



Tom Lohre Sr.

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.

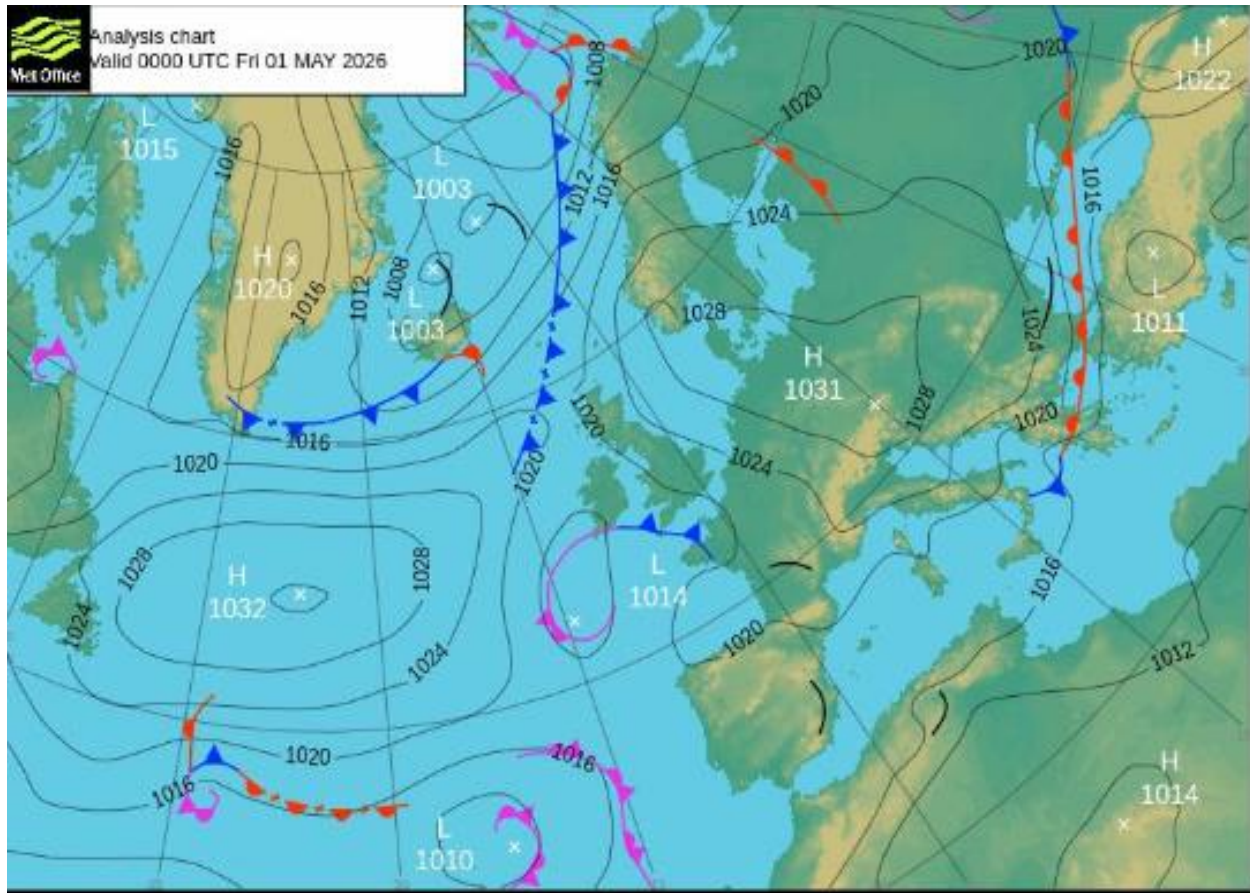
At any given age the body and mind are but a tiny fraction of the possibilities still open to you.

Gerald Houchell

We are a part of nature, inseparable. Losing oneself in rapture as the sun spray colors across clouds and sky or waterfall, or to marvel at manmade structures binds us even more closely to nature. To capture on canvas or in a photograph those rare moments binds the soul with creation.

You are dead on. We have to meet frequently and often. You are the soul I need.





Friday May 1

I arrived early in the evening, it was still sunny.

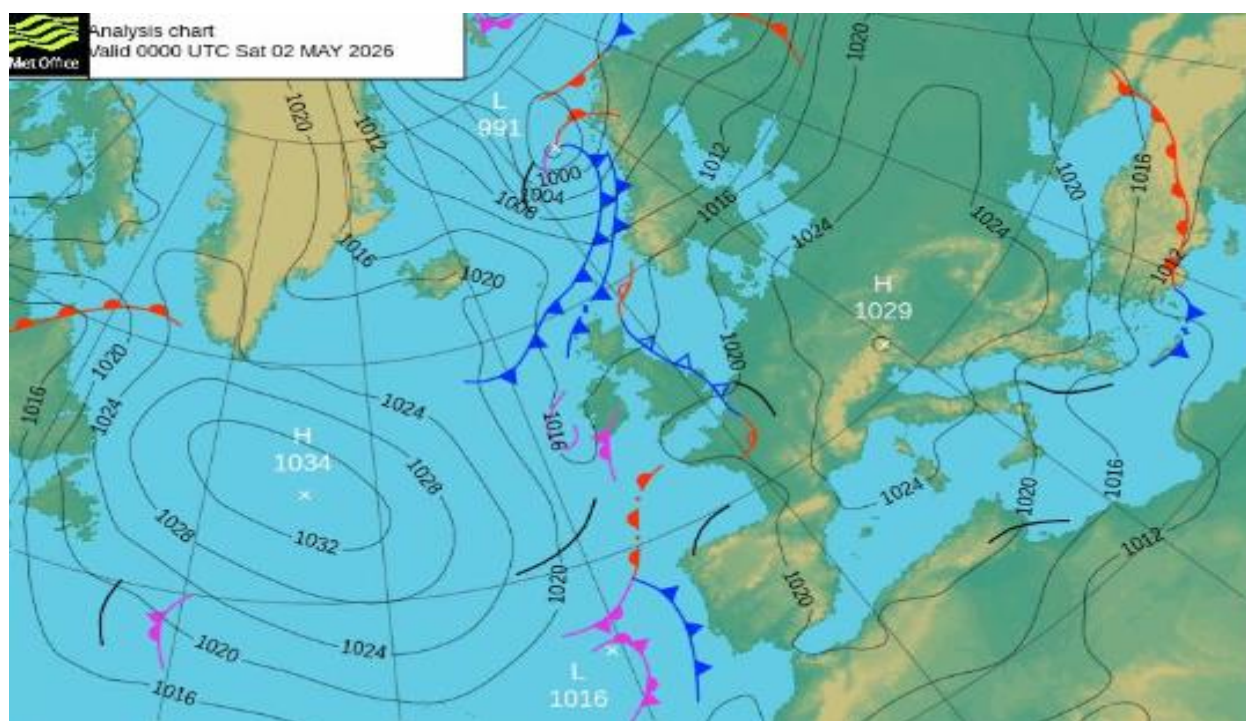
Took a cab from downtown after a 5 hour, two bus ride. Dolly worked great. Only had to use it for three hundred feet.

AIS and chart plotter fired right up.

Head fan working.

Got Internet working using the fancy high gain adapter.

Eating out of the corner quick store.



Saturday May 2

Thanks for the email. Nothing for Will to bring. I've got everything, except you. You'll have to get a dog. Wouldn't that be nice.

As usual, I am poking away at things. Every day I wake up depressed, rally, take my time and end of the day happy.

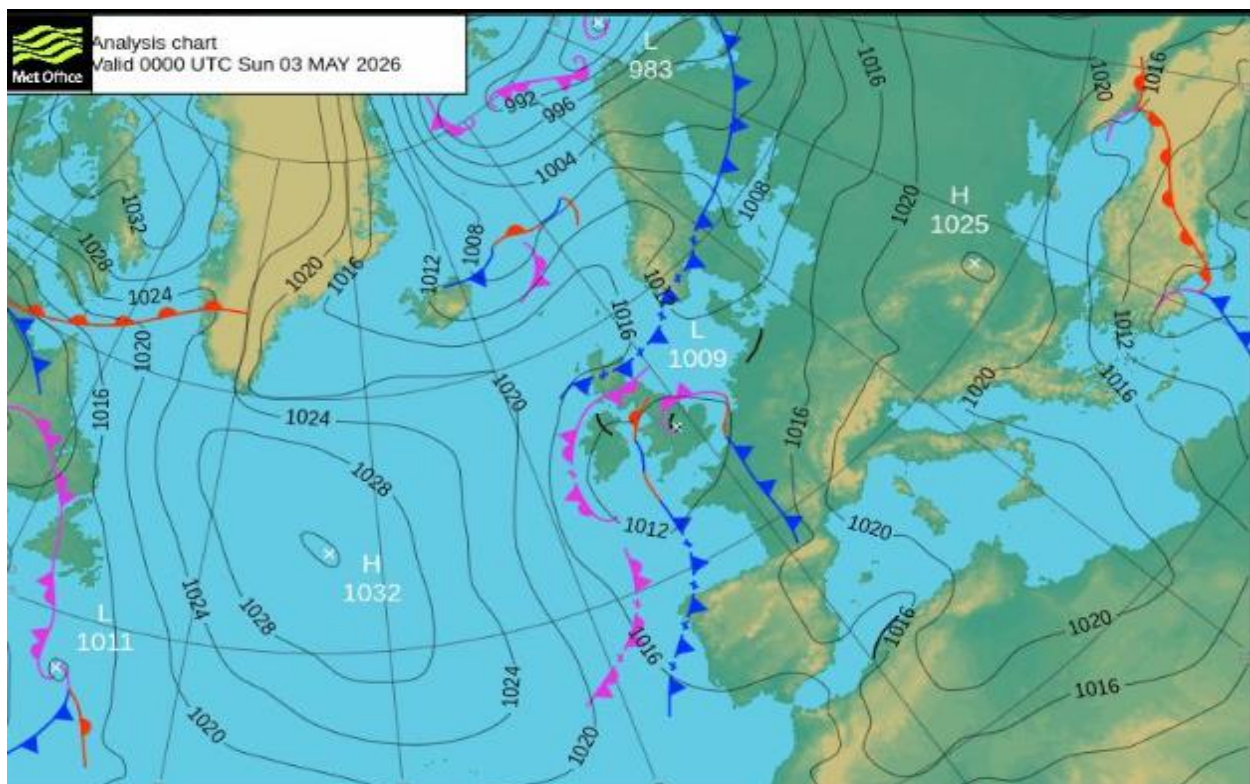
We have a lot to show for that method. I'm turning into Capt. Eric. Willard is me. I'm going to be tied up with Clio till I'm 91.

Ricardo and his friends are coming in a few minutes, and I've gotten the Wi-Fi working with the app lowest signal ever. But thank God I bought that device at Micro Center. It does the job. If I don't have my computer with me in the cabin, it makes things tough.

Enjoy the gigantic ship Whaler as captain. Made a nice dish of peas and rice.

