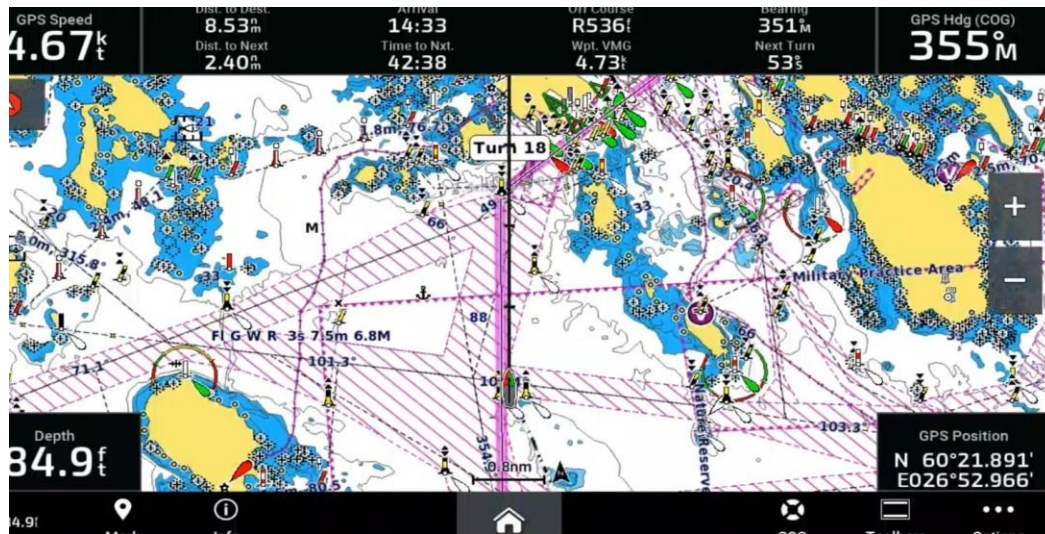


One relieved captain. Now to get her back home with the same crew!



Kotha, Sweden where we'll put her on the hard and come back next year around mid May to move her to Falmouth, England. The following year we will take her back to Lake Erie.



Skirting the Russian border on our way into Kotha, Finland.



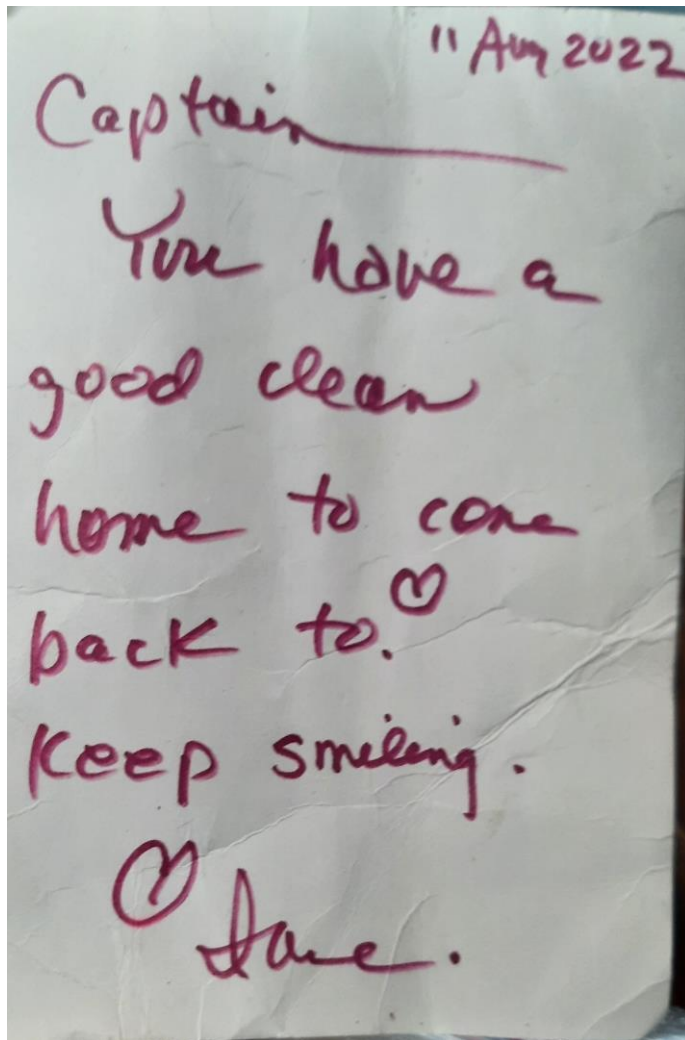
My mildewed storage spaces. Everything stored in sealed plastic bags.



You can see the light coming through the 3/16" side of the hull and below the 5/8 bottom thickness. The boat is assembled while the resin is curing so the whole hull becomes one.



Half way across the Gulf of Finland with incredible favorable winds.



Irene, my partner, always leaves notes in my bag while we constantly drove up to Lake Erie to refit Clio.

Tuesday, September 26

Made it and nobody got hurt except feelings all over but we are all committed to bringing her back as crew.

The hard labor and tremendous time spent on equipment refit paid off. The return will be easier because we know the day by day on board and will make small but very important tweaks.

It may take a month and a half next year to move Clio to Falmouth, England.

There may be a way to keep the boat here till Russia opens.

