

Saturday, Sept 4, 2021 to Tuesday, June 14, 2022









Tuesday, June 14, 2022

Installed Chuck's leecloth. Removed companionway screen, put life jackets in space behind head, got extra prop, dinghy engine arriving Wednesday, sized up rivets for mast winch and steps, painted teak, hoisted dinghy, drove home



Monday, June 13, 2022

Installed grab rail, painted teak, removed running lights, sized up ratlines, must look at staysail sheets under way to determine where the first two go, lowered dinghy. Tom, the carpenter, stopped by to size up the counter

Sunday, June 12, 2022 drove up

Monel rivets 5/16 grab on steps $\frac{1}{8}$ " mast thickness $\frac{1}{8}$ " step thickness

$\frac{3}{8}$ " thickness of winch plate flat

On curve 5/16"

Boarding ladder



Chuck & Tom arrived Saturday, June 4, 2022

Decided the GARMIN–GPSMAP 743xsv Multifunction Display with GMR 18HD+ Radome is the one to get., \$2,600.

Also

GNX™ Wireless Sail Pack 43

gWind Wireless 2 TransducergWind Wireless 2 TransducergWind Wireless 2 Transducer

GNX 20 Marine Instrument Display

GDT 43 & GST 43 Transducers, \$1,100.

Genoa \$2,700



Tom, the carpenter stopped by. He thought the fiddles were glued and screwed. I told him to focus on the grab pole attached to deck & overhead with attachment to starboard bulkhead in galley. He wanted to know if we had talked about this. I said we did. I'm going to suggest he cut the formica to just drop into place without removing the fiddles. He was in a rush to take Nancy sailing.



Steps done. Now on to changing the fluids.

And ratlines. 12' to cover, first one 41" above deck, then one every 2' to 2' below spreader.

It'll take awhile to get used to steps! Nice dinner of collards. Onion and browned ground turkey. Enjoying Aquavit. Tastes like Pernod. Too windy to go out, one returning sailor said, 4' chop:(It's a worldly vacation here. Get back safe.



Got a slow start. Normally do something innocuous first then move on to the important things. Cool cloudy. Rain is expected. Removed the inverter and put four sealed bags of books in there. Secured vent tube to head.

Moved switch to auto bilge to inside leaving a smaller switch lever outside.



Helped Denny & Sharon, on sailboat Turning Point, saw a sliver off a panel. Received a custom bottle of red for you.



Sexton stored. The other one is in the ditch bag.



Tom, the carpenter, stopped by. Sorry we opened the bottle of red wine. Talked out the grab pole & gallery counter top .



Cut the ratlines! Wore out a 10" blade.



New lighting! Runs off USB plug in. Only \$14 at Menards. Two lighting settings. Finally a light for the boat, especially the V berth!



Per discussion with Tom, the carpenter, we got an Oak handrail and two oak ovals for the holding bases. I'll cut a strip to fill the gap and we'll have a first class grab bar. The space between the lip and bulkhead is a strip of oak.



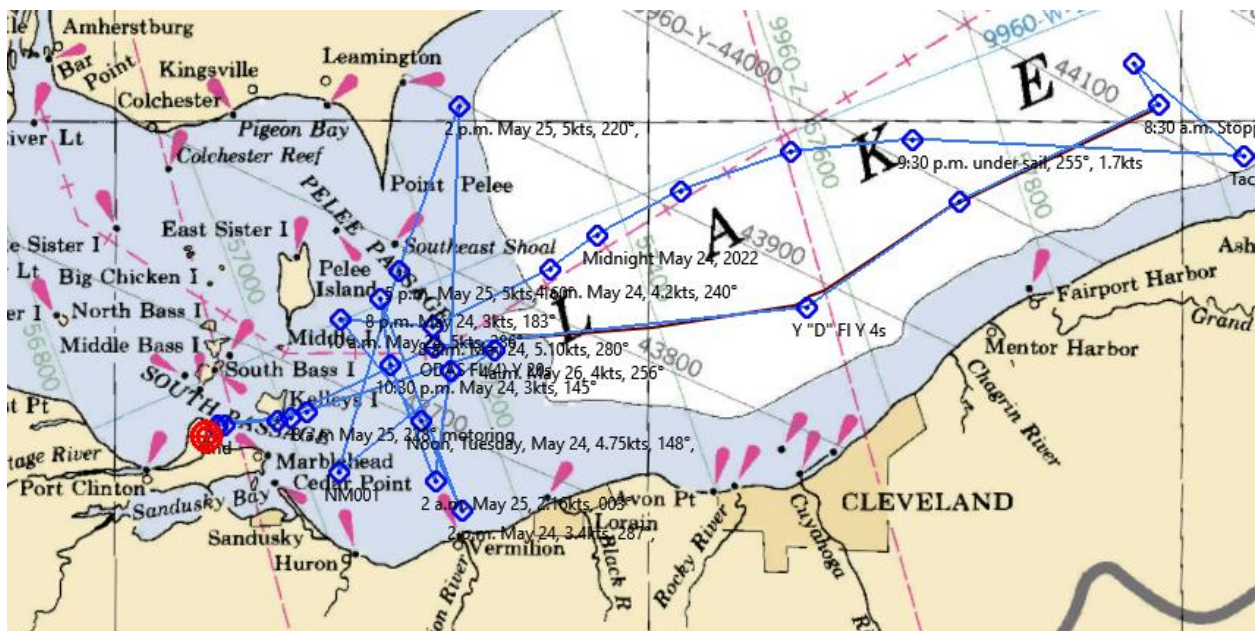
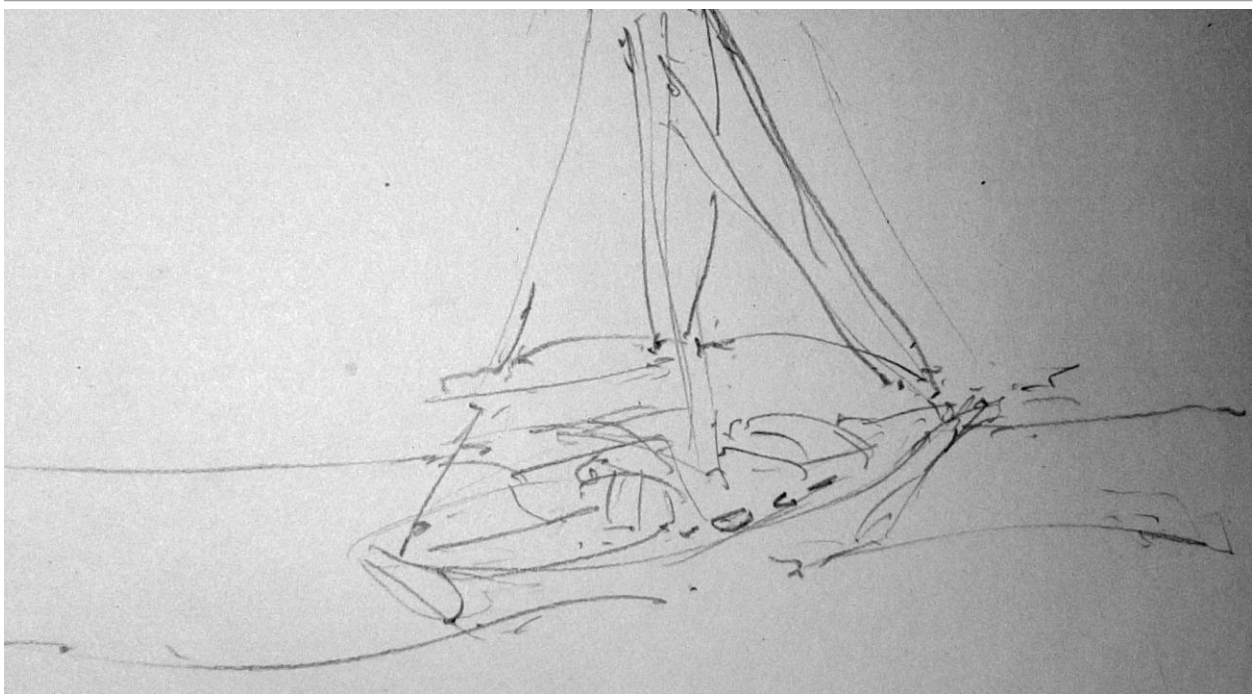
Perfect lighting. Runs off batteries. Plenty of V berth light. And it runs off USB!

Oak brace for doors since you lean against it while on the head.

Al, the sail guy just left. 6 weeks from the order to receive them. He suggests we give him all the sails in the fall to put in a double stitch in the sunbrella. It's the first to go after long voyages.



Great storage space. Chuck fixed the binoculars and put a screen in the head portal. Going home.



Chuck, and owner, Willard, got the size up of days at sea in a 32B Bayfield, I found that a destination motivates the crew. Me, I'd rather

stay at sea; straining sea vegetables, eating fish and drinking fish water (squeezed fish). That's the tender and survival boat on the deck.

Being my identical twin brother, Chuck, as was the owner, Willard, got the size up of 25 days at sea in a 32B Bayfield, the length of time from Boston to Orkneys. Originally I wanted to take them out on the Lakes for 23 days nonstop. We settled for four. I found that a destination motivates the crew. Me, I'd rather stay at sea; straining sea vegetables, eating fish and drinking fish water (squeezed fish).

<https://youtu.be/h6j3zJT3Bg0>

<https://www.facebook.com/ChuckLohre>

After two and half years on the hard, we finally voyaged into Lake Erie to sail 24/7 for 340nm. Started out for Buffalo, NY motoring all-night running hot to break the new 30 Yanmar in. The newly installed CapHorn self steering hooked up with the Raymarine auto tiller steered flawlessly through the night. Bucking headwinds all night turned the voyage into a back and forth instead of destination Buffalo. Graced with fair winds, no rain and no breakdowns, it was up to the crew of three to fit into watch keeping. Dog watches of 2 hours from midnight to eight in the morning made sure you got the sunrise watch once every three days. Otherwise with 4 hour watches you could get in eight hours if you could sleep with the constant rolling. Only one 18" bunk had a lee cloth. It became the hot bunk.