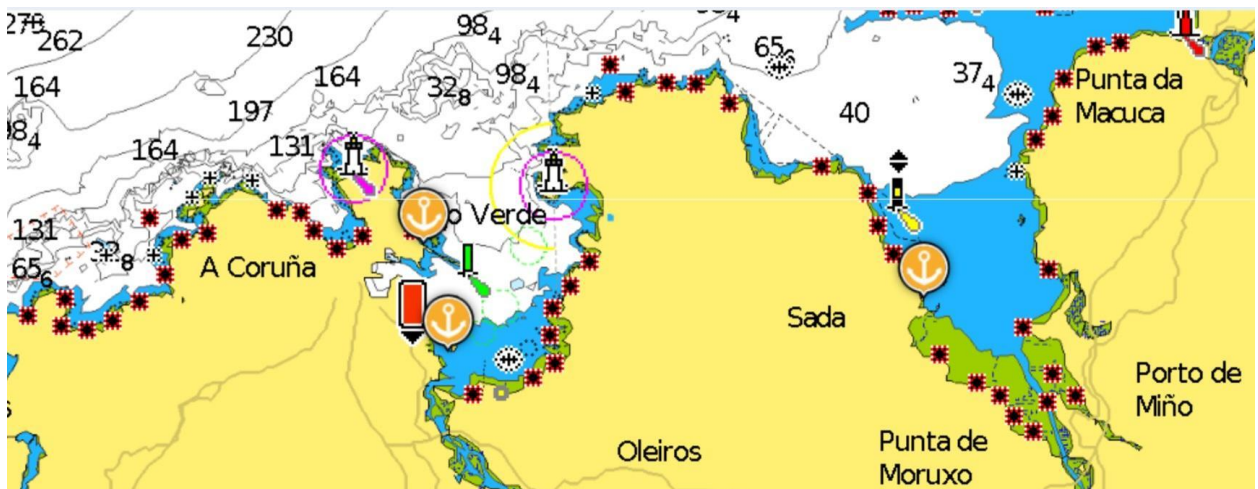


Ricardo won the Derby. He's got the sound track covered. He taught me to go to Indonesia for long term care.



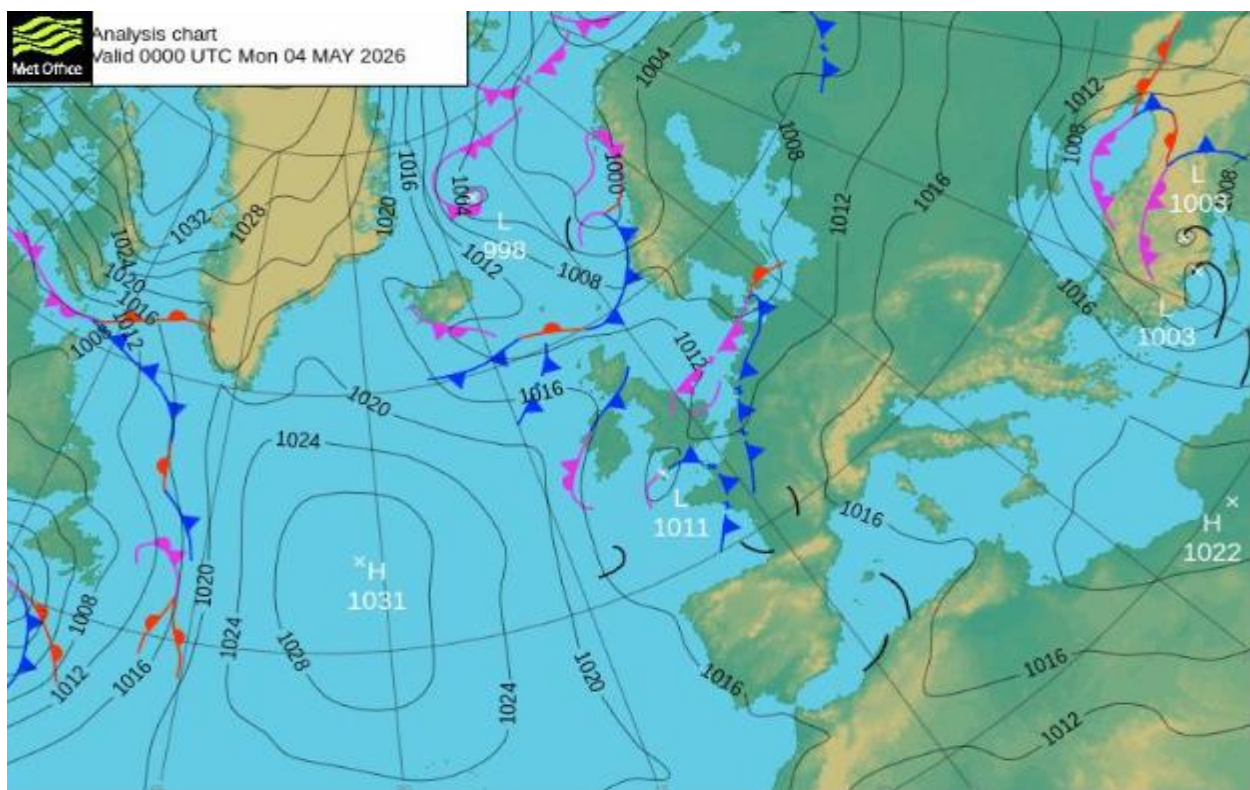
Sunday, May 3
Took cover off.

Willard arrives and all is civilized. A wonderful hot meal. After a hard day and a nap, it's nice to feel how fun it is even though you're totally responsible. Ricardo was happy we had all those Zoom calls. It's funny how little nuisances can cement a feeling you're going to do it and have fun.





Ricardo's Marina



Monday, May 4

Stowed cover in lockers under V berth.

Went to the grocery store.

We're here but you never know how long.

I give the weather window report every morning starting today. The boys' eyes were all glued to the GRIB file, predictive wind data, it was overlaid on the chart of the Channel. Favorable winds

are slated for May 11 leaving. Hopefully we will be too far past the Bay of Biscay to turn back. But if not, we will put into Ricardo's marina in Spain and put her on the hard there.

Ricardo's Marina

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info@clubnauticodesada.com

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Ricardo's Marina

<https://nauticodesada.es/>

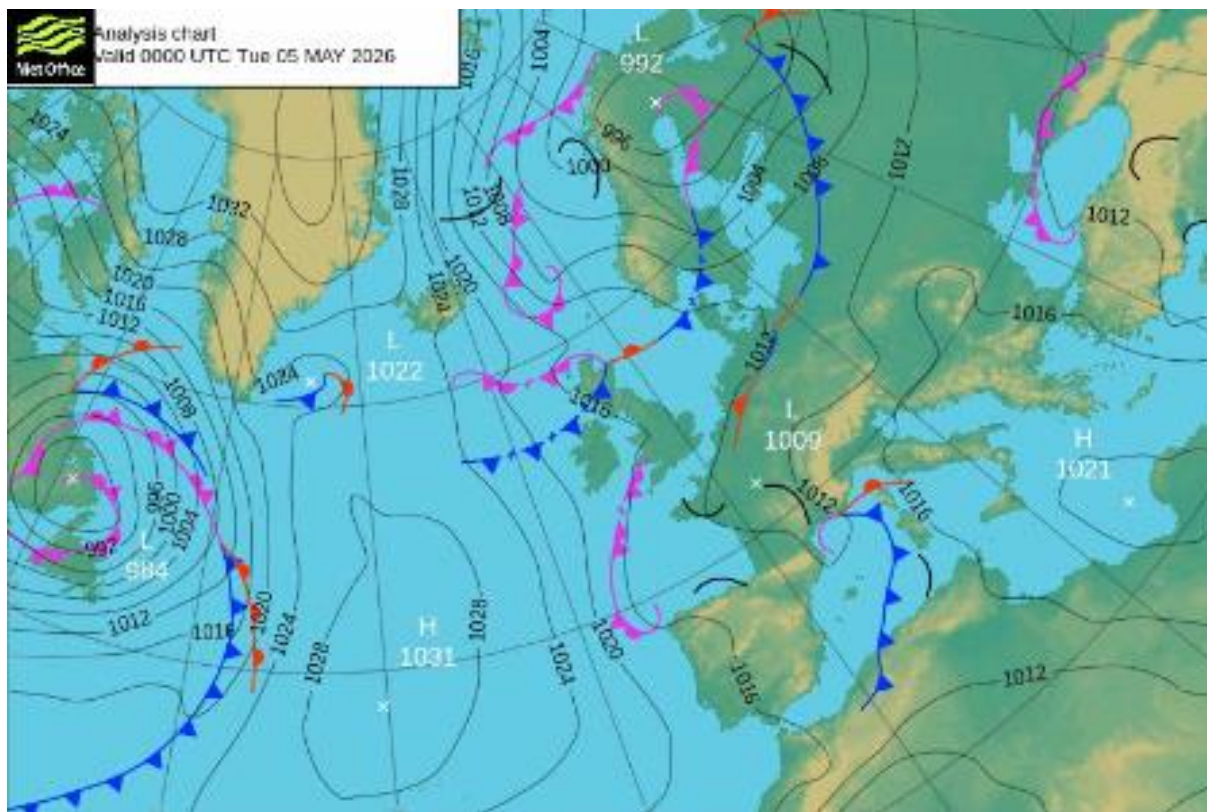
If this happens, I'll be home early June.

Keep your fingers crossed, the weather changes in our favor.

Sending harmonizing vibrations for a pain free head and knee.

Love from the captain.