Finish Coast Guard hailed us on the VHF radio twenty miles out, looking to find out our intentions and whether or not we checked into the EU. They also visited us at the marina in a fast rubber boat.

After Willard said we came from the US, the radioman mentioned a Finish sailor who just rowed from US to Ireland and now is on his way to Finland.

On watch midnight to 4

SW Waves 7s, 100' fetch, 6ft one breaking every two hours.

Only Yankee out. Making 5 knots in 20kt SW winds. Lots of rolling but nothing we can't take. Chilly.

If this is great weather to traverse the Gulf of Finland and the Baltic going east when would it be great to go west? Looking to do the west track in July, in the height of the boating season. Only putting in for bad weather.

Maybe it can work out for the same crew to bring her home. Over time edges will smooth and more focus on running Clio. A fair amount of yard work will be needed. Extra time to get Falmouth, England will be needed. Ben Morris, who I sailed across the first time, who now owns the Falmouth yard. would be perfect to help. We could even take off a year to return in 2026.

Things to do:

Sand and grease power stations. Look for new ones.

Drill drain hole in port lazarette.

Sell boat to sister.

Stay in Sweden till Russia opens up.

Replace end on whisker pole. Get crimper.

Get fittings for awning and rivets

Install conduit in mast.

Replace masthead light and spreader/Steaming Light. Remove and take home all.

Shorten jib furler stay

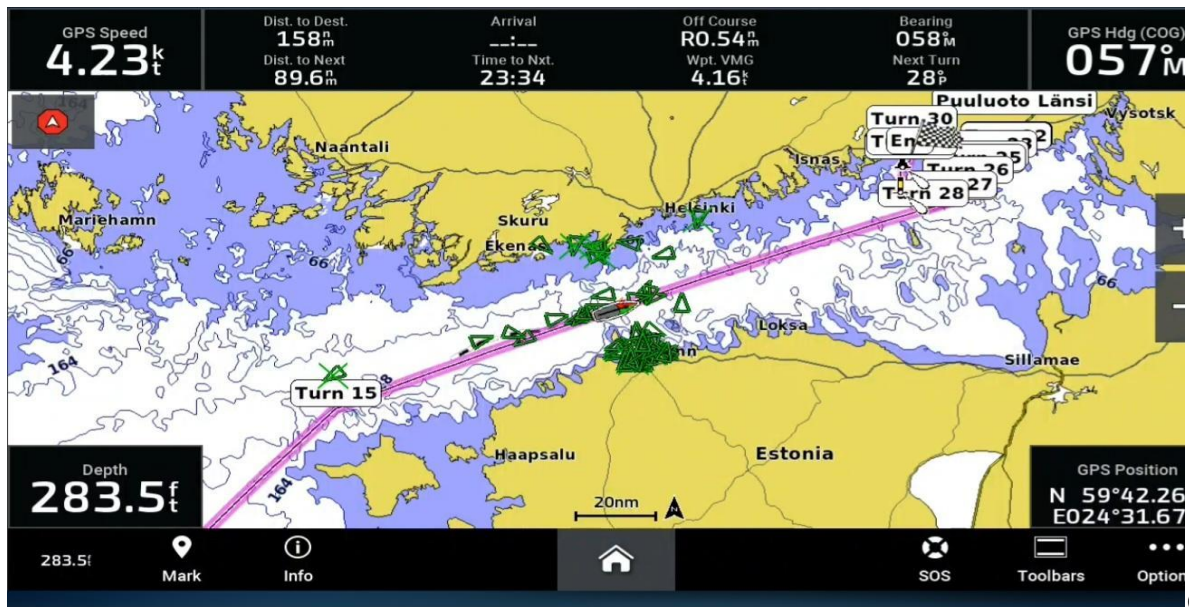
To get in Sweden:
Battery equalizer
Wire crimper.
Tube for conduit



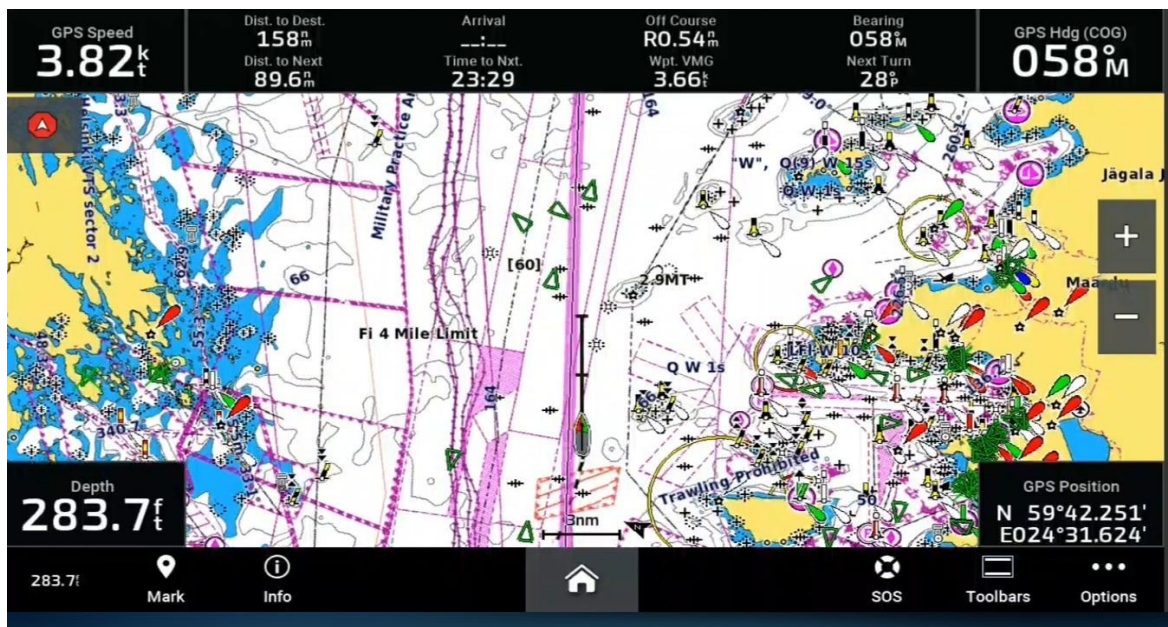
Ship Thalia, also the name of Chuck's avatar companion on the voyage.