Sea sickness also had to be put aside normally in three days it's gone. Back and forth across Lake Erie in 60' water gave all the rock and roll of oceans around the world. It's only seldom you get real gyrations requiring holding on for dear life. But none the less, getting your muscles flexed 24/7 for four days left your body rather sore all over. The key is to tuck yourself onto spots where you're not tensing your muscles just to stay in place. Just image what 30 days at sea would yield. Meals were typical. Dried cereal for breakfast, soup and sandwich lunch and a one pot meal for dinner. The alcohol stove delivered hot, hot, hot. Looking for a cheap source of ethyl so it can do double duty as grog. Made a mistake putting acetone in one of the burners. What a flame! We're putting that can in the paint locker!

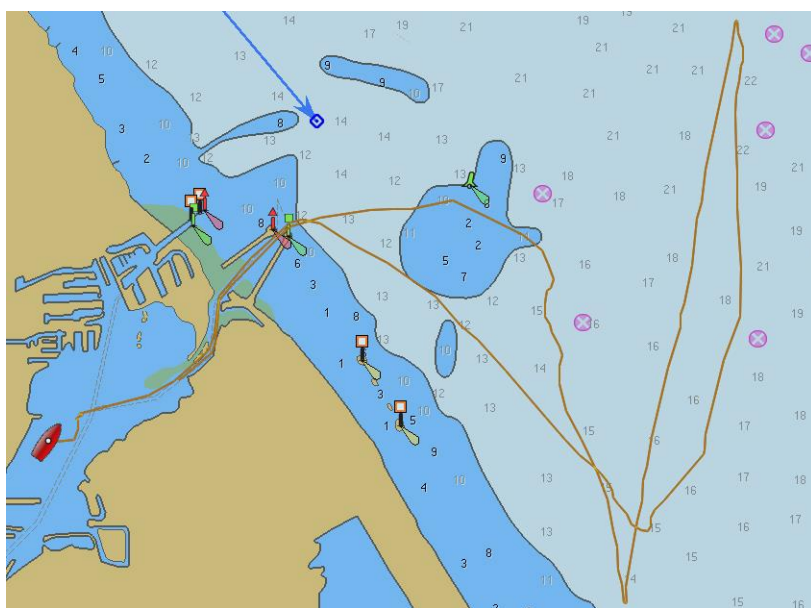
340nm miles in four days makes 85 nm a day. Our goal is 125nm a day. Average speed needs to be 5.5nm per hour. Made good distance will be less. The long leg of going to Europe in 2023 is 2300nm from Boston to Orkneys. Storing food and 65 gallons of water for 35 days. We'll be able to check into Canada after Boston or divert to Ireland if needed. The real challenge is preparing for the athleticism. Short moments of all hell breaking loose and hours of sleeping as the norm. Quickly starting the engine, losing the sheets and dousing sails avoids problems. Vigilant watch keeping is also necessary since squalls can come up instantly in beautiful weather. The autopilot is not in charge. Getting used to constantly getting thrown this way and that. More likely, settling into a way to wedge yourself into a spot without exerting any effort to stay put. You can wear yourself out quickly and 70 is not the new 50.

<https://youtu.be/h6j3zJT3Bg0>

<https://suncorstainless.com/stainless-steel-hardware/>







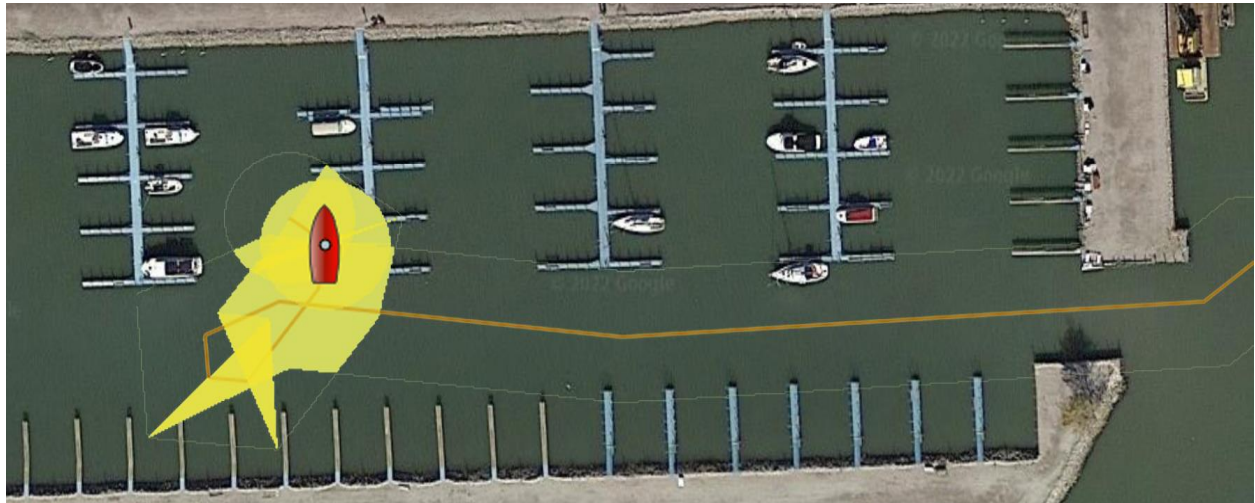
Tried to sail close hauled but when all sails were full making no noise we just went left and right of the wind, making no headway. Trying to figure out how to rig the mainsail sheet so the sail furls properly.

Rousing sail with Helen, Anil & Irene. Even had a lull. Close hauled for two tacks. Would have had to motor to Buffalo, 8kt headwind. Pulling in hot at 3.5kts did the trick. You still can hit the dock.

Out 3 hrs, 10nm, average speed 3.35kts, mostly going 6 kts with all sails closed hauled, 8kt SE wind.



Helen, Irene, Anil and Tom went out Friday, May 13, 2022.



Discovered that you can come in at 3.5kts and make the turn increasing speed to keep the boat moving to the dock.

Monday, May 9, 2022

Tom & Willard drive up. Brought up dinghy.

Tuesday, May 10, 2022

Moved boat to 519. Sailed. Eng hrs. 37.1

Ordered metal for auto tiller mount.



Finally got her on the bow of a 32' Bayfield. Hoisting was easy with staysail halyard attached to the end of the pole. Four part block and tackle was perfect. Used two swim boards to set her on and four ratchet straps to keep her centered above the hatch. Just away from the starboard cowel.

Wednesday, May 11, 2022

Filled water. Put loop on cover to pick up.

Used butyl rubber around the mast/deck cover.

Installed VHF radio.



Thursday, May 12, 2022

Tom and Willard work on the boat. Installed pedestal for auto tiller and painted handrails and then caulked.

Got the two four part blocks and tackles from the davits. They still have the wonderful smell of the old boat. Soaking in a tub of dove soap. Let's bring up the dinghy.

Helen, Anil, Irene and I are going to the boat Friday, May 13. We'll get there just in time to verify the auto tiller mounting plate and order it from Lake Craft. Got sound advice from social media about batteries. We'll use a 7.5 Ah lifepo4 battery as the ship's battery when crossing so we can get the power we need to run the waypoint tracking. Looking like we are now going for Garmin. I'll sell the iridium phone and we'll use the inReach Explorer+. We can compose messages on our phones. Also we'll have a chart plotter on our phones and even track waypoints, I hope. We'll hoist the dinghy using the extra forward halyard attached to the old block and tackle from the old davits that came with the boat. We can also use a pole off the mast to hold the dinghy forward as we take it over the side. We'll also use that block and tackle to hoist a man aboard.

Raymarine Pedestal Socket Assembly - 1-1/2 Inch (262030PSK112)
D026 1 \$74.99
Suncor Heavy Duty Steel Wire / Rope Clip 2 Pack - 3/16" (609193WRC316)
S0122-0005-C-2 5 \$39.95
Anchor Folding Mast Step - Gray (602063FMSGRA)
040404 21 \$503.79
Anchor Marine Grade Flat Duplex Safety Electrical Cable - 14/2 - 25 ft (200301)
124502 1 \$26.99
Subtotal \$645.72
UPS Ground Shipping \$16.91
Tax \$51.68
Total \$714.31
Order #2775760



Order total: \$36.60
Shipping to:
619 Evanswood Pl, Cincinnati, OH 45220-1528, United States

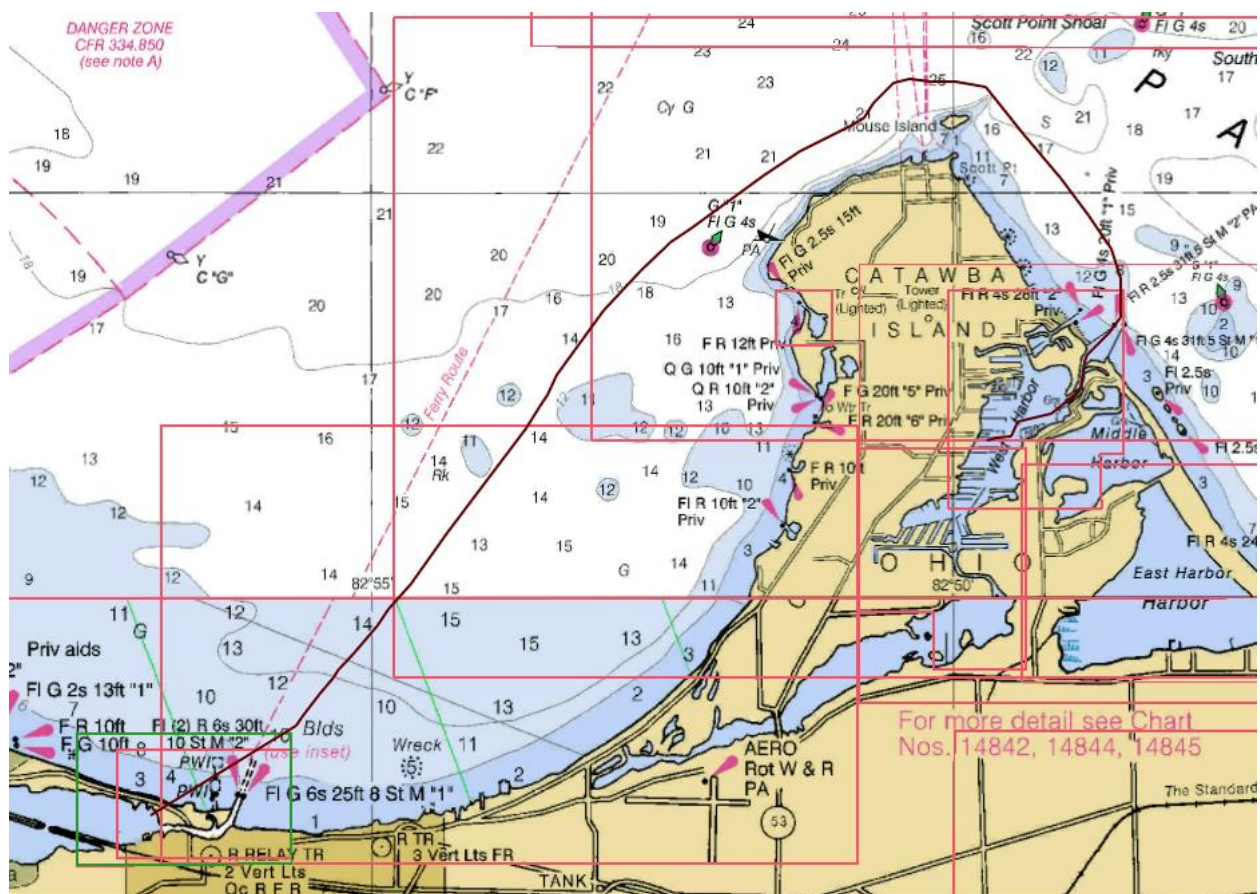
Order number: 16-08559-06206

5" Dia x 1/4" Wide V-Belt Pulley Nylon Body x 5/16" (8mm) Bore + Set Screw New

You should get it by May 21.