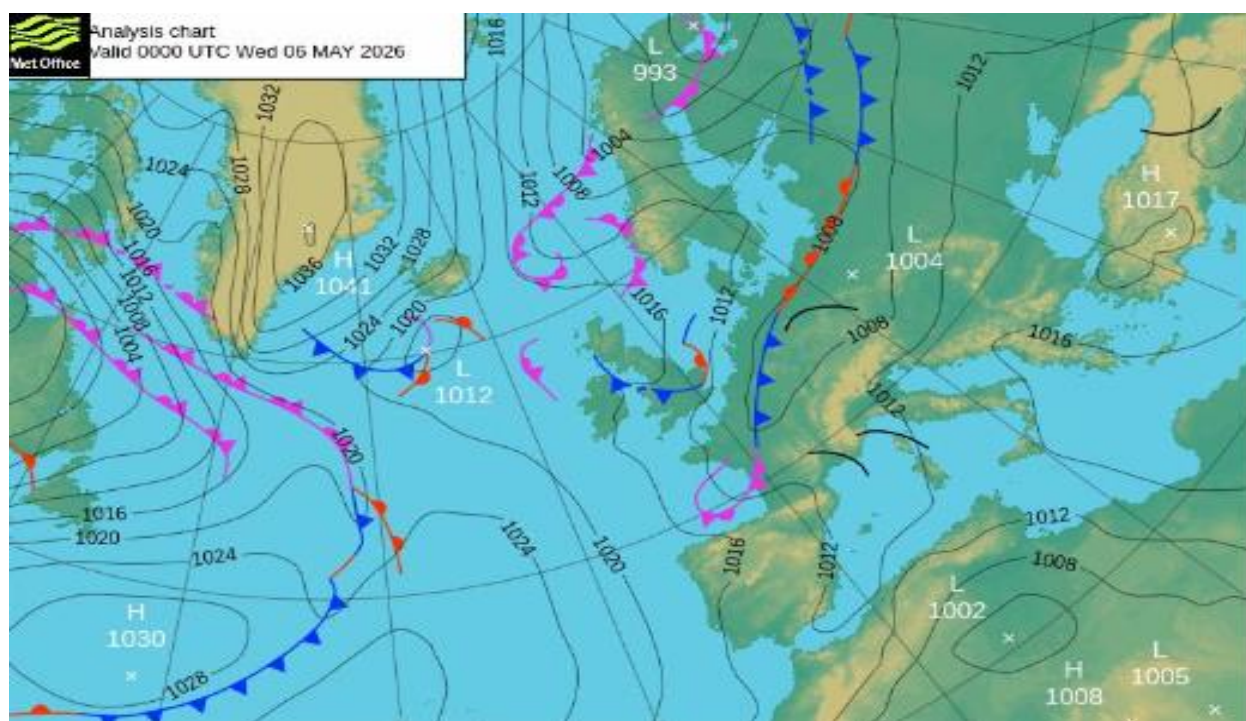


Tues, May 5

Secured overboard flag, light and vest.

Assembled life vests. Bent sails.





Wednesday, May 6

Changed the zinc with the line cutter.

Slowly stowing. We go in the water on Friday. Fog in the morning. Sun in the afternoon. I laid out my 6m plastic bags in the Sun and they perspired water. Sealing them when the sun goes down. They can go into the wettest locker under my bunk.

It's air-conditioned here.

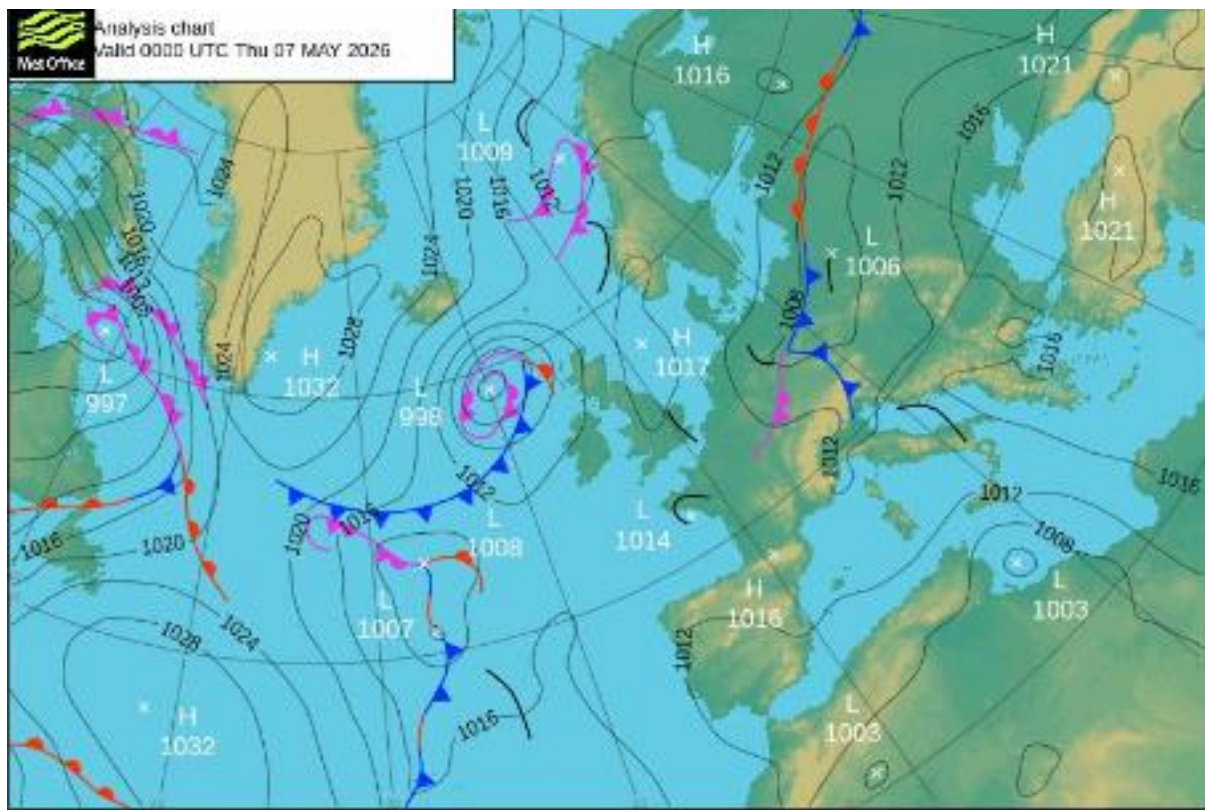
Lots of great advice from the locals concerning traversing the Channel non-stop.

Plotted the route today using the onboard chart plotter, 1200nm.

We go in Friday.



Clio Underway, Pencil, melted crayon on paper, 8" x 10"



Thursday, May 7

Finally getting stuff stowed. Going into the hold today. Spent a lot of time checking the tolerance between the shaft and the engine. It's still .002. Mostly painting everything with lanocote, derived from lamb's wool, just like lanoline. It protects everything.

Finishing what needs to be done before going in the water.

Turning in around 11. Getting up at 8:30.

Hanging vegetables in bags from the cabin handholds.

We're not the Gloucester fisherman so being safe is easy. The joke is that it takes 10 days to put the boat in the water and 10 days to take her out, that leaves 10 days of sailing if we're only going to have a month. We're going to have to drug Willard to get by the northwest edge of Spain before he decides to turn and go back home to cut the grass. Cut the grass! I cut the grass, said his partner! Grass is code for work! The funny thing is if we run out of time, we'll put into northwest Spain where our third mate Ricardo has a boat and knows everything about the local scene.

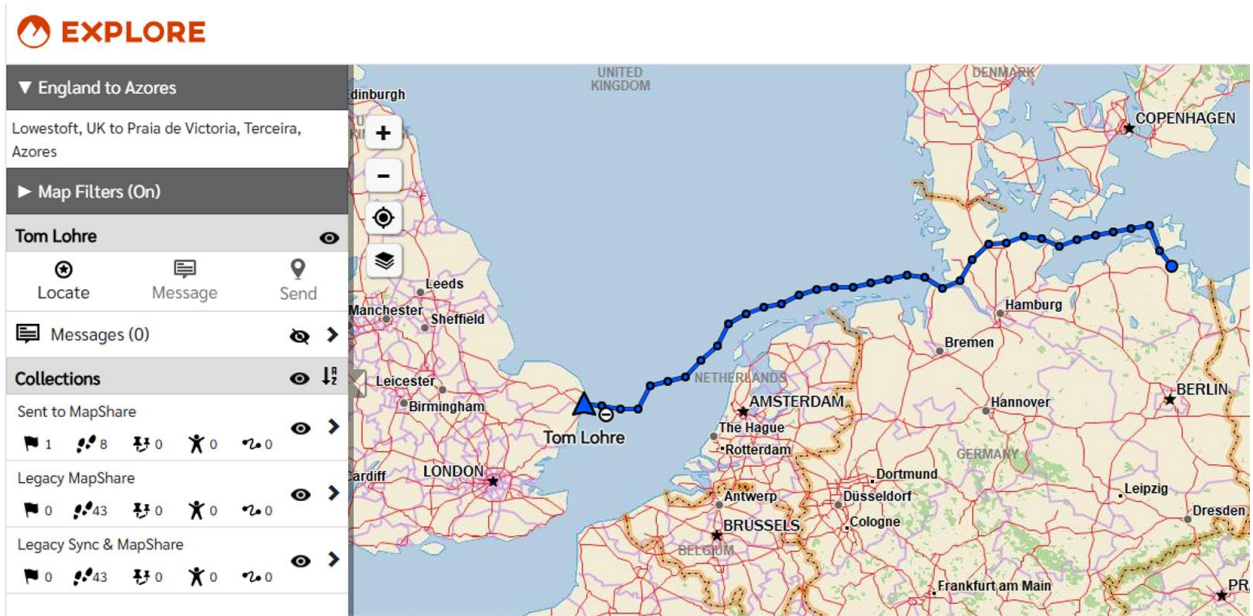
Met our old friend Charlie, he was given a boat to live on and just arrived on it when we arrived. He's part of an open mic poetry reading tonight. He's a lost artistic soul on the loose. He's got a job working in a nearby boat yard.



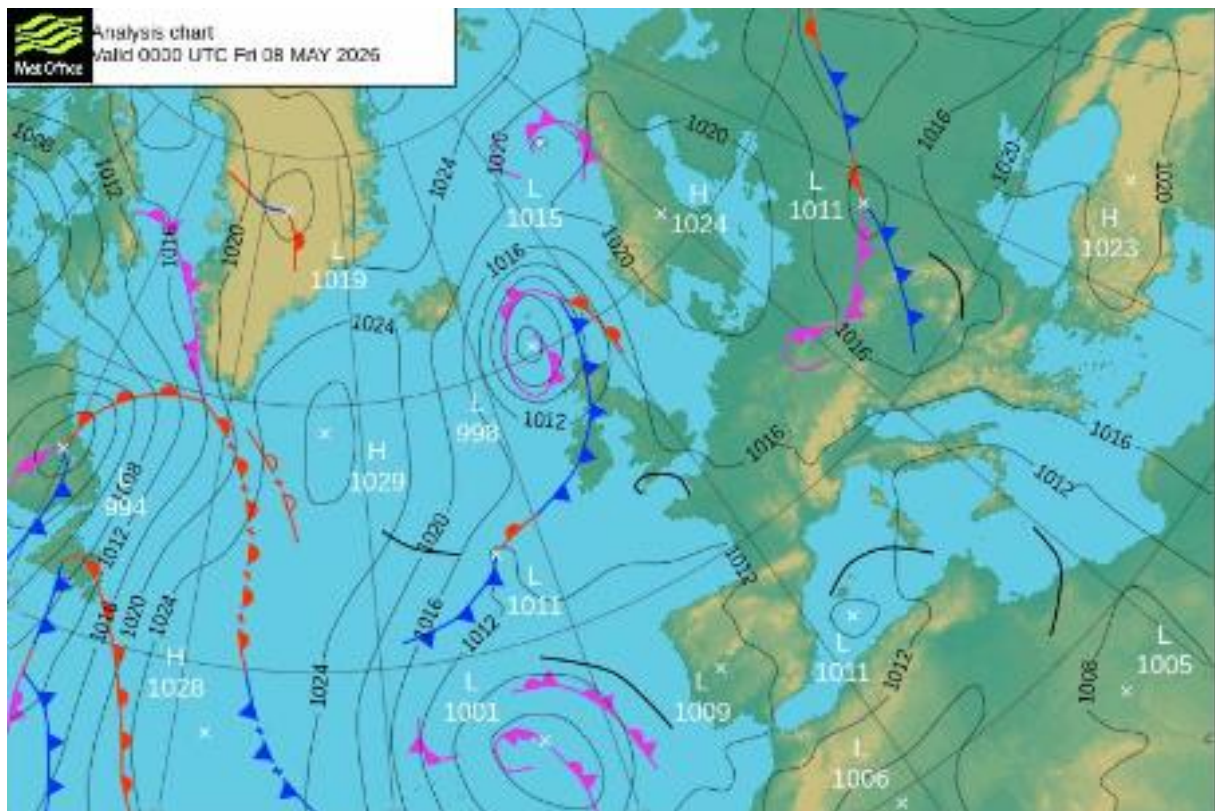
Marine Traffic shows Clio as underway on July 19, 2025

⁸<https://www.marinetraffic.com/en/ais/home/shipid:7830979/zoom:10>

Following Clio's AIS signal on Marine Traffic is fun since you get to see the ships we sail with but sometimes the signal drops and we only broadcast AIS for five minutes on the top of the hour. Don't worry. Go to our Garmin InReach site to see a constant track that is as solid as the day is long. We keep it on all the time while underway.