M/V Thalia



Lots of cargo vessels at anchor shown by the bunch of green triangles.



Entering the Gulf of Findland

Monday, September 25
 On watch 1600 to 1800
 Waves 7s, 100' fetch, 2ft

Hazy partly cloudy, cooler, 62° in cabin.

Trying to talk Will into coming back and sailing Clio for a month and a half around local waters gaining skills till the border opens. He seems still interested in sailing her back. My job is done after delivery to Kotha, Finland. Though I was not paid, I got full privileges and that's good enough for me. Chuck is ready to sign on for the return. All creativity has left me on this voyage. All my attention on Clio.

Sextant readings three times a day

13:10:12 20°16'

13:11:40 20°13'

13:12:55 20°04'

N59°41 E24°23'

13:17:24 20°09'

13:18:32 20°12'

13:19:26 20°13'

Noon 10:34:45 29°31'

N59°38 E24°06'

08:14:00 24°53'

08:16:04 24°58'

08:17:35 25°04'

N59°35' E23°47'

08:30:07 26°56' w

08:31:48 26°00 w

08:32:46: 26°58' w

Press power key on screen to set it to sleep. Now can run plotter and GND10's all the time.

On watch 4 to 8

Turned into the Gulf of Finland. Running downwind with full main on starboard and Yankee pulled out to pole. Making 4.5 kts with 13 kts of wind. Waves calmed down to W 2ft swell, fetch of 75', 6s. A

Saw Northern Lights before dawn.



Images do not show what the waves really are.

Sunday, September 24

Sextant readings

13:32:59 19°58'

13:53:30 17°49'

13:55:03 17°33' *

N59° 01' E21°49'

14:04:04 17°28' w

14:08:35 17°30' w

14:10:56 17°31' w

1 p.m. Noon

put in possible Hango SE; Kardia, Hium AA

1100 TWD 220° TWS 19kts 4kts COG 21°l Bearing 35°

Mostly sunny, 68°, fantastic day

7:58:31 24°03'

8:01:06 24°10' *

8:02:54 24°19'

N55°49 E21°13'

8:09:45 24°30' w

8:11:15 24°34 w

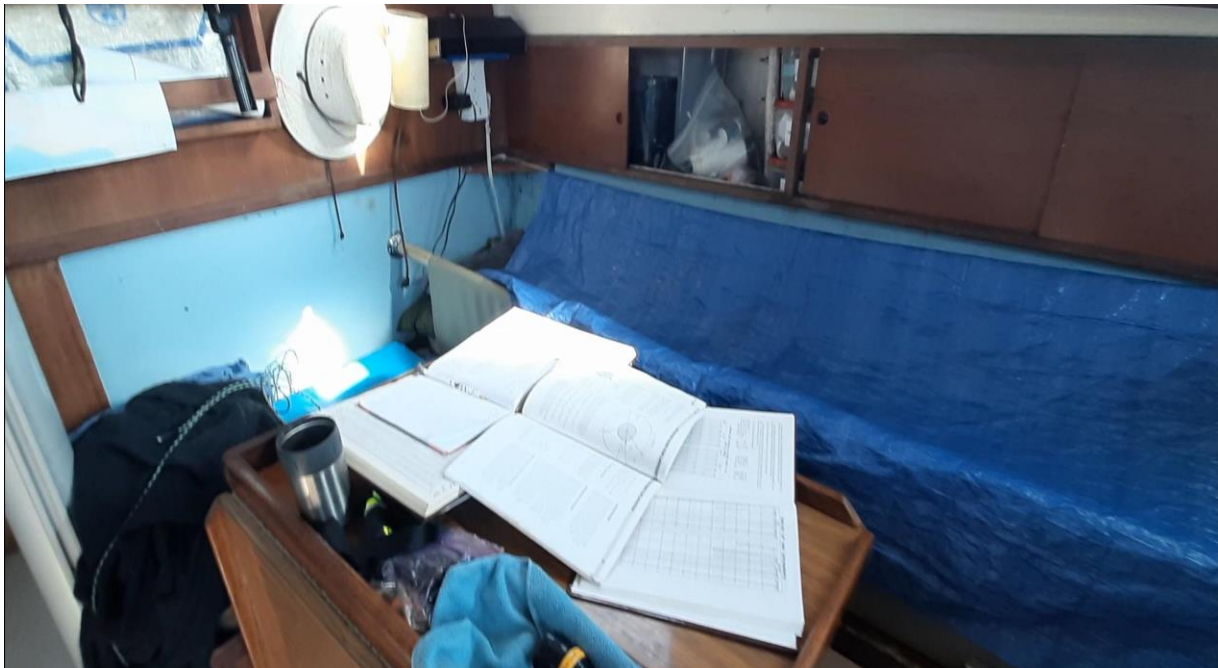
8:13:52 25°04' w

Will woke me up to gybe sail. All went well. Pulled in main sheet to ease the gybe. Moved preventer. 2/3's main out only port reach wind abaft.

