at 10:45 a.m.



Friday, June 16

Checked Whale pump. A small piece of debris blocked the exit flap.

Loaded lazarettes.

Leaving around 4 a.m. Saturday, June 17 when winds abate.

Settled Brands bill.

Tightened shrouds.

Bottomed out backstay.

Best we can do.





Thursday, June 15

Changed fuel filters.

Started engine.

Loaded boat.

Launched

Bled fuel, lever was bent from taking the engine out, once discovered things went quickly. Until then we used every possible pump and suction device to no avail.



Wednesday, June 14  
Installed anchor rove cover.  
Installed engine.  
Matched flange to .002  
Bent staysail and main.  
Installed prop and zinc.





Tuesday, June 14

We just take things in stride. We leave Friday!

It's been an interesting trip convincing the owner it's all boating. I've had the crew with me for over a month and I'm in heaven. Eventually we'll get underway. You can't rush sea trials!

Chuck solved an electrical problem yesterday. That could have brought us back.

I think we will finish with major surprises. It's like we found Clio, the boat, having an affair and hooked on fentanyl.













Monday, June 12

Removed engine.

Cut strut bearing.

Made cover for deck hole for anchor rove.

Finished excavating around stern tube.

Made dam to hold Epoxy.

Poured Epoxy

Rove boom outhaul

Put washers on turnbuckles in preparation to hoist sails. Too windy to bend sails.

Wired forestay turnbuckle.

We think there is a split from the bottom of the keel. We have a little drip at the base of the rudder. Maybe with water in there in the winter with freezing it expands.

We poured acetone in the area, but none came out.

We are excavating around the stern tube extracting the darker suspect resin. Kind of like cleaning out decayed teeth in order to put a filling in. Once cleaned, we'll make a polypropylene dam around the stern tube and sides and fill it with West System Epoxy.



Sunday, June 11

What a sea trial reveals. After putting a new engine in and launching it we had a good season last year. Now this season while on the first leg of our 5,000nm voyage our auto bilge went out and discovered a major leak, 6 gallons every half hour with the engine running.

Back in harbor,

We discovered a leak between the hull and the stern tube. We think it always leaked. We never heard the auto bilge running because it only leaked a lot while the engine was running.

Our solution is to excavate 3" around the hull and stern tube on the inside seal it with West System Epoxy and fiberglass.

Excavating around the stern tube. Still do not know where the water is coming from. The area is mushy and wet around the stern tube. Not so on the outside. Water is coming from somewhere. Maybe a crack on the bottom of the hull but that is a long way to the stern tube.







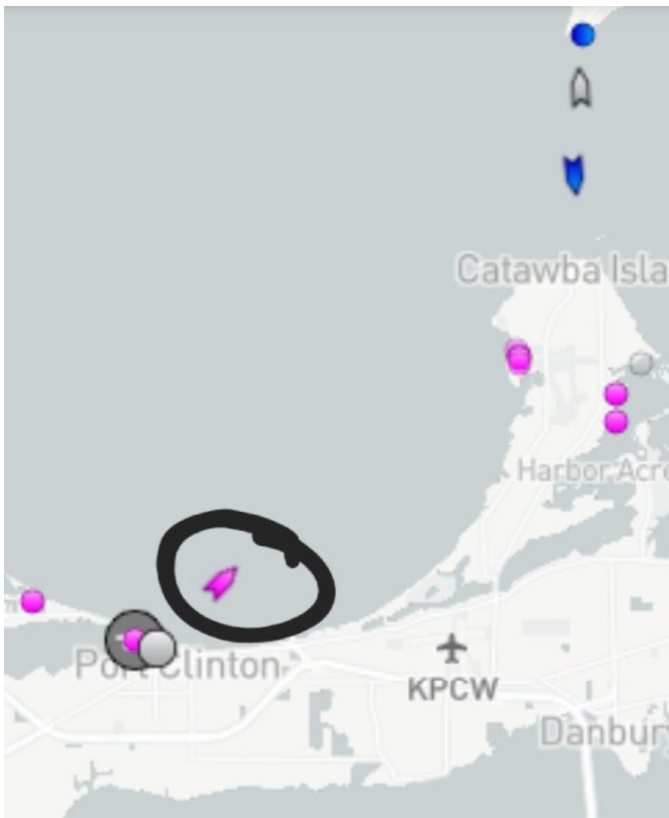
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It'll mean pulling the engine but we should be back in the water and on our way by Thursday.

Overcast & cool for a great workday getting ready to be pulled out tomorrow. Going into the bowels of Clio to see if the leak can be fixed without coming out though we still have to be pulled to look at the shaft near the prop for another concern, the free shaft space between the hull and the zinc (sacrificial anode attached to the shaft to take electrolysis corrosion between the boat and the water she's in).

The crew had a rousing diagnostic & procedural discussion.

Rusty skills showed by not going over the deck hardware before nightfall while underway. Too busy, texting, taking selfies, toasting, and being happy.