<https://order.ebay.com/ord/show/?/ViewPaymentStatus&purchaseOrderId=16-0855-906205#/>

https://www.ebay.com/itm/291973298468?_trkparms=amclksrc%3DITM%26aid%3D1110006%26algo%3DHOMESPLICE.SIM%26ao%3D1%26asc%3D20200818142055%26meid%3Dd74707de48fc4579927226855b7732d5%26pid%3D101113%26rk%3D1%26rkt%3D12%26sd%3D291630913447%26itm%3D291973298468%26pmt%3D0%26noa%3D1%26pg%3D2563228%26algv%3DDefaultOrganicWeb%26brand%3DUnbranded&_trksid=p2563228.c101113.m2108



April 25, 2022 Took the boat to Herl's

Material for printing charts at the library
Trigon Imaging Solutions
575 Chamber Dr. Milford
513-965-6116

Bengi
Tyvek
3-" x 100' 11mills Dupont \$269.42



Clio

Hull number ZBY320380376

Boat Name was SELAH, YW# 75589-2793700, 1976; was owned by George Hirsch, was Alpine Star owned by Wagner (from the sail bags)

Hull # 038

Bayfield 32B (short bow)

LOA 32' 9.75m

LWL 23'3" 7.09m

Beam 10'6" 3.20m

Draft 3'9" 1.14m
 SA 525sf 48.77m²
 Disp 9600lbs 4320kg
 Ballast 4000lbs 1800kg
 Ballast/Displacement Ratio 42%
 Displacement/Waterline Length Ratio 330.23
 Sail Area/Displacement Ratio 18.6
 Capsize Screening Ratio 1.98
 CSF = Beam / (Displacement/64.2)^{1/3} Anything under 2 is suspect
 Motion Comfort Ratio 24.68

From:

<http://www.tomdove.com/sailcalc/sailcalc.html>

LOA	Bayfield 32	32' 9.75m
LWL	Bayfield 32	23.25
Displacement	Bayfield 32	9600
Sail Area	Bayfield 32	519
Capsize Ratio	Bayfield 32	1.98
Hull Speed	Bayfield 32	6.46
Sail Area to Displacement		18.38
Displacement to LWL		341
LWL to Beam		2.21
Motion Comfort		24.83
Pounds/Inch		872

cradle is 76.5" by 144"

32C has the longer bowsprit

To calculate Brewer's comfort ratio, you need to run the following formula:

Comfort ratio = $D \div (.65 \times (.7 \text{ LWL} + .3 \text{ LOA}) \times \text{Beam}^{1.33})$

16.275 = .7 x 23.25 LWL

9.6 = .3 x 32 LOA

25.88 = 16.275 + 9.6

Next take the boat's beam to the 1.33 power

22.81 = $10.5^{1.33}$

Beam 10.5"

multiply this result and the previous result by .65

48.865 = (25.88 + 22.81) * .65

(.65 x 25.88 x 22.81 = 387.71)

Divide this result into the boat's displacement, which yields a comfort ratio of 30

(11,600 lbs. ÷ 387.71 = 30).

9600 lbs Boat
600 lbs Tom, Willard & Chuck
300 lbs Portland Pudgy Capacity: USCG-approved, 557 lb
252 lbs Diesel 7 lbs x 20 + 16 gals
542 lbs Water 8.33 x 65 gals
300 lbs food
Total
11,594 lbs

Bayfield 32 Comfort Ratio 30

> 20 indicate a lightweight racing boat
20 - 30 indicates a coastal cruiser
30 - 40 indicates a moderate bluewater cruising boat
50 - 60 indicates a heavy bluewater boat
< 60 extremely heavy bluewater boat.

To calculate Brewer's comfort ratio, you need to run the following formula: $\text{Comfort ratio} = D \div (.65 \times (.7 \text{ LWL} + .3 \text{ LOA}) \times \text{Beam}^{1.33})$, where displacement is expressed in pounds, and length is expressed in feet.

As an example, let's again consider a hypothetical 12,000-pound boat with a load waterline length of 28 feet. Let's assume it also has a length overall of 35 feet, and a beam of 11 feet. Therefore, to find its comfort factor, we first need to multiply its LWL by .7 (.7 x 28 = 19.6) and its LOA by .3 (.3 x 35 = 10.5) and should then add these two results together, which gives us 30.1 (19.6 + 10.5 = 30.1). Next take the boat's beam to the 1.33 power, which gives us 24.27 ($11^{1.33} = 24.27$), and multiply this result and the previous result by .65, which gives us 474.84 (.65 x 30.1 x 24.27 = 474.84). Finally, divide this result into the boat's displacement, which yields a comfort ratio of 25.27 ($12,000 \div 474.84 = 25.27$).

numbers below 20 indicate a lightweight racing boat; 20 to 30 indicates a coastal cruiser; 30 to 40 indicates a moderate bluewater cruising boat; 50 to 60 indicates a heavy bluewater boat; and over 60 indicates an extremely heavy bluewater boat.

PRODUCT OVERVIEW

New Engine Break-In

As with all reciprocating engines, the way your engine is operated during its first 50 hours of operation plays a very significant role in determining how long it will last and how well the engine will perform over its lifetime.

A new Yanmar diesel engine must be operated at suitable speeds and power settings during the break-in period to make the sliding parts, such as piston rings, break-in properly and to stabilize engine combustion.

During the break-in period, the engine coolant temperature gauge should be monitored; temperature should be between 71° and 87°C (160° and 190°F).

During the first 10 hours of operation, the engine should be run at maximum engine speed minus 400 to 500 min⁻¹ (approximately 60 to 70% of load) most of the time. This will ensure the sliding parts break in properly. During this period, avoid operating at maximum engine speed and load to avoid damaging or scoring sliding parts.

NOTICE

Do not operate at WOT (wide open throttle) for more than a minute at a time during the first 10 hours of operation.

Do not operate the engine at low idle or at low speed and light load for more than 30 minutes at a time. Since unburned fuel and engine oil will adhere to the piston rings when operating at low speeds for long periods, this will interfere with proper movement of the rings and the engine oil consumption may increase. Low idle speed does not allow break-in of sliding parts.

If operating engine at low speed and light load, you must race the engine to clean the carbon from the cylinders and fuel injection valve.

Perform this procedure in open waters:

- With the clutch in NEUTRAL, accelerate from the low-speed position to the high-speed position briefly.
- Repeat this process five times.

Once past the initial 10 hours until 50 hours, the engine should be used over its full operating range, with special emphasis on running at relatively high power settings. This is not the time for an extended cruise at idle or low speed. The boat should be run at maximum speed minus 400 min⁻¹ most of the time (approximately 70% load), with a 10 minute run at maximum minus 200 min⁻¹ (approximately 80% load) every 30 minutes and a 4 to 5 minute period of operation at WOT (wide open throttle) once each 30 minutes. During this period, be sure not to operate your engine at low speed and light load for more than 30 minutes. If operating engine at low speed and light load by necessity, just after the low idle operation, be sure to race the engine.

To complete engine break-in, perform *After Initial 50 Hours of Operation* maintenance procedures. After Initial 50 Hours of Operation on page 58.

Summer Voyages

May 21 to 27 sail to Buffalo

June 4 Herl's Nautical Flea Market [\(20+\) Herl's Harbor | Facebook](#)