On watch 8 to noon

Waves SW biggest 10ft, fetch 150' 6s from our port rear quarter.

Took out cockpit drain screens and locked lazarettes.



Sextant sight reduction books

Saturday, September 23

Chuck worked on embroidery for Willard's jacket, it says "Clio Cincinnati."

Worked on sight reductions.

Made more bread.

2230 TWD (True Wind Direction) 215° TWS (True Wind Speed) 21kts 5kts COG (Course Over Ground) 40° Bearing 35°

2200 TWD 215° TWS 17kts 5kts COG 40° Bearing 36°

2100 TWD 215° TWS 20kts 5kts COG 40° Bearing 36°

2000 to 2400 watch

TWD 205° TWS 14kts 5kts COG 20° Bearing 35°

1600 wing on wind with main on starboard side. Full Yankee and logo showing main.

On watch noon to 4

Calm sea, motoring, waiting for wind.

1050 463 eng hrs transferred fuel, filled tank with 16.5 gals, 5 gals left.

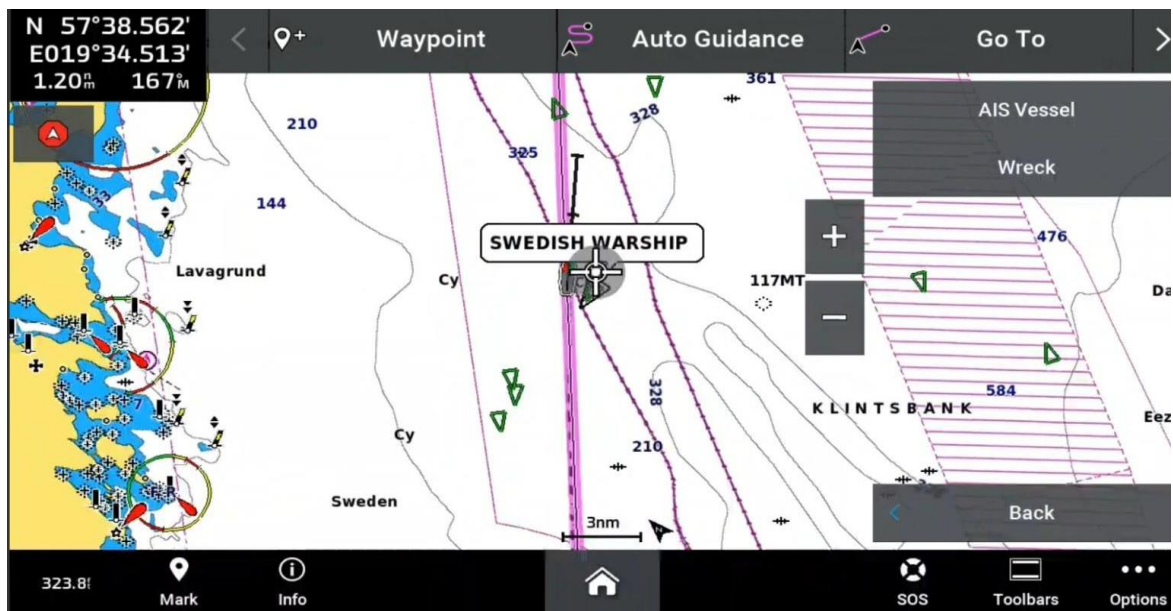
On watch midnight to 4

0200 TWD 192° TWS 13.5kts

Took in sail, motoring back to rhum line. Off Gotland, Sweden.



Wing on wing for a good three hours, wow!



Signal Status: Sleeping
SWEDISH WARSHIP
MMSI: 265500330
Call Sign:
Dimensions: (57m X 8m)
Navigation Status: Under Way Using Engine
Posn Device: Internal
Accuracy: High
N 57°38.604' E019°34.822'
Range: 1.1nm
Bearing: 155°M
GPS Speed: 10.4kt
GPS Heading: 249°M
Rate of Turn: 12.2°/s

Friday, September 22

Made bread.

On watch 1600-1800

Rigged whisker pole. Let out main and Yankee going downwind on starboard broad reach.

0700 TWD 132° TWS 17kts Spd 5kts

Waves small 1.5ft chop with occasional ESE 6s 5s & 4s 4-6ft fetch 75'

0630 TWD 132° TWS 18kts Spd 5kts

0600 TWD 140° TWS 15kts Spd 5kts

Let out staysail to logo switched to blue sheet

0500 TWD 129° TWS 13kts Spd 3kts

4 to 8 watch



Signal Status: Sleeping
NATO WARSHIP 221
MMSI: 211906000
Call Sign: DRAC
Type: Vessel - Engaged in Military Operations
Dimensions: (143m X 17m)
Max. Draught: 21.7ft
Navigation Status: Under Way Using Engine
Posn Device: GPS
Accuracy: Low
N 55°38.605' E015°11.002'
Range: 4.3nm
Bearing: 177°M
GPS Speed: 23.0kt

Dest.: 0
Version: 1
Last Position Report: 00:00:05
DTE: Available
RAIM: In Use
Nearest Approach: 1.2nm
Time to Nearest Approach: Passed

Thursday, September 21

6 to 8 watch

Wonderful risotto dinner with spinach salad topped off with scotch & yummy cookies.