Clio on Marine Traffic

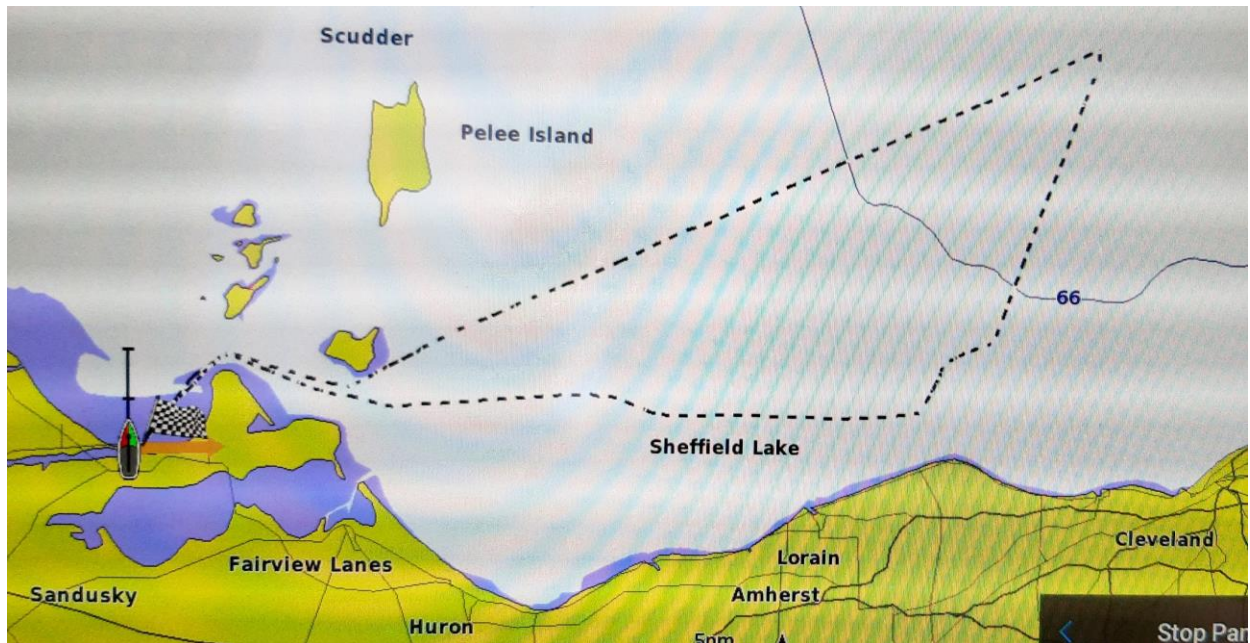


Image shows our track, 124.3nm in 29 hours. When we discovered the leak we headed for land and cell service. Once we got a handle on the flow we sped up to hull speed but in the beginning it was 2.7 kts.

Rusty skills showed by not going over the deck hardware before nightfall while underway. Too busy, texting, taking selfies, toasting, and being happy.

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From Chuck's blog

We Set Sail at 11:45 am June 9, 2023 (for what turned out to be a sea trial)

As with all big adventures, a lot of the pleasure is preparing for the task. When you start, you focus on the pleasurable and fun experience of the trip to your destination. Having carefully prepared your ship, checked the weather and unique events that might be happening along the way; you can enjoy the journey and we are very much so. It's a beautiful day on Lake Erie with light winds out of the North. Once we clear the islands, we will set sail for Buffalo. It will be a couple of days and we expect to arrive Sunday morning or so. Monday the shipyard will be open, and we will have the mast taken down to prepare for the 363 miles on the Erie Canal. The bridges are too low to allow for our 45' mast height. I've learned over the last week about Will's Grandfather's ocean crossings. In 1953 he sailed a 38' ship from Egypt to the US. In 1955 he sailed a ship he built himself from the US to England. One of the reasons Will decided on the Bayfield 32' was because it had a similar size to his grandfather's sailboats. He's carrying on the Sunderland maritime history on this voyage. Will's no stranger to maritime adventures, after he graduated from college, he served on a Russian fishing vessel off the northwest coastal waters of the US. At that time Russia and the US were cooperating internationally to manage the fishing harvest in the region. It was Will's job to liaison with the reporting authorities about the type and amount of catch. To commemorate the journey, Will commissioned a Rookwood



Pottery plaque. Tom did the artwork and the last thing we did today was mount her on the port bulkhead. What a beautiful tribute to the Sunderland seafaring tradition we are carrying on.

At around 9 pm, 61.5 miles out, we noticed the bilge pump wasn't working. We baled with the manual whale pump and quickly got the water out. The buss board for the pump wasn't hot so we bypassed it and got the automatic pump working. Tom spent some time in the engine room tightening the stern tube to stuffing box connections. He couldn't stop the leak while the engine is running. The prop shaft goes through the stern tube. At the prop end a rubber bearing pumps a small amount of water into the boat along the prop shaft, to lubricate the stuffing box which is where the water is sealed out of the ship. It should drip a little underway.