June 24- July 1 Tom in North Carolina

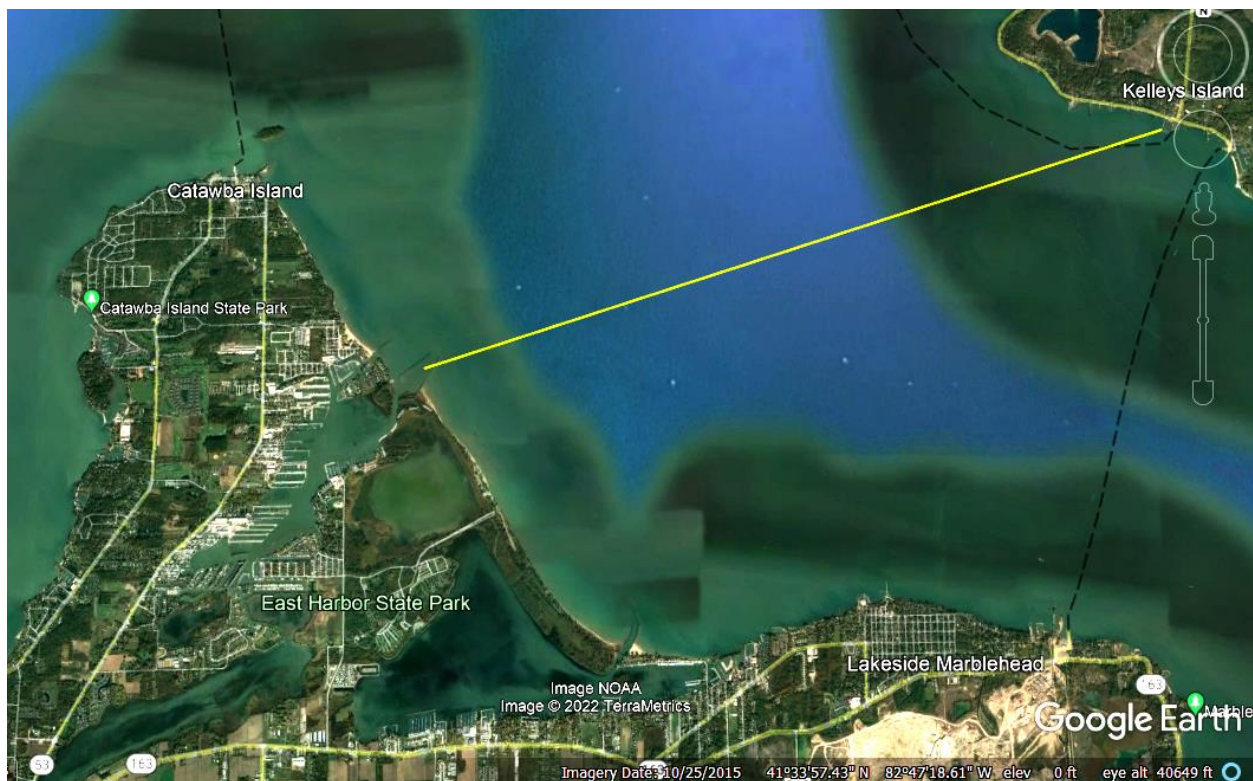
July 15 Dinghy Trial

2nd half of August Sailing with Irene and Teresa for two days

William Tobey wbtobey@comcast.net 413-256-5977

May be available @May 21, and for week following. Then, I'm on another epic bike ride from west coast, June 1 through July 15th. Then, available after July 15th for a few nights sail, anytime. Let me know your tentative schedule in late July and August.

<https://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml#mapTabs-1>



Looking to take our Pudgy on a survival trial from Catawba Island to Kelly's Island 6 nm and back with full curtain, survival ditch bag, three men & electric motor. Probably sail there and motor back. Doing it in late July. I wonder how much beer to bring.



Thank you for a great thread. We'd take the engine out since we're experts in it since we just put the engine in. But we'd miss setting the rudder post with new stuffing! Looking for a stern bearing holder. We never had one. I left space for it. Use a donut zinc with razor.

We have a 32' Bayfield short nose with all sails furled using Simplicity Furlers. Finally trialing the rig this summer after spending two and a half years on the hard putting in a new 30hp Yanmar and Cape Horn Self steering.

The benefits of a cutter rig is extra support for the mast and that as you reduce sail area both the centre of effort and centre of lateral resistance remain in harmony to maintain balance.



SAILING WITH YOUR MAINSAIL REEFING SYSTEM Luff Tension. The mainsail requires enough tension to remove the wrinkles along the luff of the sail. This tension may be quite low (perhaps 50 pounds) because modern sails are quite stiff, requiring little stretching. The luff tape also prevents scalloping often encountered with sail slides. This allows the sail to be set up for the entire season without the need for adjustments before and after each use. Foam Tape / Shape Tape. Because modern sails are quite stiff, the draft can be controlled with small changes in luff tension. If you are sailing to windward frequently in heavy weather and reef a lot, it may be appropriate to have a foam shape tape installed on the luff which will help remove the belly in a reefed sail. We suggest you consult your sailmaker.

Furling & Reefing. To furl the mainsail, ease the outhaul line and pull in the reefing line. To reef the sail, ease the outhaul line, pull in the reefing line until you have reached the desired sail size and cleat off the reefing line. Move the reefing car to a position slightly beyond the clew of the sail. Pull the outhaul line tight and cleat it off. Failure to adjust the position of the reefing car on the boom will lead to poor sail shape.

15To unfurl or unreef the sail, ease the reefing line, move the reefing car to the end of the boom, and trim in the outhaul line. Always keep some tension on the reefing line to insure a smooth wrap of the reefing line on the drum. When sailing to windward, releasing the mainsheet will cause the sail to luff, making the sail to be much easier to reef or unreef. Changing sail size when running or broad reaching is always a challenge. Often, by turning the boat to be directly downwind and sheeting the mainsail hard onto the centerline of the boat, wind can be spilled from the sail and sail size

changing will be slightly easier. Each boat will handle differently when reefing or furling the sails. On a light air day, practice and try different techniques for changing sail size to determine the method that works best for you and your boat before you face the need to reef in dangerous growing wind conditions. In certain conditions, you may wish to use a winch to get the reefing started. Be careful that there is no extraneous ship's halyard wrapped in the reefing system while you winch as this could eventually jam the reefer. Always look at the top of the furler while you winch and stop to clear any snarls. Reefing should not get more difficult as the sail is brought in. It should get easier. If it gets harder, stop and determine why. Always keep unused halyards clear of the reefing system and under slight tension.

Manual

<http://www.sailcdi.com/s/MR46.pdf>

<http://www.sailcdi.com/mainsail>

<https://www.youtube.com/watch?v=fq35kGuaW0c>

Thanks for the video. We bought a 32' Bayfield with all the sails furled with along side halyards. I found Simplicity Furlers out of Canada and replaced them all. Now after replacing the engine and putting in Cape Horn self steering we're trailing her on the Great Lakes in preparations for a four year voyage to Europe and back. Quantum sail made our 8oz. Dacron sails and now we're trying to master this rig. We'll be replacing the standing rigging in the fall but will try and challenge the rig as much as possible this summer.

If you're a salt boat. You can swage the tops and do mechanical at the bottom. Norseman gone years ago. But Hayn HI Mods are terrific. The formers are really easy to use. Nicely finished product. Use them all the time.

Before you pull mark the turnbuckles with tape. Send the rigging to riggingonly.com and they will properly make you new rigging so the turnbuckles are normally 2/3 open. Definitely at the right price

Definitely past due. Time for new standing rigging and turnbuckles. You're welcome to mail them to my shop for reproduction.

<https://theyachtrigger.com/standing-rigging-production-facility/>

Rigging size question. Islander Freeport 41 ketch rig. I plan on redoing my main mast rigging this spring.

According to David Gerr, the standing rigging should be sized according to the weight of the boat. For a single spreader rig, 60% of the load is to be taken up by the lower shrouds, and 40% by the upper.

From what I measure on my factory setup, it is undersized. Nowhere can I find a mention of wire size calculation for ketches.

My question for a ketch: should the rigging be designed for each mast individually (i.e. both main and mizzen be designed for the weight of the boat), or is the loading to be distributed between the masts?

I often sail jib and jigger, with no mainsail.

Spending time studying sailing with furled sails. when wind builds to 35 kts off shore with building seas, may drop Yankee and tie it to the gunnels. Could even drop staysail and run up storm staysail. Keeps weight down low. Would get hanked on storm jib and use special clips to use furler.

We have 3GM30F(27hp) in our 1970 Bristol 35 sloop. Installed in 1999. Great engine. Easy to maintain. Uses very little fuel. At 2500 RPMs, doing 5 Knts, we consume 0.4 liters/hr. With a 25 gal tank we have about 50 hours of motoring time.

<https://www.facebook.com/groups/1005060336209891/permalink/4642376109144944/>

Irene, Helen & Tom Oct 14-15

Tom stays

Willard drives up Sat 16 - 18 Brings up Tom's equipment (On back porch)

Chuck drives up

Chuck & Tom Sat 16 - Mon 22

Chuck will drive home

Tom & Willard Sat 23 - 25

Tom & Willard 30 - Mon Nov 1

Thanks for all the comments. We have the short bow 32'. Using simplicity furlers. The cutter is not hoisted. We'll be getting a genoa. Leaving weighing 6 tons barely making us offshore material but nonetheless doable. Starting with OpenCPN and eventually going to Navionics? Yes, radar for fog, fishing boats and arriving at night. Trailing her on the Great Lakes this summer. Crossing the North Atlantic in June. Been across that part of the ocean twice. We hove too when the winds get above 45.

Looking for the smallest radar that works with OpenCPN. 32' Bayfield being rebuilt to take to Europe from Lake Erie in 2023.

Questions for Eric

Answer: His ladder was made locally on Long Island by a manufacturer who advertised in the sailing journals. Installed a permanent ladder because before the ladder was stored and hard to get to. Shipmates would not know where to look if the captain fell overboard which happened

Answer: Align the flanges to .001

<https://www.ssca.org/> a cruising society to join

Checklists

Herl's Harbor · 2263 NE Catawba Rd, Port Clinton, OH, OH 43452
Slip 41c

Starting Motor

- Check battery water
- Remove cover
- Check oil
- Check coolant
- Replace cover
- Set batteries to "All"
- Check strainer
- Set slight throttle
- Place shifter in "Neutral"
- Press "Power" button, wait for signal
- Press "Start" button, hold until engine catches
- Check water flow
- Idle down
- Turn on instrument panel
- Turn on fuel gauge

Turning Off Motor

- Rev the engine to 4,100 RPM 5 times
- Idle 5 minutes
- Turn fridge off
- Push "Stop" button, hold until engine stops
- Push "Power" button, hold until signal stops

Turn battery to 1
Turn off fuel switch
Record engine hours

Breaking in Motor

Run full speed for 10 minutes every hour of running

Leaving Dock

Attach or drop steering rudder and vane
Bring up ladder
Stow solar panel
Get out chart
Disconnect power
Center the wheel
Make sure the engine is in idle
Make sure that shifter is in "Neutral"
Assign boathook and loose bumper to crew
Tie bumper board to dock
Release springs
Release lines
Place shifter in "Reverse"
Provide a quick burst to back out of the dock and immediately throttle down to idle and put in neutral. The prop stops turning and walking the stern to the left (dock). If needed put in reverse and give another boost then idle down and put in neutral.
Once bow has cleared the dock, turn the wheel full left
Idle down
Shift to forward
Move throttle up gently and bow will turn left
Boat rotates on its axis with the wheel full left in forward idle.
Record in log

Returning to Dock

Place bumpers
Drop Yankee sheet on port side so not as to have a tripping hazard at gate
Drop gate
Set docks lines
Place boat hooks
2 to 2.5 kts entering Herl's
Combination of various changing vectors, wind, speed, engine response, determine route. Best to practice in various conditions in open water pulling up to a stick till you get the hang of it.
Crew on deck with boat pole & bumper (have extra bumper ready to place where needed)
Place engine in "Neutral" as you approach the dock
Begin turn roughly 40 ft from

Arriving Clio

Stow solar panel next to charts in pilot berth placing wire in plastic bag

Turn fridge to 3

Leaving Clio

Batteries 1

Cabin lights on to run head fan

Bilge Auto On

Empty pee bottles

Place solar panel & plug in solar fan.