No sea life except a little bird, it could have been a humming bird skimming the surface coming from the north going to the south. Clear, cloudless sky except for haze around the horizon. Giant ship one after another just SE in the shipping lane. We're just NW of them.

Set off for Finland at 9 a.m on watch till noon. Hand steered till making the headland and then set all sail.

Fine sailing and motor sailing when the wind died. on the rhum line.

13:27:54 26°38'

13:30:09 26°27'

13:32:15 26°15' * (Best fix to use)

13:35:12 26°15' w

13:37:12 26°01' w

13:38:34 26°54' w

N55°34' E14°44'

GMT 10:57:00 Noon 35°04'

12:57:00 our time

8:35:11 28°08'

8:37:34 28°20'*

8:39:48 28°34'

N55°22' E14°13'

9:28:32 32°24' w

9:29:32 32°25' w

9:30:28 32°30' w



Para glider backing his chute.

stone



500 ad stone structure like stone henge. We walked up to it.

Wednesday, September 20

Spent the day in Kåseberga Hamn, Ystad, Sweden relaxing with the howling wind and crashing waves.

Dad being estranged from the family reached out before he died and the family gathered around him for his birthday. When asked for a thought he postponed and answer for months and came up with these three sayings that say it all. We put them on his headstone.

There are always infinite new skills, insights and depths of realization ahead.
The most meaningful thing you can live for is to reach your full potential.
At any given age the body and mind are but a tiny fraction of the possibilities still open to you.

I have searched high and low to find what NASA knows about crew dynamics coming up with nothing. 500 days to Mars with a crew of three would be an exciting read for three ocean sailors on a 37-day crossing but I suppose it's too close to the vest. The only thing I learned was humor is the best lead. Being the supreme lord and commander, I require simple attention to do everything the same way. As simple as it seems, it never seems to sink in. Of course, I set the way in the beginning, but everyone can change the way as long

as we all know the way. It's just best practices from Chapman's "The bible about boating."

Great job Chuck. We'll have double blogs going for the trip.

<http://tomlohre.com/>

has everything on the front page once you scroll down to the Rookwood tile of Clio.

What a great call. Maybe we can change the earth's spin to make it me who is getting up. Wonderful to hear stories of home. I miss it like a mother's special dish made for you only but the world is a watery place and to be in it you must be at sea. Sorry I did not get to say goodbye.

Message to Irene:

Now huddled in a windy corner writing this by the Cafe wifi.

You will be alive to help me with the home and everything when I get back. You can't cross quarter of the planet in a small boat and have anyone to help those left behind.

Got the image of Helen at the grave. It's a long terrible remembering we are not in charge.

I love you and will not live without you. Tom

Everything seems possible with a smart person. I realize now I may have a higher sense than others and lack the ability to capitalize on it. I never want to draw attention to this but on this voyage, I now see my higher abilities, but my personality prevents me from denying anyone from being my equal.

Spending a windy night in harbor. Extra lines to hold Clio, 1 ft tides but the windblown rising is more significant.

Sextant sightings

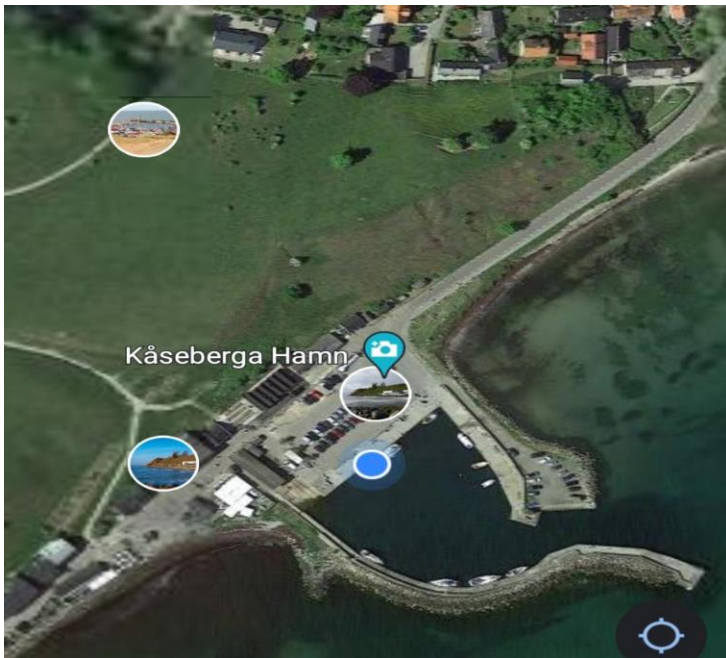
13:12:50 28°58'

13:14:32 28°50'

N55°23 E14°04'

08:30:30 56°22' with artificial horizon

N55°2 E14°04'



Tuesday, September 19

Kåseberga Hamn is a tiny 300' circular harbor we tucked into because of 10 ft waves and 30 kt winds. Calmer tomorrow. In the ocean we could not stop but here we can. Twenty surfers were on boards in our way as we entered because of the big waves. Chuck spoke to one who got on his board and surfed 40' in front of us as we entered.