Map with tracks <https://share.garmin.com/TomLohre>



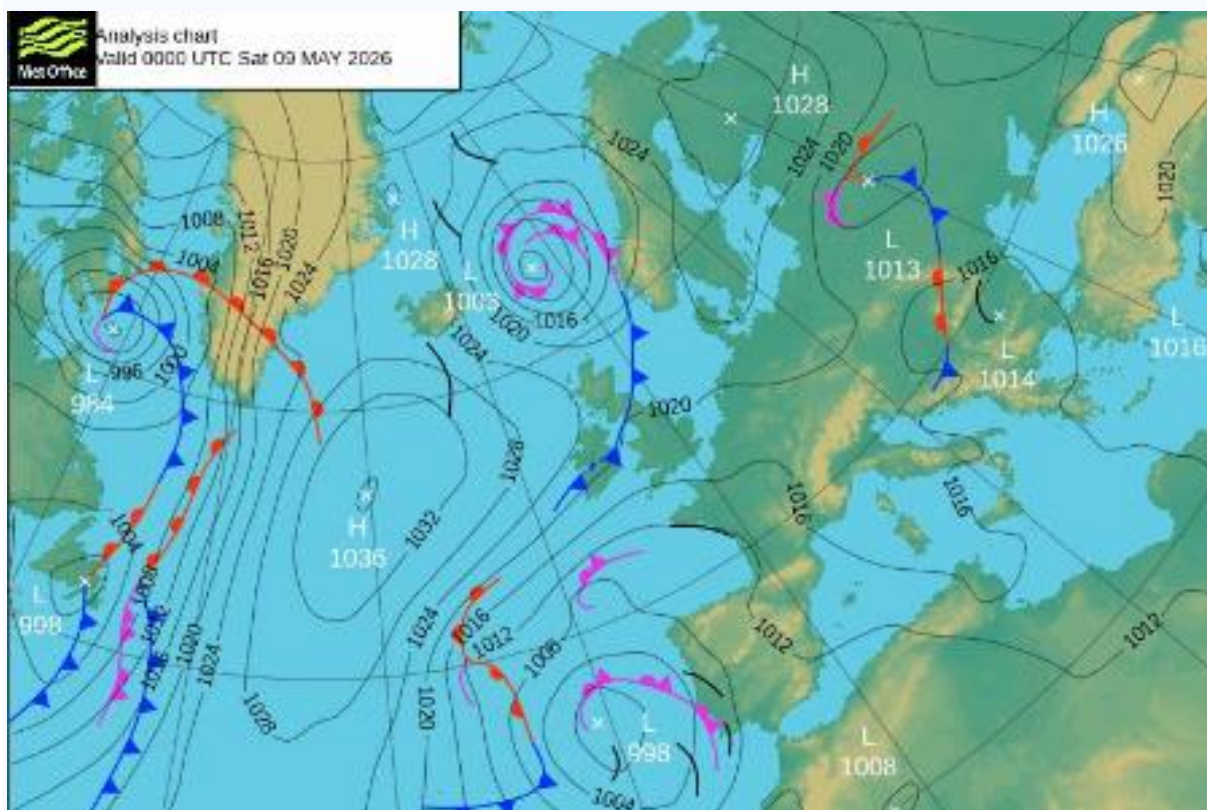
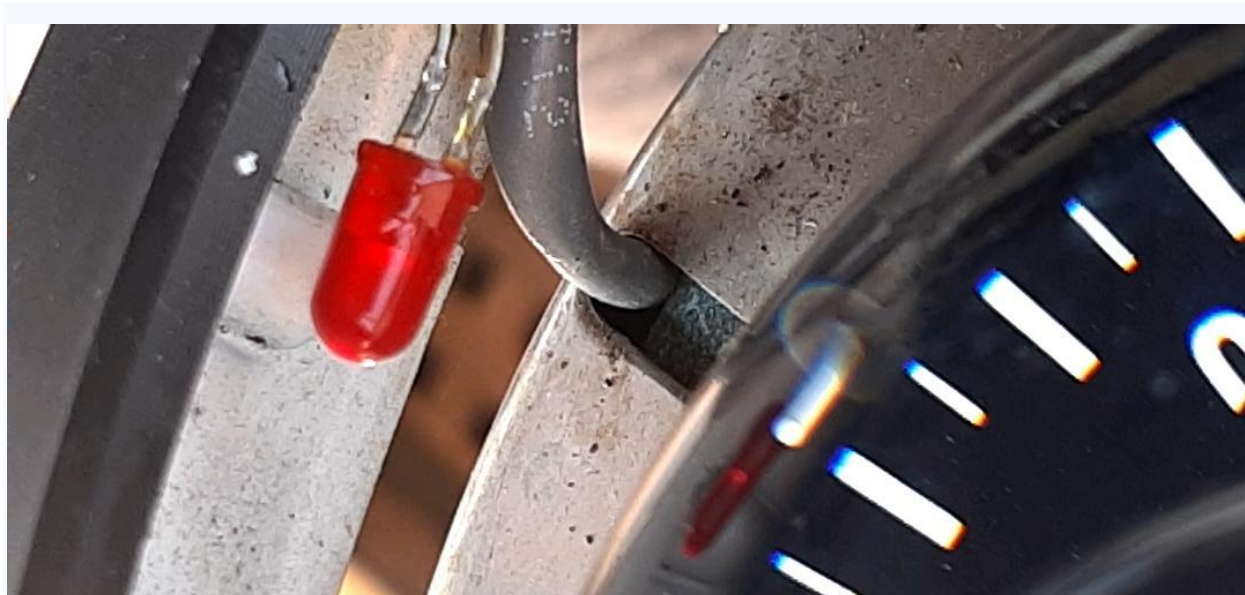
Friday, May 8

Went into the water after Ricardo and Willard shopped and I filled the locker under my bunk with electric cords, my bags and the dolly.

Bone tired. It's no fun working like a dog for ten days then sail for ten days and then take her out of the water for ten days like last year. Keep your fingers crossed we get out of the Channel and cross the Bay of Biscay without stopping.

We have so much more to do but have done so much already. The list is getting shorter. So funny planning to leave for twenty days without stopping.





Saturday, May 9

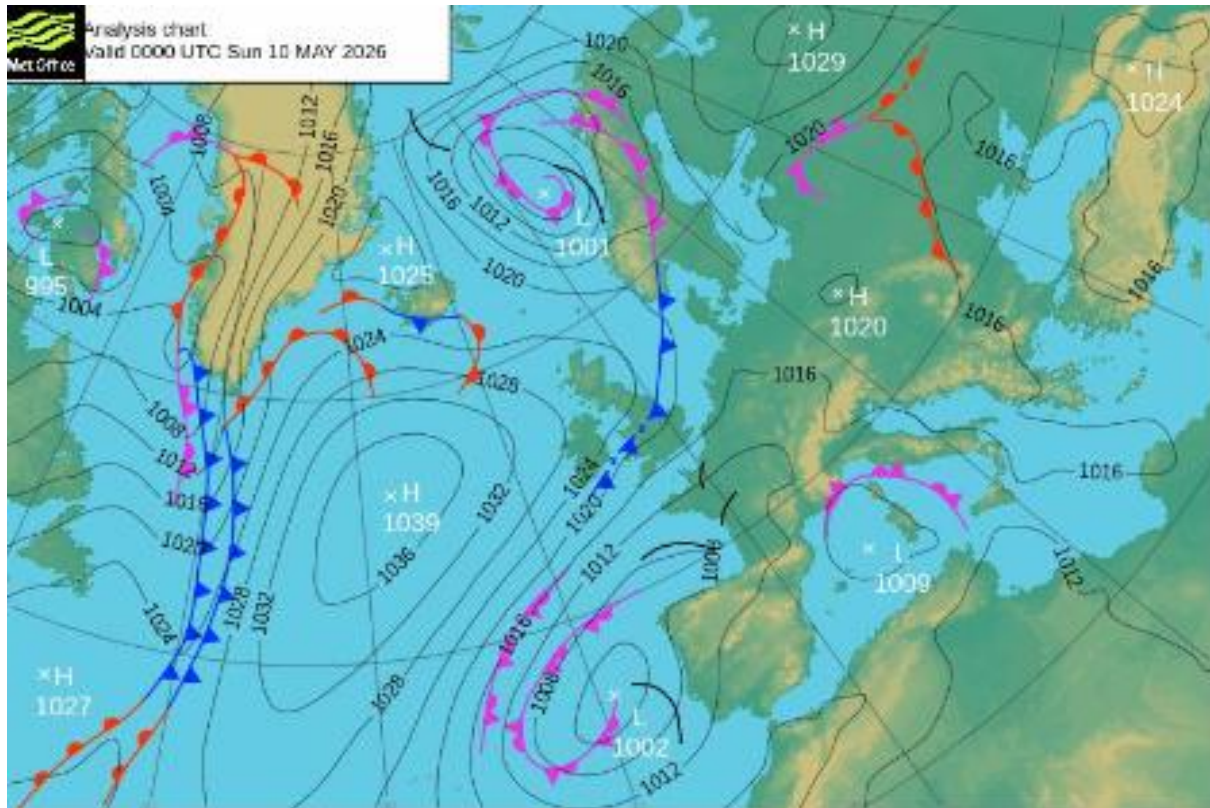
Willard got some long-needed cleats for hanging vegetable bags.

Went up the mast and reconnected the AIS antenna. Still not broadcast AIS signal. Edgar has given great advice. He even sent the Garmin AIS software update. Trying to get a com port using the laptop connected to the plotter. VHF radio is not working.