Leave hatch open a crack with screen

Remove wind vane and steering rudder

Hang foul weather gear in cabin

Record in log



Setting Mainsail

Leave the topping lift where it is. Any higher and it snags on the back stay. With the outhaul tied directly to the clew the sail furlers properly. Normal rig is to pass the outhaul through the pulley on the boom then through the clew and back to the boom fairlead but you have to raise the boom high pass the back stay for the sail to furl flat.

Setting Yankee & Staysail

Rail turning blocks for Yankee set aft of aft gate stanchion near deck brace

Furl on port side so you can handle both furler and sheet at once.

Yankee turning block on the rail needs to be in the path of the lifeline gates.

Sail Set Guidelines

Port deck traveler for staysail needs to be aft so it does not chaff bimini. Without dodger curtains use the aft snap to lap and snap on third forward snap. This moves and floss the bimini away from entering the cockpit.

The best sail set is one that makes no noise.

If you are thinking of furling it's probably better to.

Yankee



We're gonna have to pull her out in August so you get to experience this. Good thing winds are nill. If they were sheeted the boat would topple.

Fantastic day to winterize a 32B. Warm, calm, perfect for wearing yourself out here in beautiful, Port Clinton, Ohio. Even found a wallet with \$120 & credit cards in the yard. Turn it into Brands' Marina. Drove all the way home without forgetting to do something.:) to finish the winterizing. The highest level of thinking!

Sailing the Great Lakes next season. Hardening everything for the crossing in 2023. The slogan in, "Stay fit and hold on!"

Will unload car at Willard's when you are ready. Thank you for the great victuals. Just made it under the wire. A fantastic two days of hard work.

Unfortunately I can't go this week. I teach Tuesday and have meetings Wednesday AM. Plus I have a lot of grading now as student papers are coming in. I'm going to DC on Friday. Very busy stretch.

Have a wonderful trip to DC. It's super cold and crisp today. I could not have survived up there. Did not have a panic attack in the middle of the night that I forgot something.

Carpenter Tom is stopping by. We will help him in every way.
Tom says his standing rigging is 1/4". Ours is 3/16". We'll be upgrading.

Wonder & Salmon Burgers with Charles' wild rice.
Wonderful! I'd say "Bon appétit!" but you're already finished!

Going back up Tuesday, December 7 to Friday the 10th to finish closing her down.



Tuesday, November 2, 2021

Motor to Brand's leaving at 6 arriving at 8:30 p.m., 6nm, waited at the bridge 20 minutes before they opened the ridge at 8:05

Head winds at 15kts coming around the corner then motoring slightly to the right of the entrance to Portage River because the waves were on our starboard quarter.



Wednesday, November 3, 2021

Moved the boat back a foot on the cradle so the fore pads can be between the mast and the forehatch where the bulk head is. Next year Brands will put a new lift marks we're to remove the old lift marks.

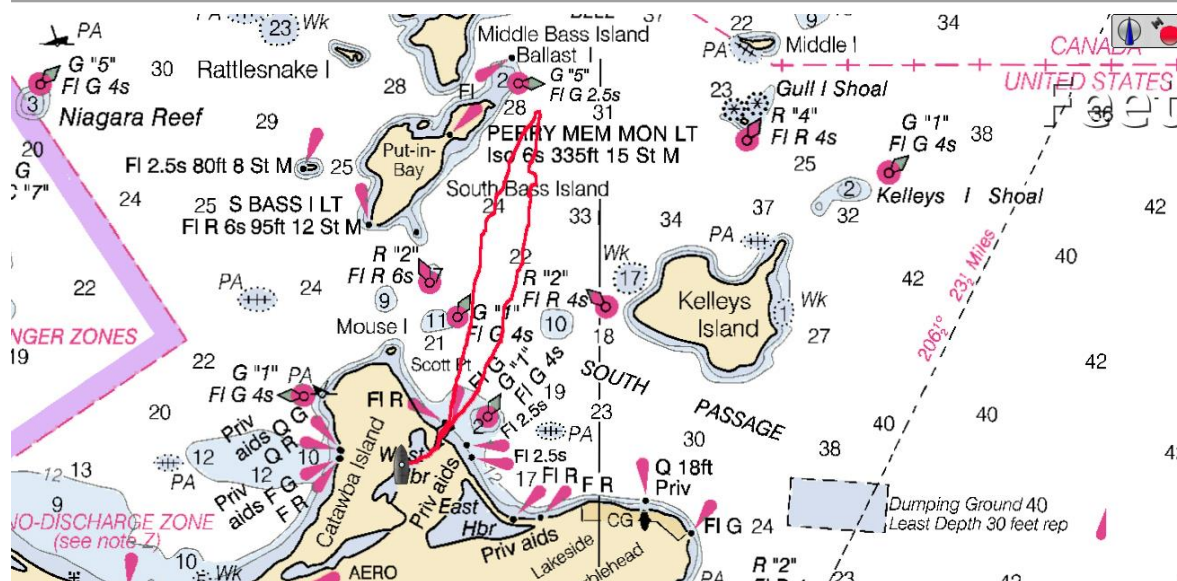


Took the boat out of the water and had it placed down near the end of the lane next to the covered docks further down from where we had her for three years..

Sunday, October 24, 2021

1-1/4" dowel for lee cloth, 78" long. Replacing it with cast iron pole
Packed up and drove home. Left servo pendulum down and Bimini cover up.

Loaded the grate from Tom's boat.



Saturday, October 23, 2021

Willard and Bruce arrived.

Sailed from 4 to 7:30, motored WOT for 5 minutes going out and in. Eng. Hrs 20.6

Getting used to the self steering device.

Tom took off \$50 for taking old pots. Looking for strainers for both that use the same lids.

Check for Tom \$499.61

Friday, October 22, 2021

1-1/8" x 44" flag pole

Chuck goes home. Waxed Crosstour, worked on doghouse, made pot holder dummy. Will have it made out of stainless wire by Donnie.

Bought Calphalon 5 & 3.5, 10" & 8" hard anodized nonstick pots and Tribute stainless vacuum French press. \$49.97, \$34.98, \$39.58 from Walmart

Select by Calphalon™ Hard-Anodized Nonstick 5-Quart Dutch Oven with Cover

Bought Calphalon 5 & 3.5 cup, 10" & 8" hard anodized nonstick pots and now need strainers that fit inside each where their lids fit. I sure hope you can help. These pots are the only cooking pots on a sailboat and having a strainer on each of them allows us to poach or heat up something as we cook something below. As you can see from the image we have a custom pot holder that holds each pot in place in a rolling sea. The kettle fits in the 8" hole.

Thank you. Your inquiry was submitted successfully.

Case #34059292

https://www.calphalon.com/cookware/select-by-calphalon-hard-anodized-nonstick-7-quart-dutch-oven-with-cover/SAP_2046291.html

Hoping to get doghouse, locker cover at mast, pot holder screen, fuel locker cover and shelves in fuel & oil filter locker.

50° overcast:(, No wind. Getting better all the time:)

Willard text

This all looks good. It will be good to get all those old pots out of there. Let's give them to the local GoodWill, our favorite store! Thanks for doing all this, Tom. Hoping to get up there mid-afternoon tomorrow. How's the weather?



Super. The longer we're here the more we get done each day. In the first days it was hard to believe how little we got done.

Thursday, October 21, 2021

Designed Auto Tiller Installation, worked on doghouse

From Willard

What a lovely phrase, Tom! Our tiny cabin in the lake...And indeed, a splendid tiny-ness she is! And getting more splendid as we go! Can't wait to get up there this Saturday to join you. Don't just cobble and fix and wire -- I hope you get out there to sail a little. Take care, have a good night's sleep.

From Tom

The sail on Saturday was plenty for the whole week. I missed a chance to go fishing. Then missed going out on Top Hat. New rule: Take every chance to go out on another boat and gam with boaters.



My favorite island is Big Chicken. A long time ago while in highschool we took my Dad's Morgan 29 to Big Chicken to build a bond fire. The black flies descended and drove us into the cabin shutting all the hatches and beating the rest of them to death. I was at the helm late at night as all were asleep as we pulled into Catawba Island Club. My older sister and her boyfriend were onboard as was the beautiful Beth Rothschild, heir to some of their vast fortune. Her mother was married to a Rothschild. After a while of courting Beth she asked if I was dating her because she was a Rothschild. I, being clueless, denied any knowledge. She lived in a rarefied atmosphere and I had to let her go when a huge barrel fell off the wall onto our table at a local bar. I took it as a sign. I always thought her girlfriend and her were spirits. I found this link to an Elizabeth Rothschild fortune teller. No response to my query.

<https://www.elizabethslovespells.com/variant-1/>

Working on doghouse & auto tiller. Getting use to our Apollo capsule on the lake.
Met Laura of s/v Leahandro

Tuesday, October 19, 2021

Starboard wiring working, front board of dog house cut, stove top trimmed

Monday, October 18, 2021



Wired mast. Spreader light working. Mast light wired but not working.

+ Terminal board inside

1

2 12 Volt plug

3

4 Anchor Light

5 Instruments

6 Anchor Light

7 Water Pressure

8 Spreader Lights

9 Cabin Lights

10 Running Lights

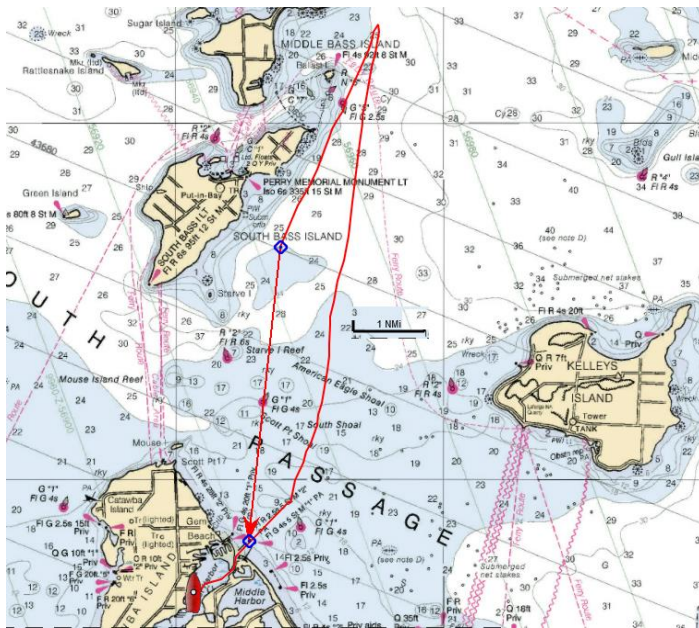
Made pattern for doghouse cover. Gave old diesel away.