Waves 12ft 6s fetch 150'

437.2 eng hr

13:31:54 27°37'

N55°29 E14°02

Waves 7s 5ft fetch 125'

1200 TWD 249° 23kts Spd 5kts COG 083° Bearing 78°

1130 TWD 260° 28kts Spd 6kts COG 086°

1100 TWD 232° 25kts Spd 5.5kts COG 081° Bearing 81°

8:31:07 28°02'

8:33:00 28°14'

8:34:24 28°23' *

8:48:54 29°17'

N55°18 W13°18'

Off to Russia

TWD 236° 28kts Spd 6kts COG 086°

canal



Hand painted for a bakery a short walk from the canal.



The wind was too strong so we came back and tied up to a floating sauna.



The owner of the fishing boat complained about the fishing regulations. He came down to check on his boat since the winds were howling.



I jumped aboard this floating ice cream vendor to secure the awning blown almost off by the winds.

Monday, September 18

Tried to use artificial horizon but did not want to attract attention. Needs to be on steady ground.

Water 64°

2000 302° 1kts

1900 335° 7kts

1800 355° 12kts

1700 283° 12kts

1600 SE 15kt

1500 SE 19Kt

22kt SE winds abating tomorrow morning.

Walked to the grocery store.

The crew is like a studio band gone on the road who have never been on the road. Changes rely on good chemistry to get over the hurtles and come out a crack crew.

This last slog will be as challenging as any. Will be sending InReach messages while out of cell service.

Sunday, September 17

Turned back after going through the canal because of headwinds. Tied up to a sauna on a small dock just inside the canal.

Set off on the Øresund Sea that stretches from Helsingør to the canal across from Copenhagen.

8 to noon watch.

Sea water pump making noise when warming up engine. Opened, dry inside. Lubricated and reassembled, worked fine.



Fixed bilge hose, loaded Baltic charts,
Saturday, September 16



Article published in the Helsingør Daily

<https://helsingordagblad.dk/erhverv/hvad-sker-der-en-russisk-og-en-amerikansk-sejlbaad-er-paa-vej-ind-i-oeresund>

The journalist wonders: 'What the hell is going on? A Russian and an American sailboat are on their way into Øresund'

By Kirsten Moth

One morning and about 214 years later, Dr. Willard Sunderland (right) arrived from the sea side in Helsingør from the USA, here together with one of the other crew members Chuck Lohre. Tom Lohre is also on Clio as skipper. Photo: Kirsten Moth

An American professor specializing in Russian history and a Russian sailboat with a zig-zag course on the Marine Traffic app have fueled the journalist's speculation. One early morning in Elsinore Harbor we got some of the answer to the mystery.

16 Sep 2023 at 4:31 p.m

Kirsten Moth KMO@jfm.dk

ØRESUND: It looks really strange. Just so weird that I can't let it go.

A Russian sailboat is a few nautical miles east of Læsø, and on the Marine Traffic app I can see that it is sailing in circles and back and forth. So, how often is it that in these times of war in Europe we see a Russian sailboat in our waters? What are they doing here?

Now comes what immediately creates a real mystery for the conspiratorial journalist mindset. Close to the Russian yacht, *Inspiration 2*, the app shows that there is an American sailboat, *Clio*. And if you see an American sailboat twice in one season, that's the height.

Now they lie there, almost side by side, the American and the Russian. Are they followed? How often is it that you see a Russian *and* an American sailboat on their way into the Øresund?

According to Marine Traffic, the American comes from Kristiansand in Norway, the Russian from Skagen. The mystery keeps me checking in on Marine Traffic

for the rest of the day at frequent intervals. To my great excitement, I see that the American Clio has entered the Nordhavnen in Helsingør, while the Russian Inspiration 2 continues south and east towards Bornholm. Is it on its way home?

Early Friday morning I stand outside on bridge 17 in Nordhavnen, where Clio lies with its American flag in the light morning breeze and rising sun. The hatch is slightly open.

- *Good morning* , I try.

No sign of life.

- *Good morning*, I'll try again. This time a little more insistent.

- Yes, one moment, hums a voice in response.

Up from the cabin rises Dr. Willard Sunderland, American professor of Russian and modern history at the University of Cincinnati in the USA and academic advisor for the International Research Library "Russia's Regions in Historical Perspective", which is connected to the Higher School of Economics in Moscow.

With morning hair and sleep in his eyes, the professor, who can also deliver a rich piece of writing, looks genuinely pleased to be woken up and asked what brings him, Clio and the rest of the three-man crew to Helsingør.

- We are sailing in the wake of American President John Quincy Adams. It's a dream I've had for so many years. Before the war in Ukraine, I visited Russia many times a year, where I have colleagues, friends and have worked for many years. I have come to Russia in many different ways and from many different "angles". It is so easy and fast to cover long distances by plane and other fast means of transport. That's why I came to dream of coming from the lake side - via the slow journey that it is to sail by sail. It creates a completely new perspective, says the talkative professor.