Soldered the compass light but it's too dim then realized I had fantastic 12V LED purchased for interior night lights. Soldered it in and works great!

Greased and Lanocoted ratchet straps and dinghy oars and mast parts.

Wonderful dinner by Ricardo. He's taken to the galley. He stayed up all night to watch the mixed martial arts boxing event.



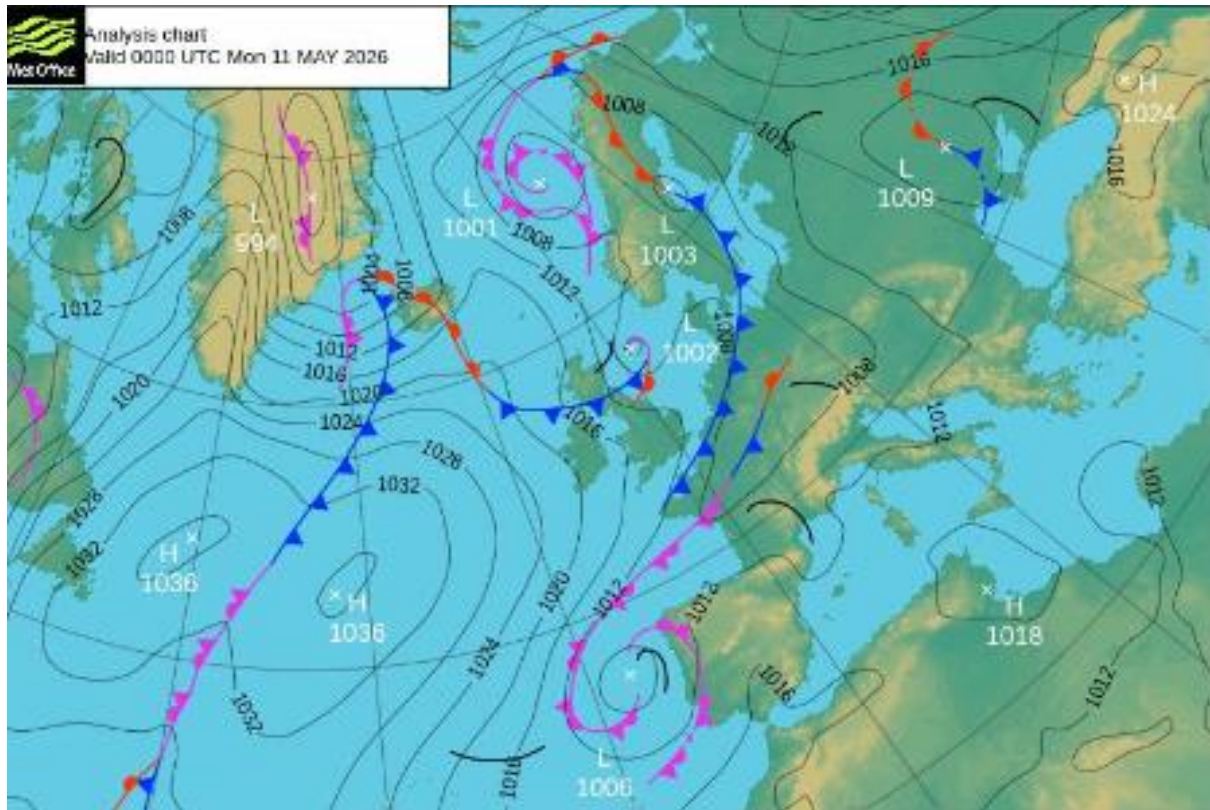
Sunday, May 10

Been working on the endless things to do. Got the new water pump installed. Now changing the fuel filters. Next to change the gear oil and antifreeze. Been dead tired and took a lay down for two hours before diving into the fray.

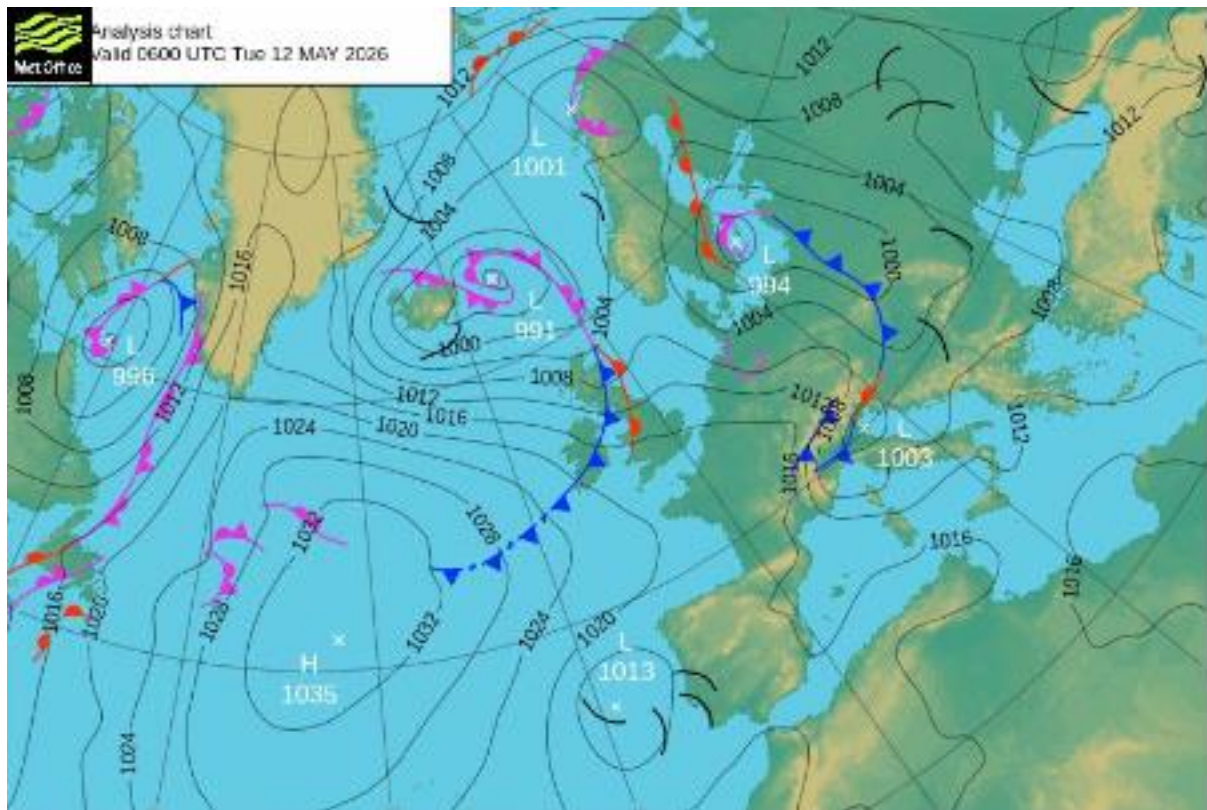
Did get the charts populated on our plotter. Working on another chart plotter problem and unbelievably I had the proper USB cord to connect to a device. A friend we met in Laboe, Germany has been a tremendous help. An expert in communications, it's so nice that Willard made such a good impression on him.

This is what I love but all at once it is overwhelming. Willard always has great insight, and we need all of that he has. I am always making mistakes.

Looking to leaving Tuesday at 9am. The weather window looks good for all days this week, which is a blessing.



Monday, May 11



Tuesday, May 12

We leave tomorrow, Wednesday, May 13 when the tide is going out, for Praia da Vitória Marina, located on the far eastern corner of Terceira Island, in the Archipelago of the Azores, at the coordinates 38° 43"N, 27° 03"W.

9760 Praia da Vitória (Ilha Terceira) 1500nm

The weather window looks great. We plan on a 23 day voyage.

InReach map of our track

<https://share.garmin.com/TomLohre>

Follow our AIS signal on Marine Traffic

<https://www.marinetraffic.com/en/ais/home/shipid:7830979/zoom:10>

US S/V Clio Facebook Page

<https://www.facebook.com/groups/230980633127879/>

We do not have the Internet onboard.

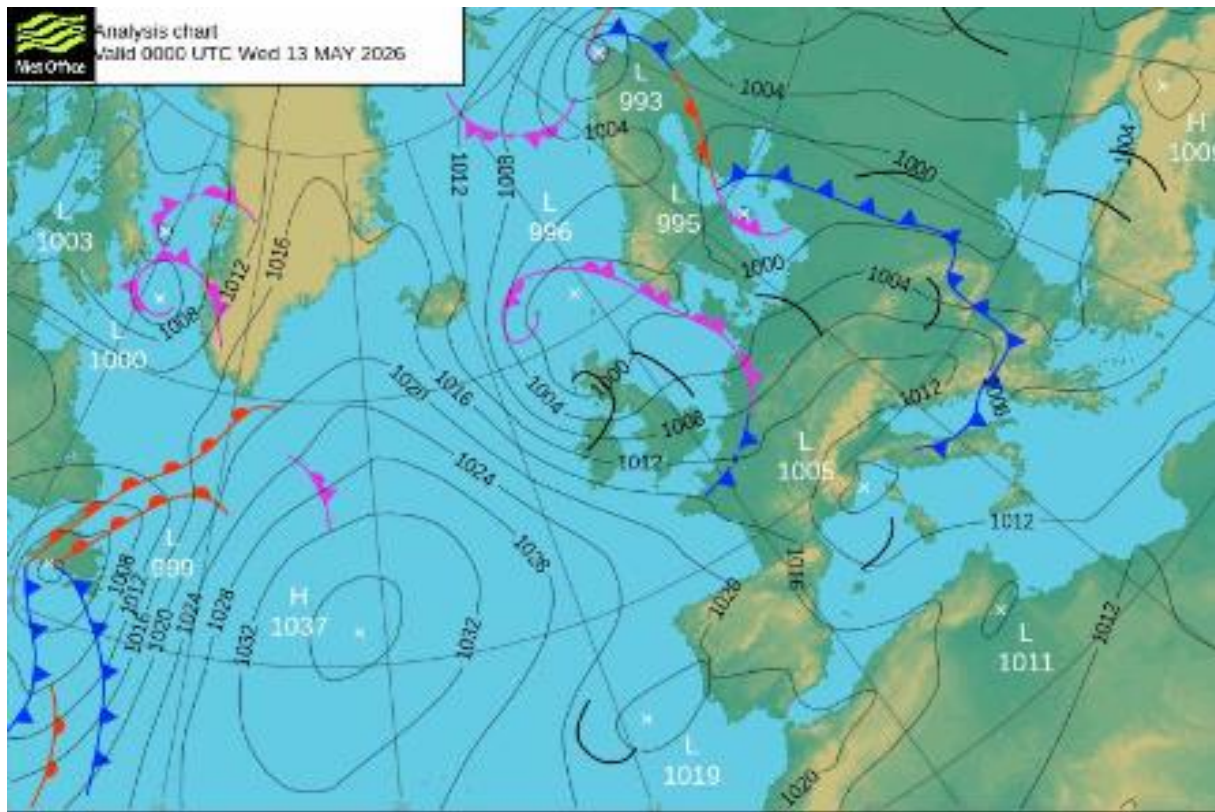
Once in the Azores, I'll be painting the Azorian Aliens a la Paul Gauguin.