After much discussion and since we were going to have to take the mast down anyway to shorten the stays, it was decided that we would return to port, pull the boat, check the stern tube, trim the thrust bearing, and correct the mast at one time and be done with it. We wouldn't have to do the mast work in a strange yard in Buffalo. Our fellow sailors back at Port Clinton, Stewart Brand and Carl Bach, agreed with our decision. A small delay and expense in preparation for the journey ahead. We all agreed, "It was the cruising life!" Stewart is the son of the builder owner of Brands and a very experienced sailor. He had given us some great advice on aligning the shaft, etc., earlier. We're docked next to him. Carl is an old business friend from Cincinnati who has sailed his family's Catalina "Why Worry" for 56 years.

Finally, this morning, Sunday, June 11, 2023, Tom confirmed that the stern tube is leaking. It probably always has. We'll seal it from both ends with a special 3M sealant. The failed bilge pump was a blessing in disguise. We never knew the stern tube was leaking because the automatic bilge pump always took care of it and we couldn't hear it anyway because the engine was running. But definitely, something we're glad to repair before we set sail. Again!

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Saturday. June 10

The best laid plans of mice & men often go astray. Our stern tube sprung a leak, so we have to go back to Brands to have Clio pulled out of the water to inspect the trouble since the water from outside is inside the stern tube. It encases the prop shaft. A rubber tube attaches to the stern tube where it comes onto the boat, and it is where the leak is. We had no problem with this connection last summer. Though when I got into the hold to see what was what, I noticed water residue but not from the stuffing box and it had been there for a while. Probably all the time she was in the water but did not notice it because of the auto bilge pump.

Hopefully it can be resolved in a week or two and then we'll try again. While the Clio is on the hard, we'll take the mast down and adjust the wires that hold up the mast. Something we were going to do in Buffalo.

It's fun on a boat when all systems are up and running and one thing goes down. We have three things down: Stern tube connection, mast wires and bilge pumps.

Our gigantic hand operated Whale pump worked great pumping out 50 gallons of water from the bilge. We didn't notice it till it made the deck wet. Every floor in a boat is a deck, even the one inside the cabin.

Then it stopped. We replaced all the rubber parts earlier. Then our automatic bilge pump stopped. We rewired that. Running it for a minute every half hour, about 6 gallons. We also have a hand pump that can handle it.

After going 48 miles to Buffalo, we limp back with our 122nm sea trial between our legs.

The new electronics are excellent. Everything is finished except for these few problems.

It's all boating!

This is a blessing in disguise. The stern tube was probably leaking all the time and we did not know it because of the auto bilge pump. Since it only leaks when the engine is running we never heard it.



Winfield Marina  
200 River Rd, North Tonawanda, NY 14120



Last thing to do with the table saw, a propane soldering tip. Mighty handy in the middle of nowhere.



Installed tile





Weather Saturday. Turns out what we thought would be a fine wind to approach Buffalo, was a head wind going back to Port Clinton.

Friday, June 9

Will pull boat out of the water along the way to make more space between zinc and strut bearing by cutting the strut bearing.

Will change filters on the way.

Removing the mast.  
230505 Called Denny

[Wardell Boat Yard](#), 

1 Sweeney St, North Tonawanda, NY 14120

(716) 692-9428  
North Tonawanda, NY (716) 692-9428, Mast storage

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Longboard for cover 176" just shy of 15 ft. length of the cover pole 1-½" x 5-½"

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230403 Defender password update

thoslohre49@gmail.com

Russia\$2023

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3YM30AE with KM2P-1 Ratio 2.62:1, Transmission model: KM2P 2.62-1 Parallel Gear  
Serial # E14847-45886

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Rick, Grand Times, at Midwest above Moorings.

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Hello land crew. I'm up on the lake by myself trying to get used to the next three months. I never get started working until 11 a.m. Usually start by doing something fun like cleaning the

mast step. Looking more like the crew will drive up for good around mid-May and work until we see we have a week left to get done and then put the boat in the water. We'll leave the car and get off. No stress. The joke is we're going east for three months and might make it to Buffalo. Then we'll try to go to Albany. If we make it to Albany, we'll try for New York City. By the time we get to Boston we'll think about Scotland. If we make it to Scotland, it'll be like we're back on the Great Lakes! Who knows, we might just sail the Gulf of Finland and the Baltic every year until Russia opens.

Now with Willard getting his captain's credentials from the US Coast Guard, we are ready to start. Logistically we are on track to leave for the big voyage. It's a loop in nautical voyage terms. Some go down the Mississippi (via the canal from Chicago), up the Eastern coast, up the Hudson and back to their Lake. Others leave New York, go to Europe then cross to the Caribbean and back to New York. Our trip will be like this. It normally takes two years.

We are not doing a lot of social media, but I will be updating the front page of Tom Lohre's web site with blog posts, position charts and links to merch.

<http://tomlohre.com/>

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Check Flange

Secure wiring in lazarette

Attach fuel can hold downs

Check engine parts

Green Steaming Light

White Deck light

Black ground neg

Rudder

38" shaft

23" base

11" top

Line lengths

Topping lift  $\frac{3}{8}$ " 80'

Traveler  $\frac{3}{8}$ " 9' x 2'

Main sheet 5/16" 40'

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Blogs

Tom's

<http://tomlohre.com>

Scroll down to the Rookwood tile

Chuck's

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

Find Clio

<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 with the mast up, near ports or in traffic. It will be real time.