The American sailboat Clio docked in Elsinore for a very special reason this week after 80 days of sailing from Boston. Photo: Kirsten Moth

John Quincy Adams, who in addition to being the sixth president of the United States, elected in 1825, also had an extensive diplomatic career.

And it is precisely the diplomatic work that occupies the sailing professor, who likes to talk about the possibilities of diplomacy between nations, people and cultures on bridge 17 early on a Friday morning.

It has taken Clio and crew 80 days to sail from Boston to Helsingør on the route north of Scotland. In 1809, around the same time of year, John Quincy also arrived in Helsingør. On a large schooner which paid sound customs to be allowed to lie in Helsingør, and which went on to Russia to exchange goods.

- We would very much like to go to St. Petersburg. But we have agreed that because of the war it will not be advisable to attempt to sail into Russia. We are not trusted to explain why we are there and that we come with peaceful intentions. Instead, we sail to Finland and as close to the Russian border as possible, says Dr. Willard Sunderland.

In Helsingør, the three crew members are busy seeing the city's museums, especially the Sundtoldtiden record the three gentlemen, who have also visited the Maritime Museum and Kronborg.

- It is fantastic to walk the streets that John Quincy walked in here in Helsingør 214 years ago. People seem very friendly and open here. It was probably a little different then, when I can see in historical records that Quincy's schooner was forced into Helsingør by a warship to pay customs duties, smiles the professor.

In addition to Dr. Willard Sunderland's crew consists of the two brothers Chuck and Tom Lohre.

Friday, September 15

Went to Copenhagen with Chuck. Visited design museum. Reporters from local paper interviewed Chuck and Willard.



Met a fellow Cincinnati at the castle.



Killed some time waiting for the tour to twist ten feet of loose line back into a rope then back splicing it.



Great party hall at the castle.



Bow figures

Thursday, September 14

Went to the castle and maritime museum.



Helsingør Castle

Wednesday, September 13

4 to 8 watch

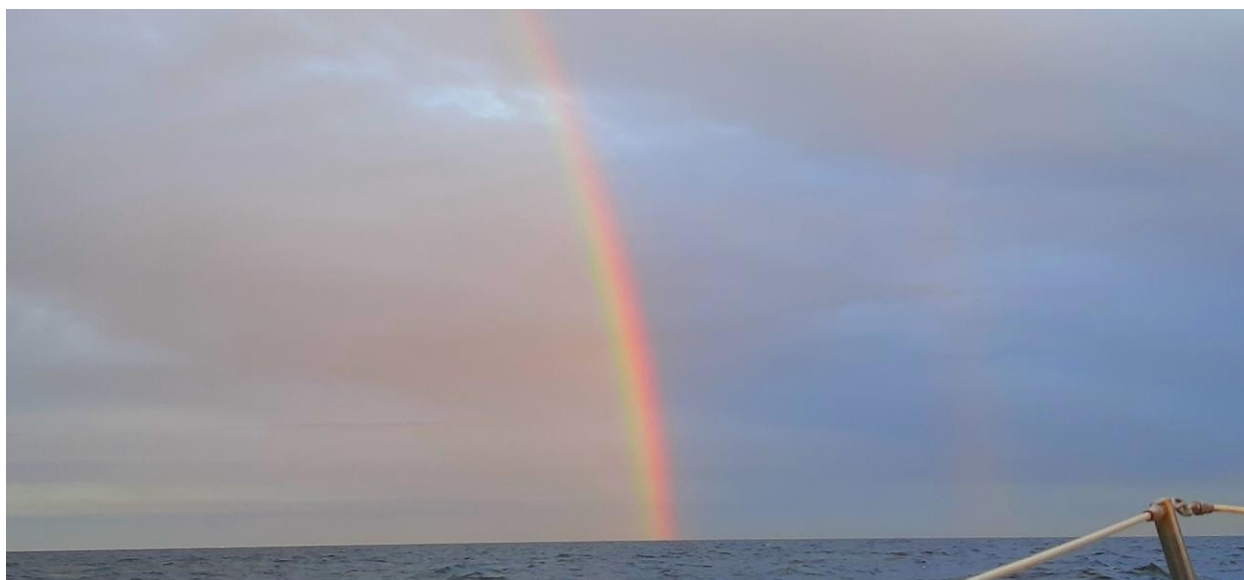
Motoring,

Landed in Helsingør, Denmark.

Pulled servo pendulum out and cleaned. Moss grew only on the south side.



Toasted Captain Eric at 5 with crackers and sardines



Last part of the Kristiansand / Helsingør leg

Tuesday, September 12

Wonderful dinner of couscous, sausage and sauté peppers, nightcap of cookies, & chocolate. Rainbow sunset, mild seas, strung guitar.

14:19:25 25°15'

14:21:00 24°59'

N57°25 E11°08'

14:

8:44:35 29°91'

8:46:90 29°10'

8:47:03 29°15'*

8:52:19 30°46' W
8:53:36 30°57' W
8:54:25 30°58' W
N57°41' E10°51'



Sailing into the Kattegat Sea below the Skagerrak Sea.

8 to Noon watch

Rounding Skagen.

Back to pastoral living where you don't have to nod your head and say hello to everyone you pass.