Sunday, October 17, 2021
NE Port password
Z207d12m4



Louie Zamperini and his crewmates were stranded in the ocean for 47 days.



Saturday, October 16, 2021

17 nm

Motored at 6.2 kts, 5nm then sailed at 4.5 kts the rest of the way, total time 4:42 hrs.

Half Yankee out close hulled home, Wind WNW 18 gusting to 35 kts.

17 nm Sail Speed 4.5 kts Time 4:42

Half Yankee, close hulled home, Wind WNW all with self steering activated.

Bo and Laura got the full dose. Water sweeping the deck deflected by the Bimini.

Wonderful two pot meal of poached salmon, boiled potatoes and carrots. They slept in the V berth. Breakfast at a la Carte, then they went home.

Half Yankee, close hulled home, Wind WNW all with self steering activated.

Chuck drove up in his own meeting Bo & Laura around 1:30. We cast off at 2 p.m.

Relaxing today, trying to get motivated.



Could store fuel on deck.

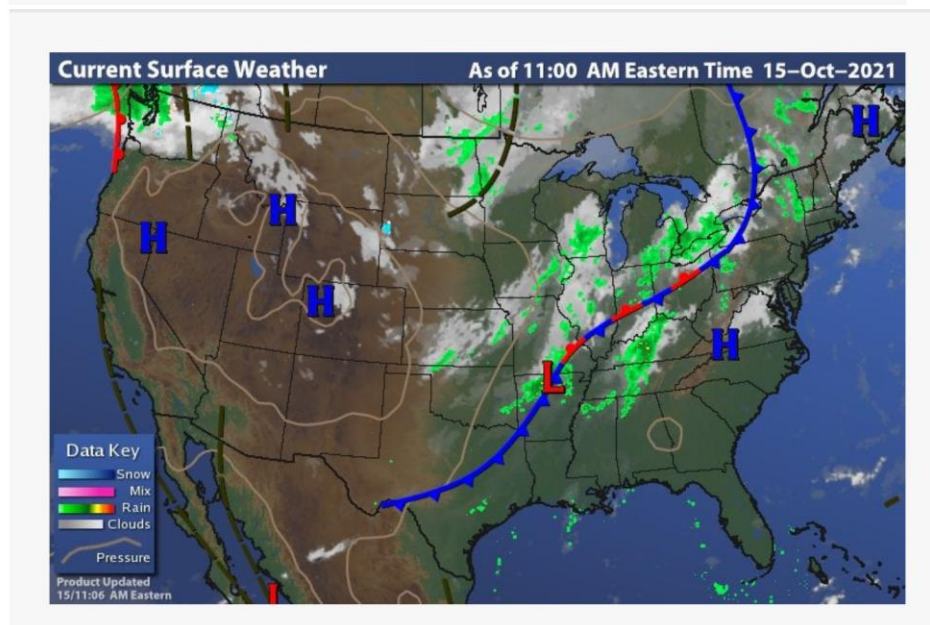
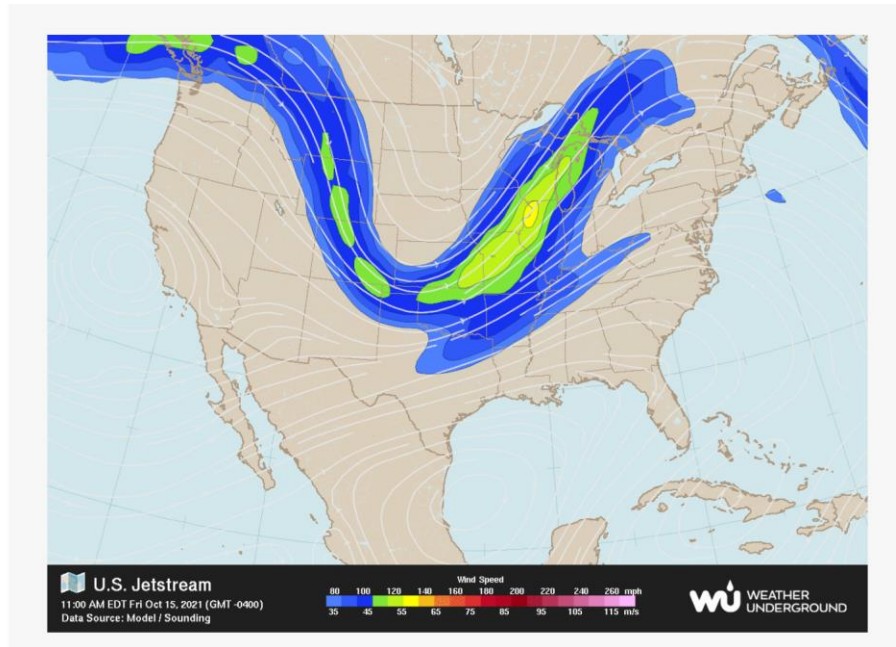


Would like to store fuel in lazarettes. Diesel is okay for storing inside. We used two gallons gasoline cans because that is all we could get.



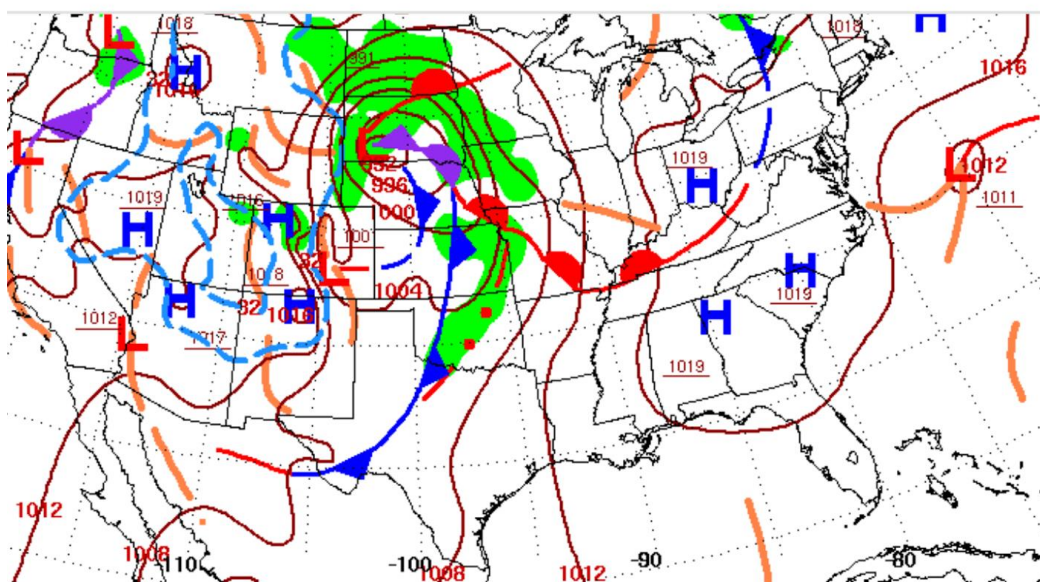
High speed motoring with crashing waves to the lee of Middle Bass Island, then self steered by wind home, 18kts gusting to 25 from the southwest, overcast, 58°

Friday, October 15, 2021

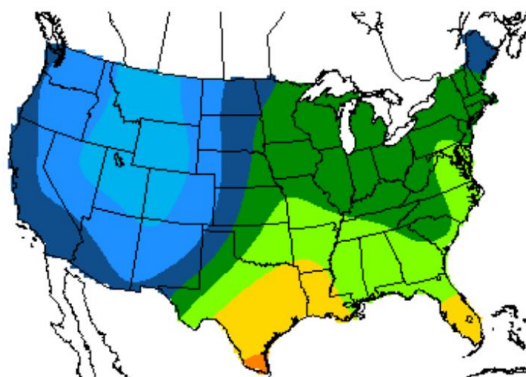
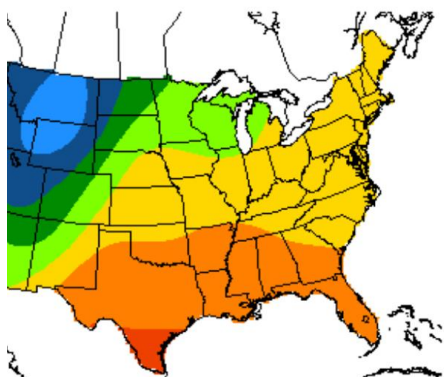


Relaxed. Sorted out V Berth.

Wednesday, October 14, 2021
 Tom, Irene & Tom drive up

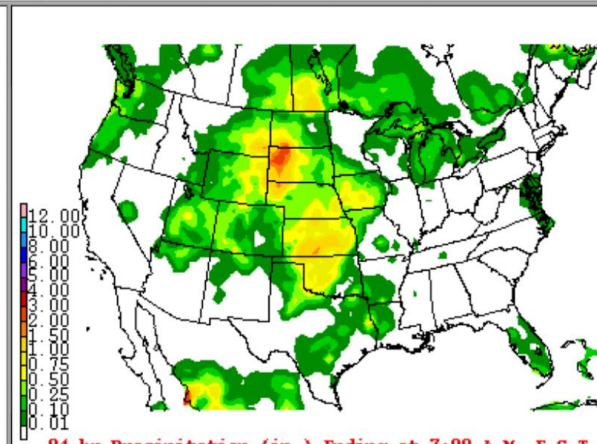
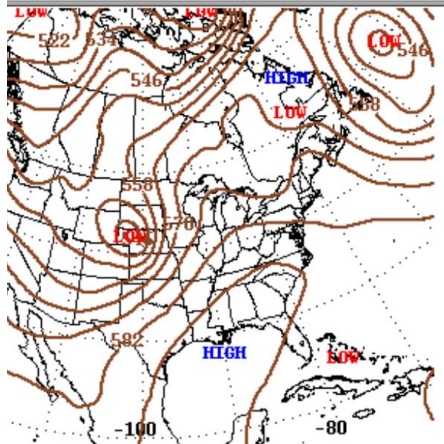


Surface Weather Map at 7:00 A.M. E.S.T.