<http://tomlohre.com/>

7thFair Winds

Tom Lohre, Willard Sunderland & Ricardo Luis





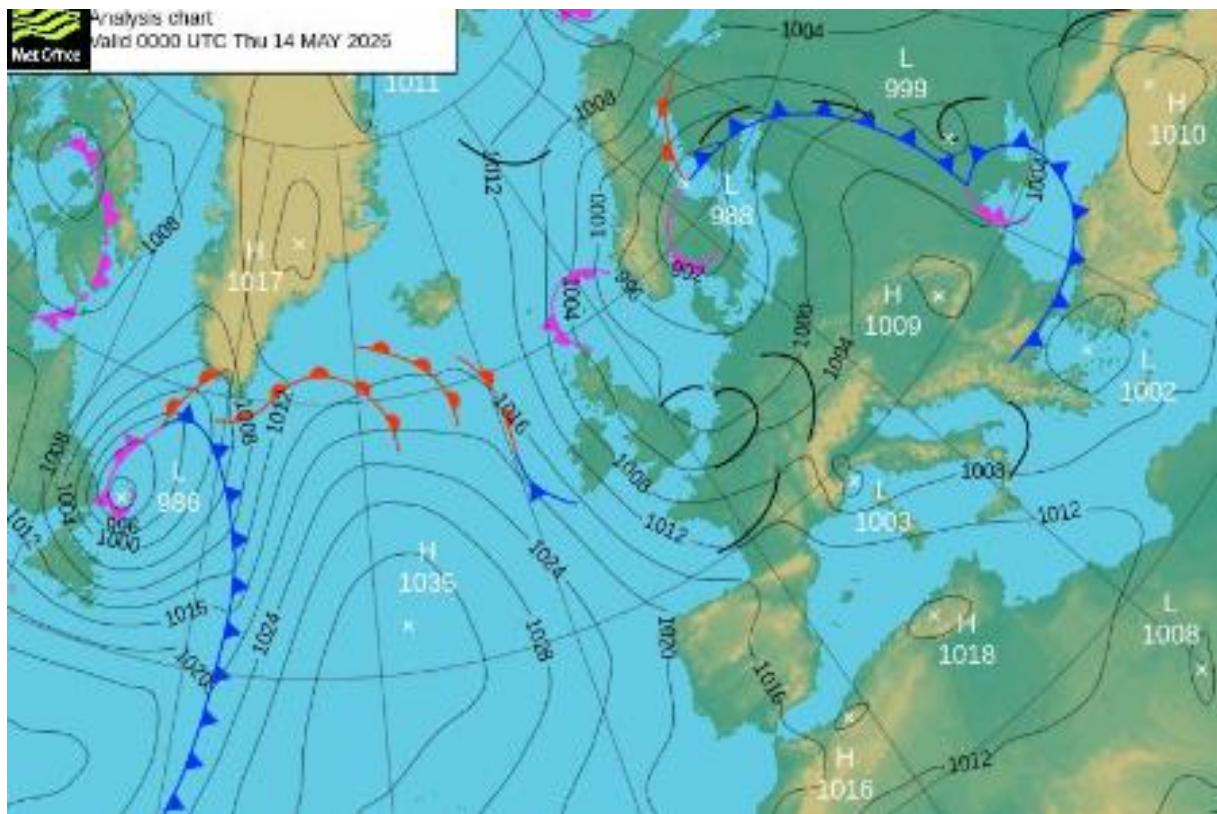
Wednesday May 13

Great start of the voyage. Left at 7pm after a good meal at the Third Crossing, our local steak and seafood restaurant in the marina with an excellent bar. Crossed under the Gull Wing and Baskell bridges into a following tide. Motor sailing.



Finally anchored the extra water and fuel away from the throughputs for sea water for the engine and starboard drain.



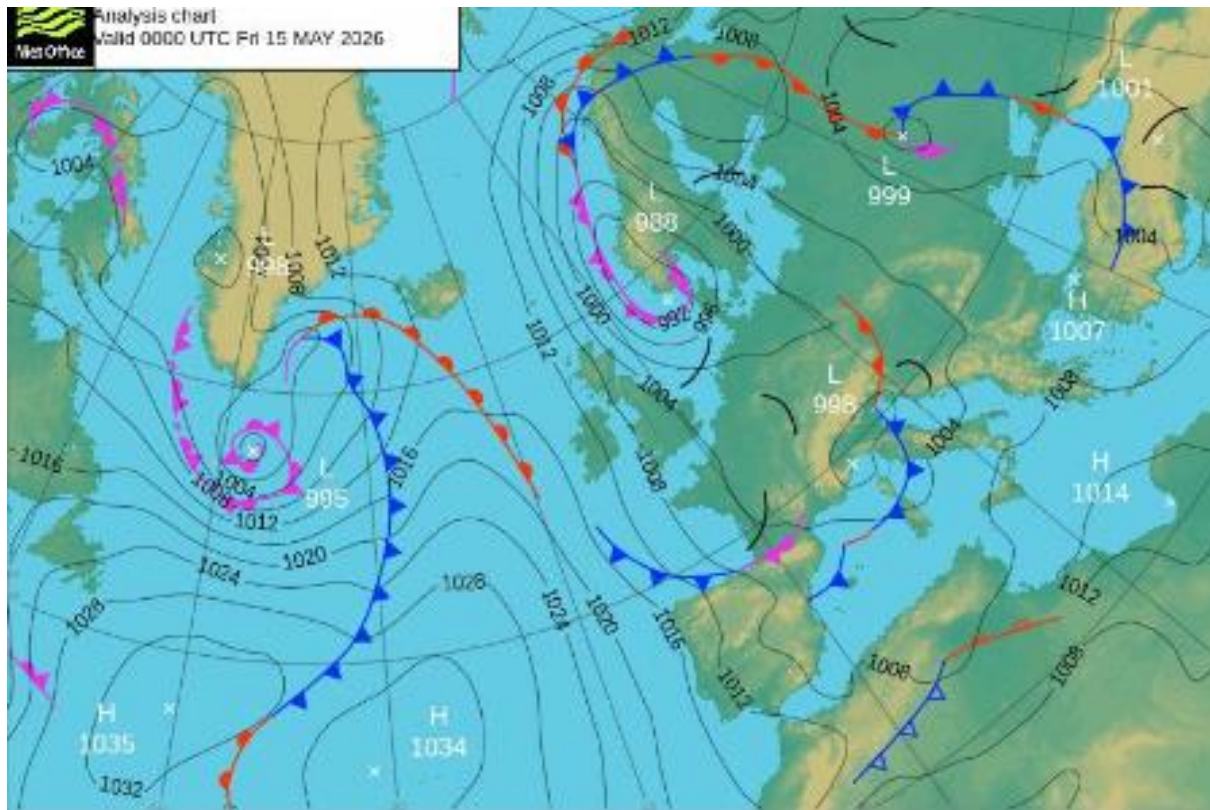


Thursday May 14

Rounded Dover after passing the Thames Estuary in the North Sea. Sunny and chilly. Tied down the water and diesel tanks.



Cape Horn self-steering set, engine off.



Friday May 15

Finally finessed the self-steering to steer the boat with the engine on.

Passing Portsmouth today.

Staying on the edge of the West bound shipping lane the one nearest England.

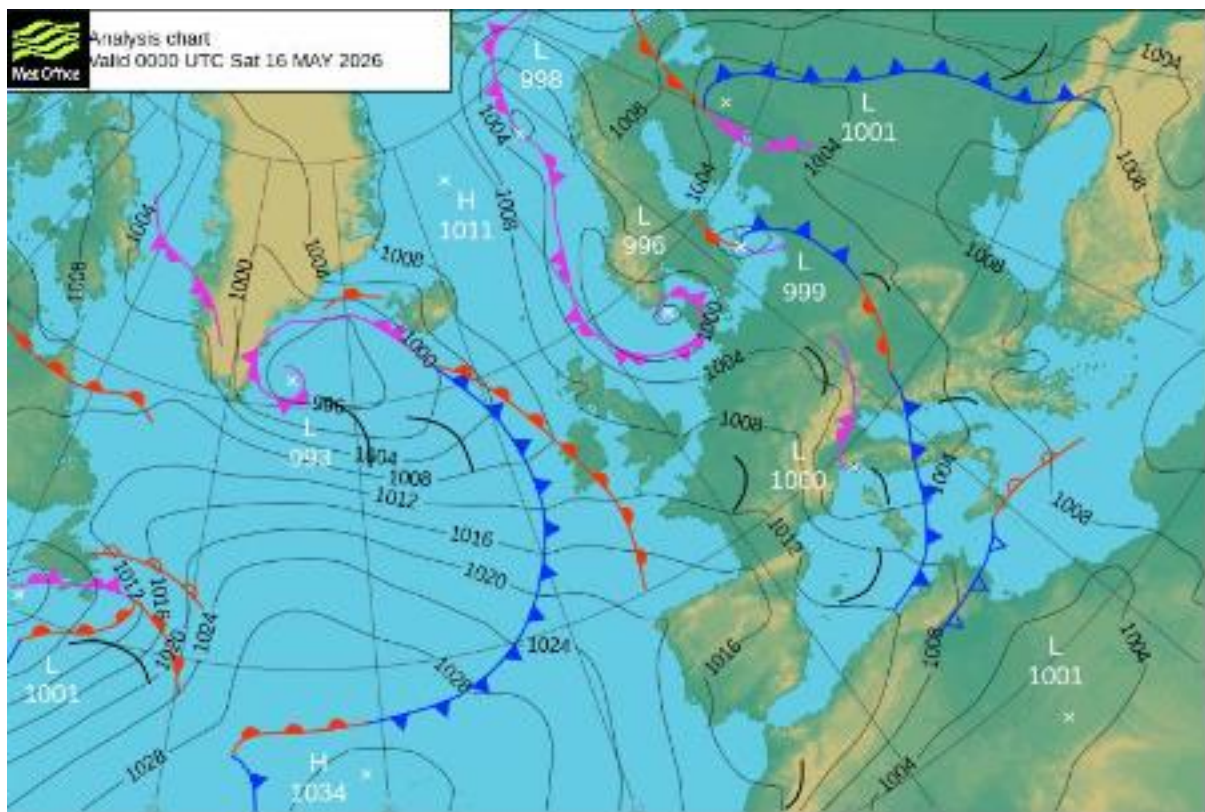
Sometime the tide is with us and we make 6kts sometime it's not and we make 4kts. The tide is about 1.5 kts at it's highest.

Transferred fuel

Put 13 gallons in the diesel tank. We made 13nm a gallon going 166nm.