1100 TWD 215° TWS 13kts spd 3kts COG 156° Bearing 143°

1000 TWD 221° TWS 13kts spd 3.5kts COG 140 Bearing 140° SW Waves 1s .5ft

10' fetch distance to Helsingør 116nm

Monday, September 11

2000 to midnight watch

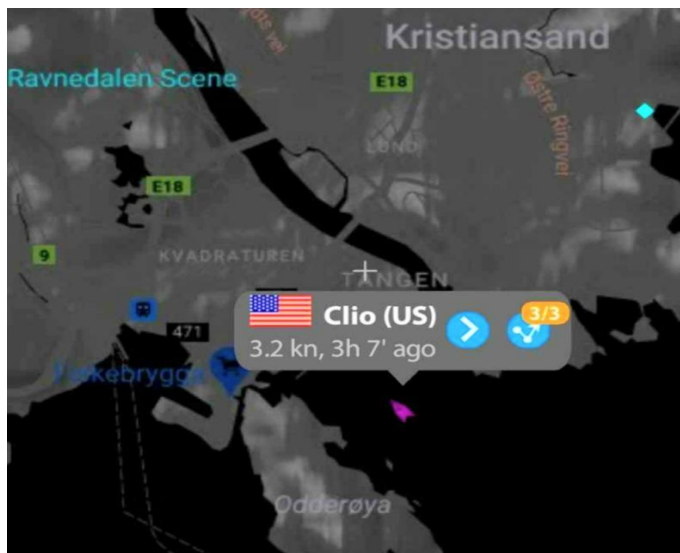
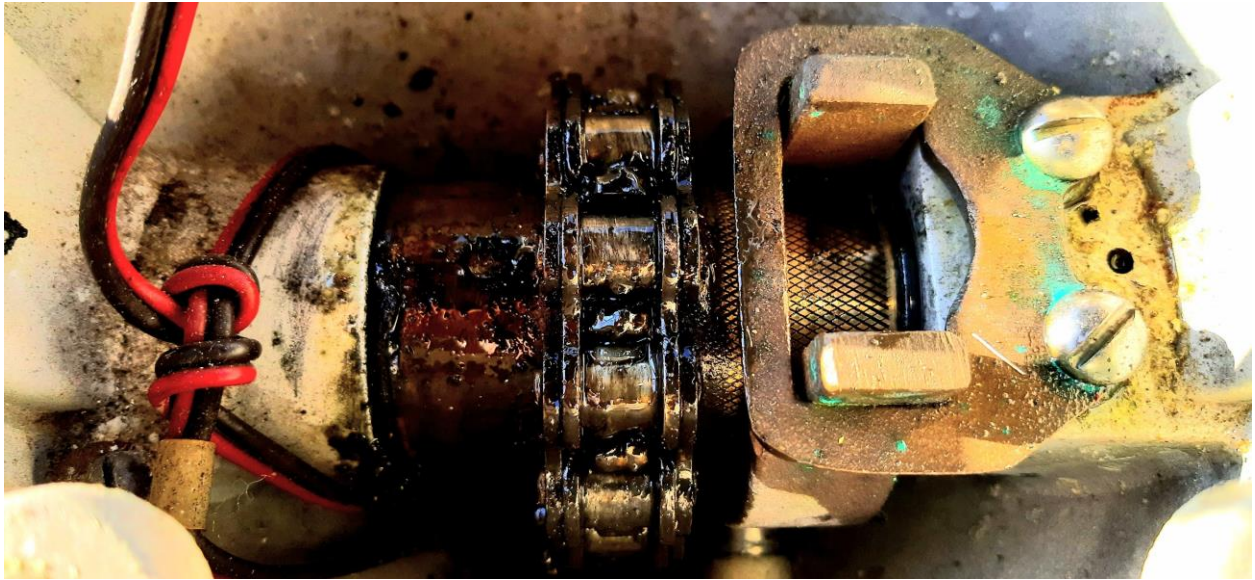
Crossing Skagerrak the sea above Denmark and below Norway.

Favorable winds, lots of fishing vessels. Totally enjoying fine dinner by master chef Willard. Nice to put your wallet away and get back to sea for a 300nm sail to Hamlet's castle. Took in Yankee. Running without lights unless seeing another ship. Still turning on the chart plotter for 5 minutes every hour to check course & broadcast our AIS position and check other ships via their AIS signal.

Set off for Helsingør around 11 a.m.

Noon to 4 watch.

Motored out in heavy seas due the incoming tide. Set sail with all sails out 90%. SE 12kt wind. Discovered auto tiller stick stuck against servo pendulum quadrant. After turning off the engine secured to whale pump. Our neighbor was nice enough to give us an electric adapter, a nice souvenir of Kristiansand. Even the dock master gave me a free shower.



Sunday, September 10

Back in Kristiansand. After fueling up and heading out the wheel locked up. We slowly headed back to our slip to sort things out. I got in the immersion suit and went in the water. Nothing wrong down there. We disconnected the wheel from the quadrant revealing it was in an aluminum bushing. Turned out the stainless wheel shaft that turns in an aluminum bushing seized up. A very simple repair. After cleaning and filling the oil holes in it we freed it up and everything is working super. I always wanted to address this. Things are always seizing up in salt water.

Saturday, September 9

Walked around, worked on small things for Clio, visited museums.

Checked rigging, stuffing box dripping, cockpit cushion foam still wet, laundry dry.

Friday, September 8

Shopped for groceries, hardware and marine stuff, set out cockpit cushion foam to dry, worked on blog, Zoomed with family.

Thursday, September 7

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