Maximum Temperature

Minimum Temperature

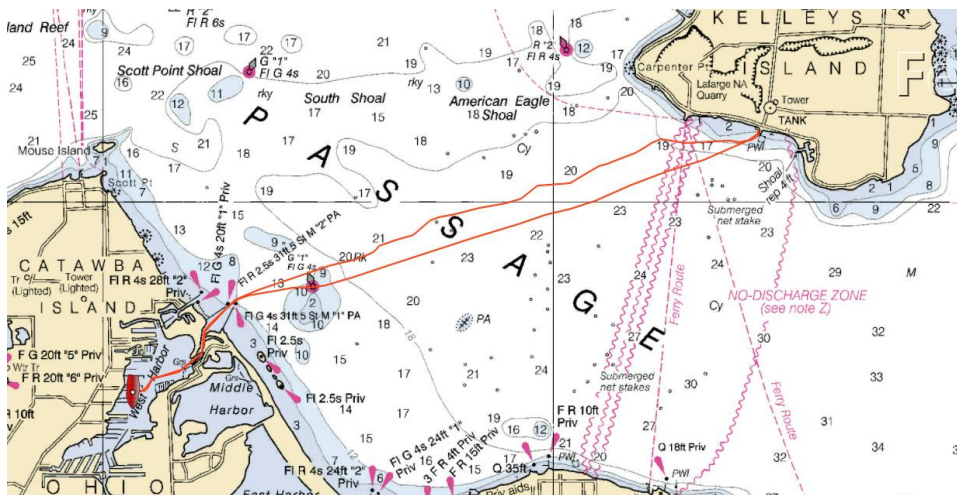


24-hr Precipitation (in.) Ending at 7:00 A.M. E.S.T.



Can't believe we lucked into two 80° days to sail in October. At the world famous glacial grooves on Kelly's Island. Ice a mile thick cut into the soft limestone with a barrier of granite rocks acting as tools.

<https://www.ohiohistory.org/visit/museum-and-site-locator/glacial-grooves>



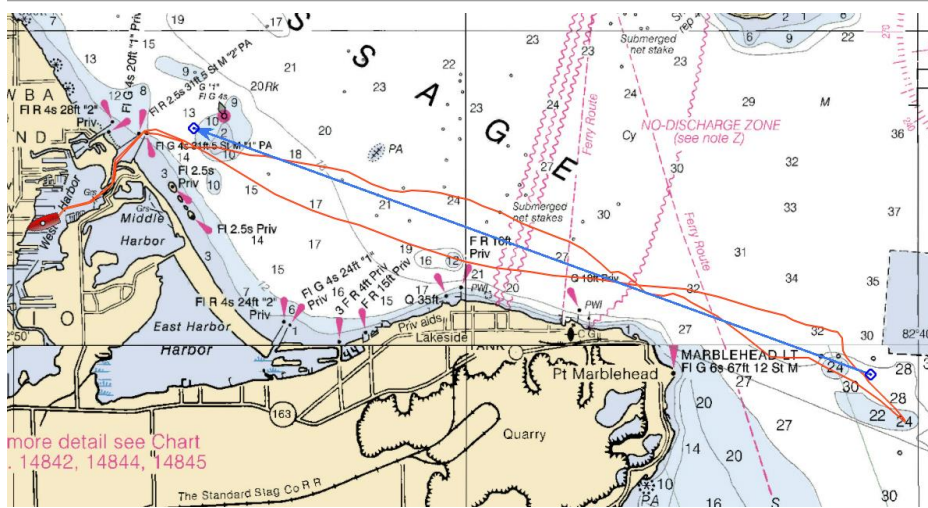
Thursday, October 14, 2021

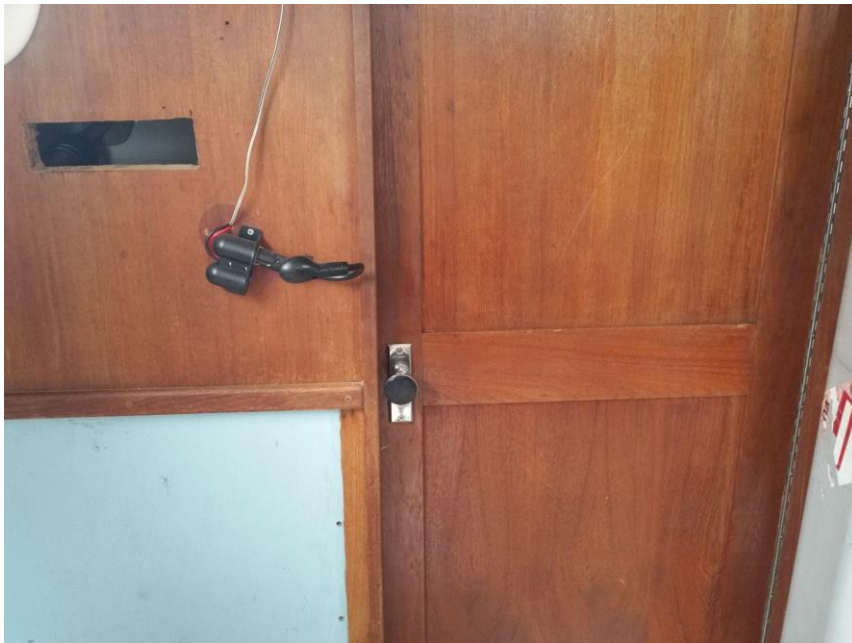
Sailed to Kelly's Island using self steering wind vane then motored home using high rpms per manual.

Bar 29.9 falling, 80°, sunny

Looking for a cigarette plug or USB to 5VDC 3 amps 15 watts ¼" power plug

On Lake Erie trialing the new remade Clio. Everyday something checked off the list. Can't wait for those long passages where you read all day.





Tom & Willard Sat Oct 2 - 4
Screwed new water locker covers down
Install head door
Scrub deck
Pulled up servo pendulum so as not to have to remove it when not in use.
Sailed to Sandusky Bay and motored back



Tom & Willard Sun Sept 26-27

Cut new locker covers for water tank

Cut bottom board for doghouse

Installed bumper board

Tom the carpenter installed cockpit cubby liners

Did not go out

Update from Tom the carpenter about Instrument cover

Checked on clear plastic. Menards has both acrylic 0.080 thick and 0.093 thick polycarbonate, which is much stronger, and the cost is not that much more, under \$25 for an 18 x 24 sheet. (vs \$15 for acrylic) Still trying to decide whether it should slide in from the top or side. Top is more convenient, but water can get in easier. Either way, drain holes will be needed.

Also checked on T&G Brazilian teak. The 6in nominal is only 5in wide on the face, so two boards would not be wide enough horizontally, and three would not be wide enough vertically. To get the 18in width would take four boards vertically with the outer two cut down to 4in. Horizontal would take three boards with the top and bottom ones cut down to 3 1/2 in width. T&G would be far easier and stronger than joining with dowels or biscuits. Lumber cost would be definitely under \$100 for both inside and outside panels. I lean toward the horizontal because the end grains are not exposed to weather on the top. I could also use 1x4 T&G (3in wide) using 4 boards running horizontally to make up the 12in height with no waste. Any comments or questions?

Response

Get the \$25 18 x 24 sheet of polycarbonate.

Put the slot on the side.
Add drain holes

Make the instrument panel tongue & groove with four boards

Subject: Service Request CAS-07013-H4S6F4 Closed SR:00058418

Dear Willard Sunderland,

Hereby we like to inform you that your service request (B-20 Medallion Panel in LCD segment lock / CAS-07013-H4S6F4) is closed by our Yanmar professional: Motta, Tom from Mack Boring



Remembering Everything

We had Clio out for the first time overnight. A true moderate bluewater cruising boat with a rating at 30 in a range of 30-40 to a maximum of 60 for an extremely heavy bluewater boat. We still need to load the dinghy, water and stores to bring her weight up to one ton over displacement which isn't hard when you start thinking about all the stuff you didn't think of. We were probably at 11,000 lbs this time. At 12,000 lbs she'll be steadier.

9600 lbs Boat

600 lbs Tom, Willard & Chuck

300 lbs. 128 lbs. + 172 lbs cargo Portland Pudgy [Capacity: USCG-approved, 557 lb](#)

252 lbs Diesel 7 lbs x 20 + 16 gals

542 lbs Water 8.33 lbs. x 65 gals

300 lbs food

Total

11,594 lbs

Bayfield 32 Comfort Ratio **30**

- > 20 indicate a lightweight racing boat
- 20 - 30 indicates a coastal cruiser
- 30 - 40 indicates a moderate bluewater cruising boat
- 50 - 60 indicates a heavy bluewater boat
- < 60 extremely heavy bluewater boat.

Remembering everything just after needing to remember it. Chafing your hands tending to the lines. I'm going to have to take my rings off. Getting back into those old performances to tack and shorten sail.

Composting head commissioned though it is not an object to use as support. Hold on to the hand rails and sit.

Erant servo pendulum kept falling off till we tightened the bungees enough. Willard went overboard to fasten the last time and she was good for the rest of the sail. With self steering you can stay out of the weather. No one goes out of the cockpit without someone watching. The Cape Horn preformed excellent for the first time out. You just make your course, set the vane upright and engage. Like going into warp speed. Will be adding an electronic auto stick to take the place of the wind vane and auto steer under power. The weak link is keeping the servo pendulum on with tight bungee cords. Getting into cold water to reset it easy with the ladder. Will learn how to keep the servo pendulum to the starboard while dropping and retrieving the ladder.

4:20 p.m.

Running aground in a spot where we all were thinking, "Where is the paper chart and I need my cell phone running OpenCPN." Bumping at 3.5 kts it was thankful we drifted off after dousing the sails.



5:20 p.m. Captain Eric said, "You're not a sailor if you haven't run aground." on the phone for Happy Hour.

Rounding Canada through the shipping lanes had a steamer come up on our starboard rear quarter at 10:32 p.m. and bear off across our stern as she turned south from the shipping lanes.

11:10 p.m.

Then another steamer appeared off our stern port quarter, again passing our stern into the shipping lane to Detroit or Toledo.