New tie down rig for the French press using the line we cleat when rinsing overboard. Clio runs on coffee. Ricardo has his special Italian pot. Willard and I use the stainless French press. They like it hot and I like it cold. Ricardo found a nice large cup with lid for me to store my cold coffee in. Four coffee scoops per pot. Scoop is probably 2 tablespoons. Trick to pressing is to bring the plunger up a little then down a little more keeping the screen clear till plunged.



Saturday May 16

Motoring to Dartmouth. Then getting a GRIB file. Saying goodbye by cell. Then going to sailing only. Hoping to hold our own until favorable winds. Rigged the boom vang.

Pull 7 gallons, what's left, from the lazarette 8-2-gallon polypropylene tanks in the fuel tank. Imagine it's 4/5ths full, good for 200nm.

Stopped the engine for what's to be expected for the last time, except for sail changes, until we get to the Azores.

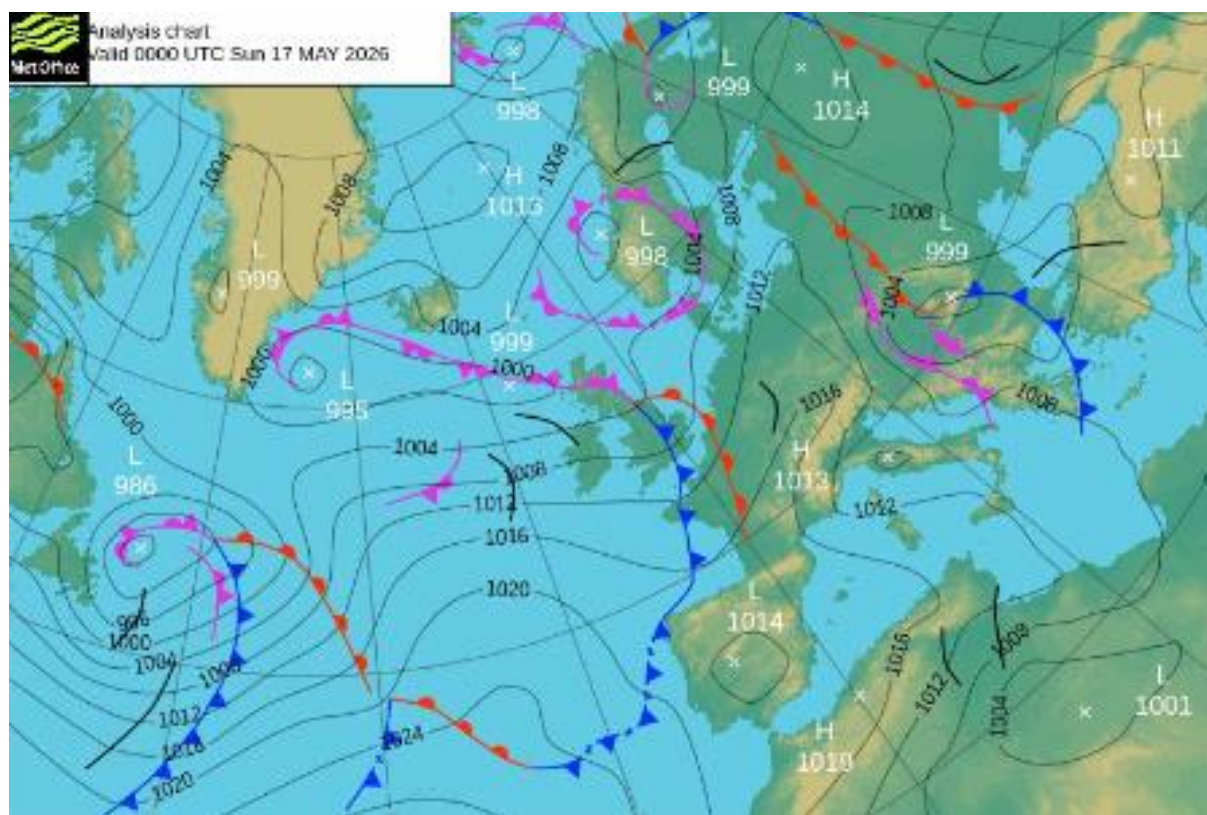
4:30







Finally made a sign for the self-steering control line.



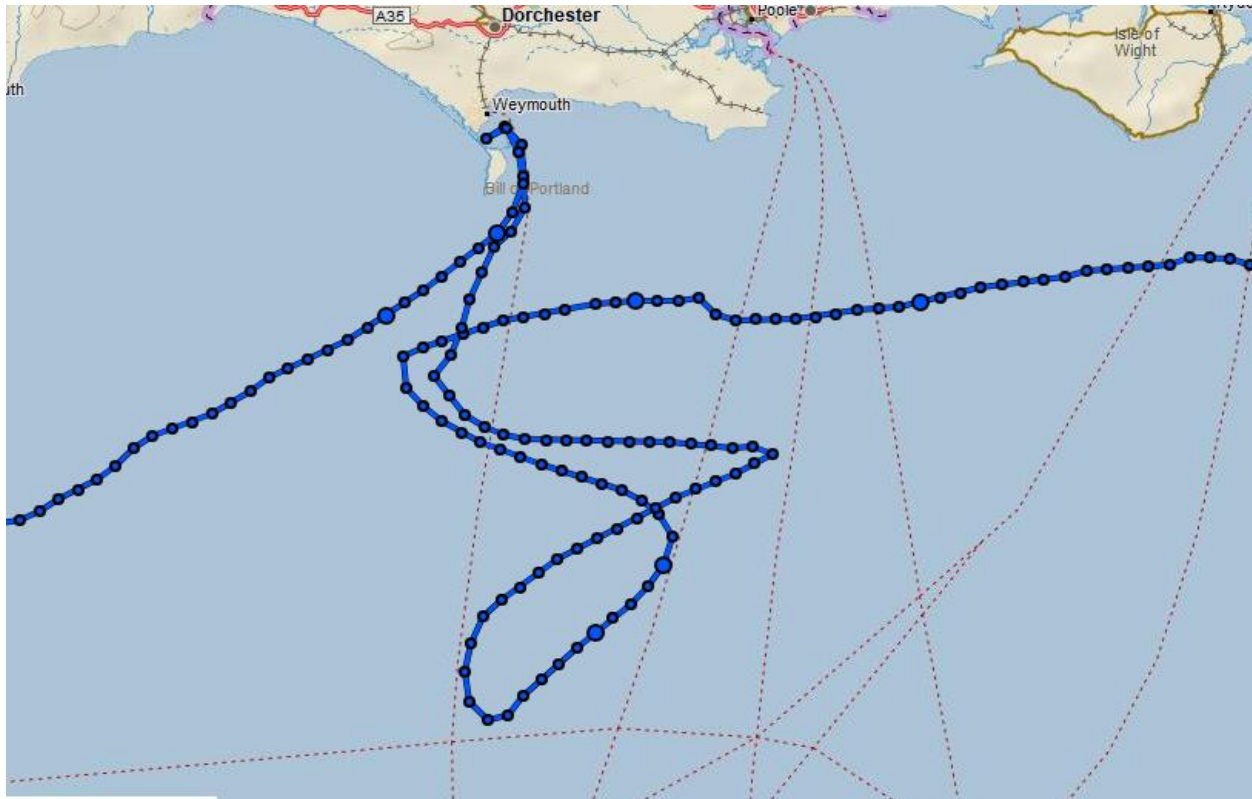
Sunday, May 17

Midnight 50.056429°N 2.170281°W

50° 02.973'N 02°01.9984'W



Midway between Dartmouth and Cherbourg. Getting a handle on how to sail out of the Channel. Headwinds and tides make for a sign wave track. If we deviate into the opposite shipping lane we tack.



At times fully sailing.

Finally decided to cut the engine off and see if we could sail out of the Channel. That is what created the undulations convincing us that it was impossible. We were going into Dartmouth 60nm away. The waves picked up and with strong headwinds making for rough conditions we turned north and sailed into Portland Marina 17nm away. I did not think we had the fuel to make it to Dartmouth because it would be over half a day. As it turned out we had half a tank. put into Portland Marina for fuel and beer to wait for the proper weather window which will be Sunday, May 24, good till June 3 which will put us a $\frac{1}{3}$ of the way to the Azores.

Clio undulating with tides and wind. Close hulled. Deciding which is the money tack.

Getting used to new protocols. 302nm to 1st waypoint. Using only InReach and Navionics on tablet.

Switched off the chart plotter and wind indicator to save battery.

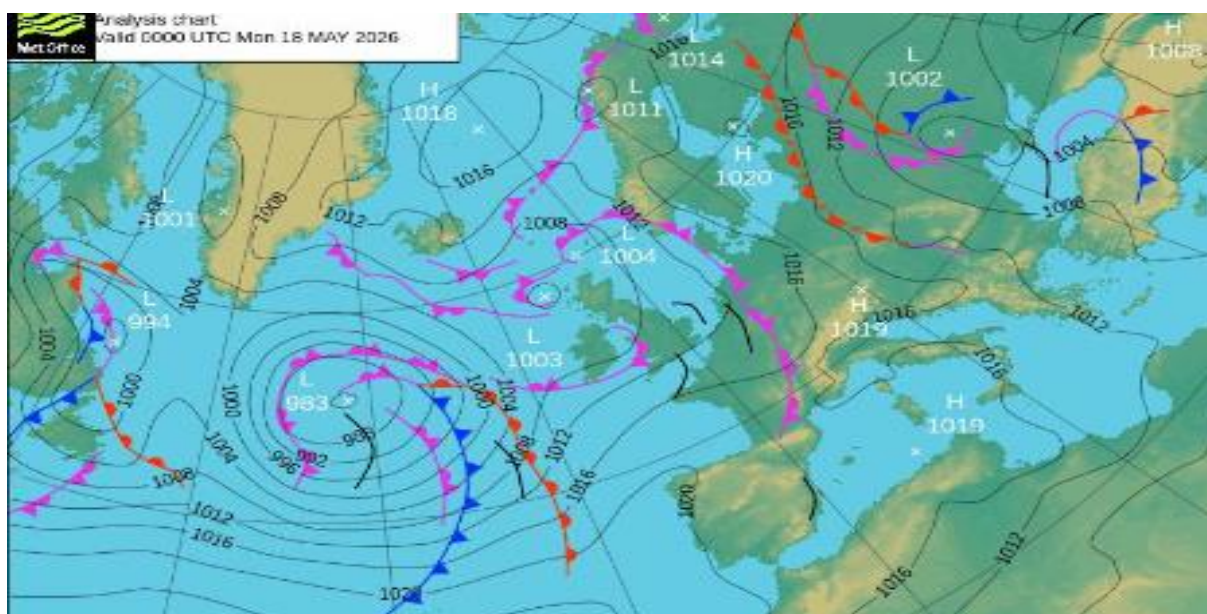
3am wind direction 293°

Ricardo took Midnight to four and had if we had the winds we could have sailed west of Cherbourg. But instead, we tiptoed into the opposite shipping lane and spoke to a nice radio person on ship Sandee Sander. They passed on our port with about a football field's distance between us. We tacked and proceeded NE until 4pm when we dropped sail and decided to put into Portland Marina for fuel and beer to wait for the proper weather window which will be Sunday, May 24, good till June 3 which will put us a $\frac{1}{3}$ of the way to the Azores.