At first I hardened up to miss her then fell off and went around to miss her.

I started remembering all the light signals on ships I learned when getting my master's license.

12 midnight

Slowed down at night to 3 kts.

Setting a not so pounding beat with waves attacking our quarter.

6 p.m.

Power consumption tested to fail, which was about 6 hrs with the 12V charger plugged in for the very dimmed laptop & frig running at #3. Next: use dry ice and turn the laptop on when necessary.

Run Open CPN on all cell phones, pads and ship's laptop when necessary. Better to turn off cell and laptop and watch the lights, markers and paper charts.

1 a.m.

Trying to sleep is the main goal 24/7. You always move back and forth. Wedging yourself in helps. The motion on the overnight is very much like the north Atlantic just shorter single waves. Off shore you have longer variable fetches of multiple waves but the feeling in your bunk is the same as blue water.

Looking for chafing everywhere, hands especially needed gloves mostly to protect rings. Roving sheets through lifelines without spinning loose the compression fitting on the gate. Moving Yankee sheet turning block into lifeline gate.

Text from Willard

Thanks for the list, Tom. It is indeed shorter, if still daunting. About doing all or at least much of this to outfit the boat next spring, yes, of course, but launching the boat March 1 is unrealistic, and I'm more and more convinced to postpone the crossing until '23. The boat needs work. I need work as a sailor. We should make sure we get our month on the lakes next year and go to Pbg the year following.

Text from Chuck

I agree with Willard. We have to do a two thirds of of this over the winter and spring during two week stays in the yard, final third in the spring in the yard for two weeks then have a two month trial run next summer on the lakes.

Thinking about how Captain Eric takes novice crew on crossings. Similar to Chuck and Willard coming along as novices with me.

The hitch is, Clio needs a shake down cruise. Fiona's shake down was a 1983 trip to Bermuda. The next was 1984 to Newfoundland. Then in 1985 to the Caribbean.

Will be talking to Eric about those voyages.

Thanks Tom,

Email from Chuck

Thanks a great report. I had a great time and enjoyed navigating at night. And learning more about sailing long distances. Burning Man taught me to be self reliant.

- Discover, exercise and rely on your inner resources.
- Self-expression arises from the unique gifts of the individual.
- Value creative cooperation and collaboration.
- Responsible for public welfare
- Respect the environment. Clean up after yourself and leave such places in a better state than you found them.
- Being through doing. Make the world real through actions that open the heart.
- Overcome barriers that stand between you and a recognition of your inner self, the reality of those around you, participation in society, and contact with a natural world exceeding human powers.

But I'm having to re-evaluate how I'm going to be spending my time for the next several years. It's doable.

Willard, thanks for the opportunity to help crew the Clio.

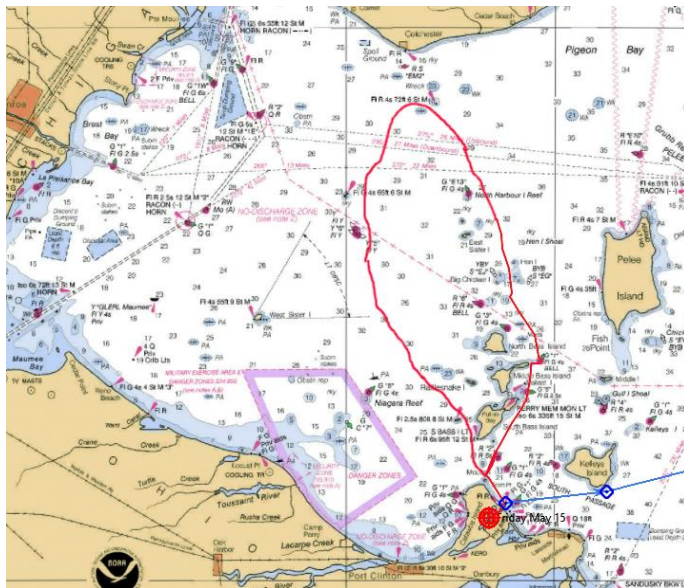
Monday, September 6, 2021

Arrived 5 a.m. still dark

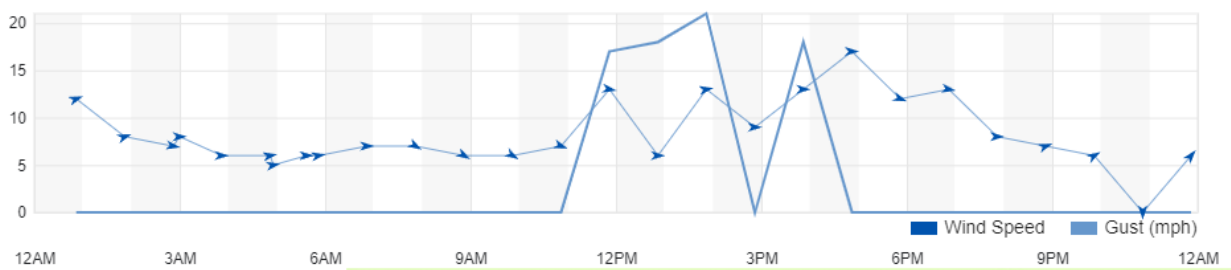
13.5 engine hrs



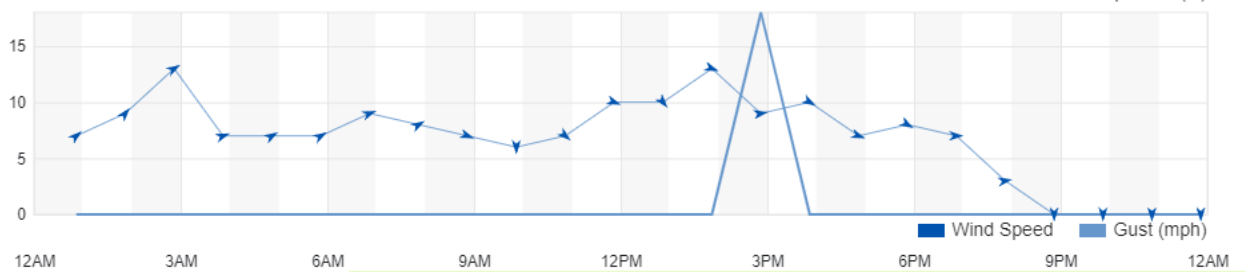
We tried to sail up wind but you can see we made no progress.



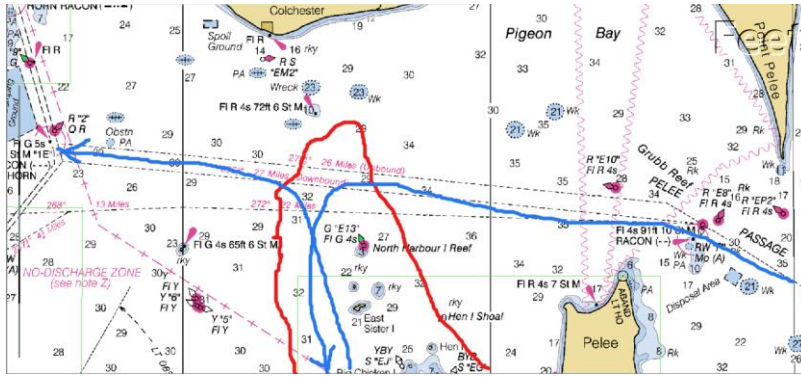
Sunday, September 5, 2021



Monday, September 6, 2021



Sailed to Canada via the east side of Bass Islands. Ran around off Middle Bass Island.



Rounding Colchester, Canada

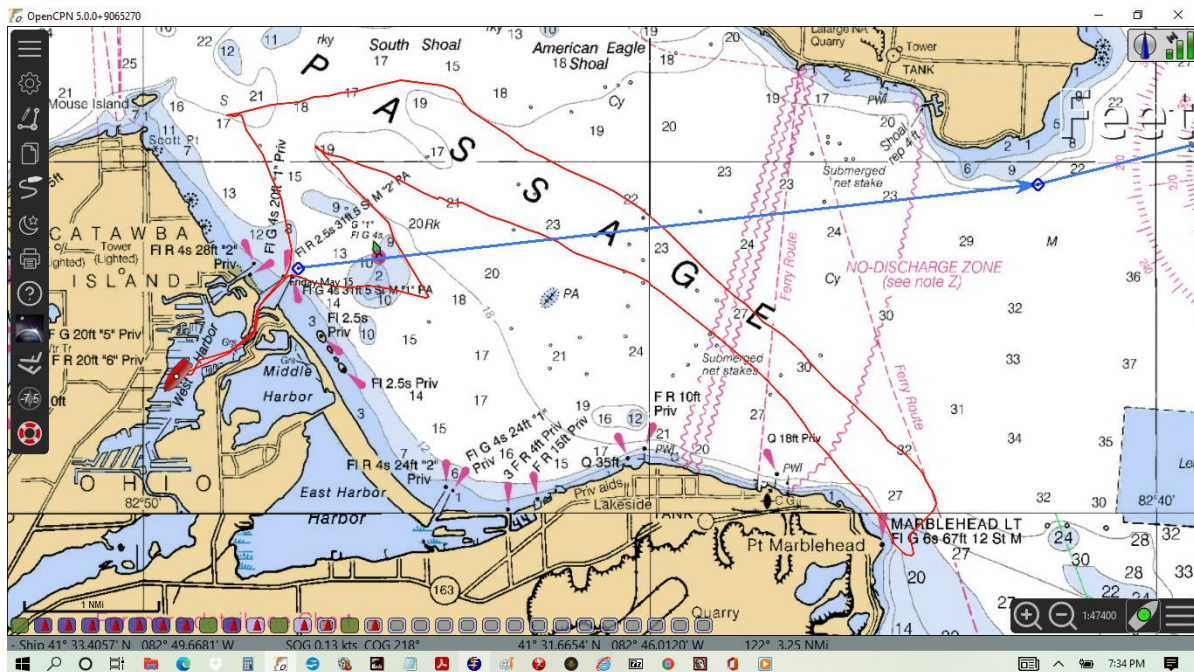
Sun set.

Sailed home on west side of Bass Islands





Tom: original owner of a 32B in the harbor. Retired electrical engineer, now does ship carpentry. Working now on edging for cockpit cubbies.



Saturday, Sept 4, 2021

Drove up.

Finished 10 hour break-in hours

Hours 10.5