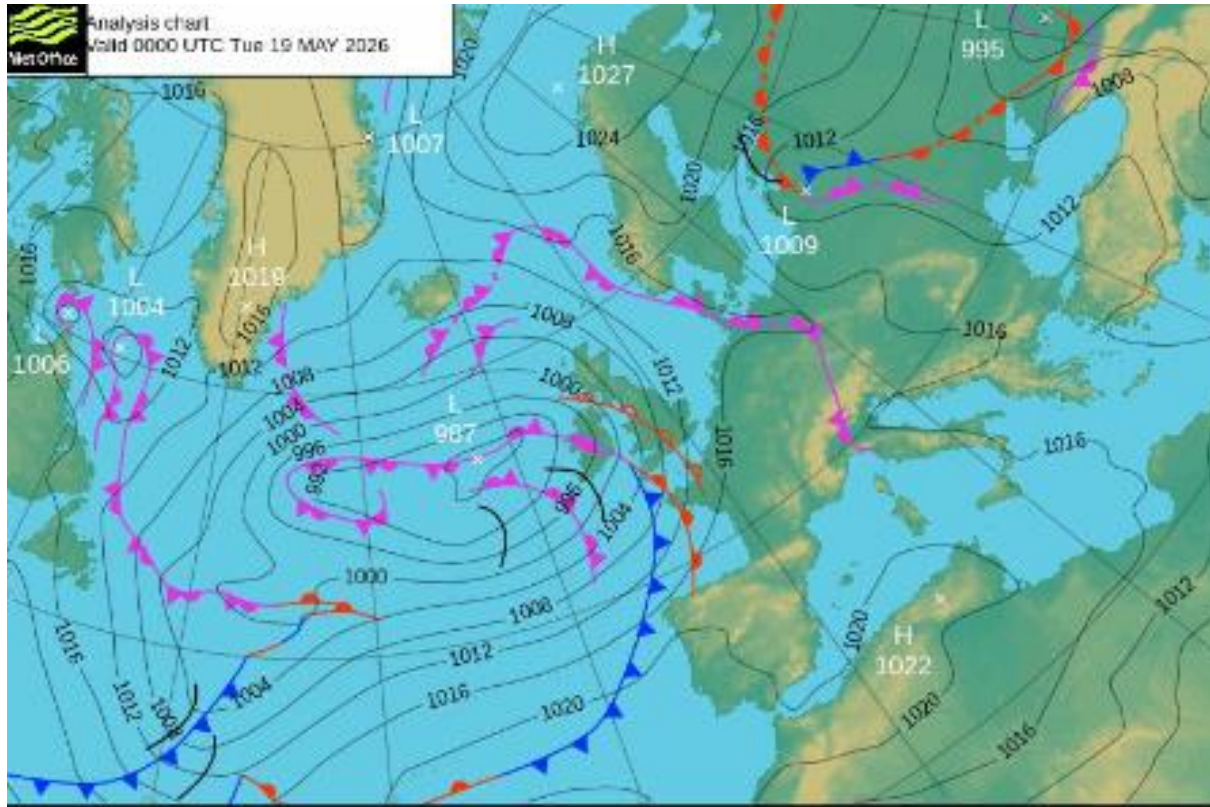
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boatfolk.co.uk



Monday, May 18

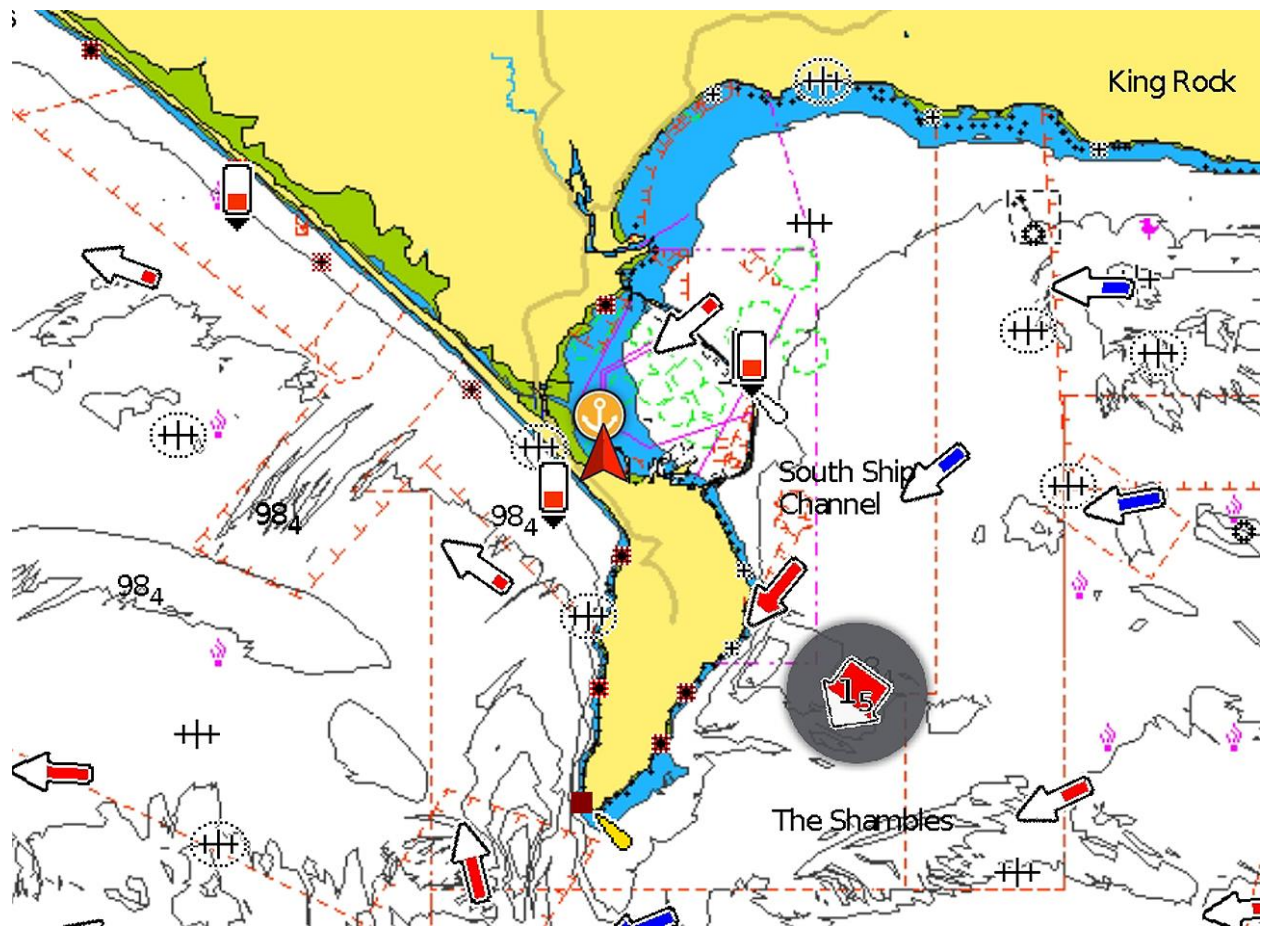
Wanted to make it to Dartmouth but there were headwinds and the tide against us along with concerns about fuel after five days we turned to Portland Marine just south of Weymouth, 17nm instead of 60 to Dartmouth.

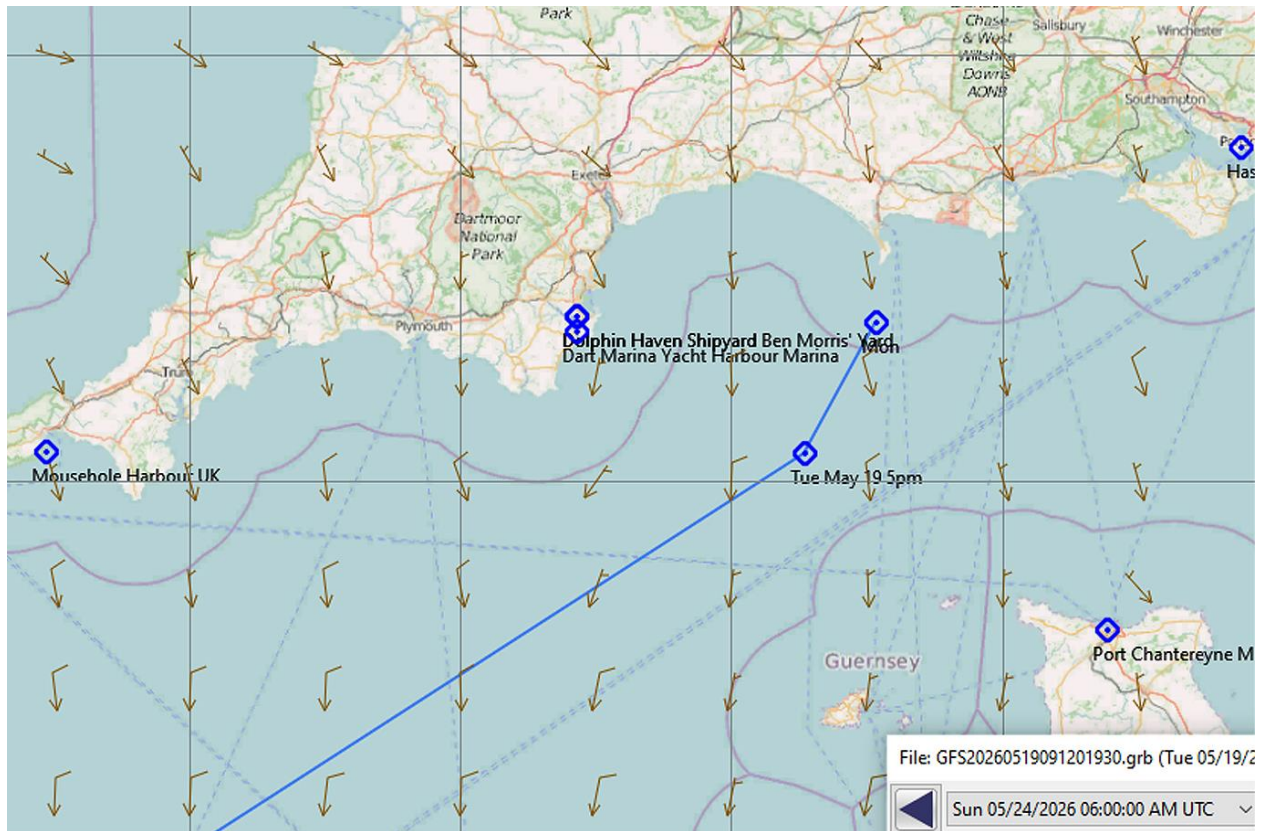


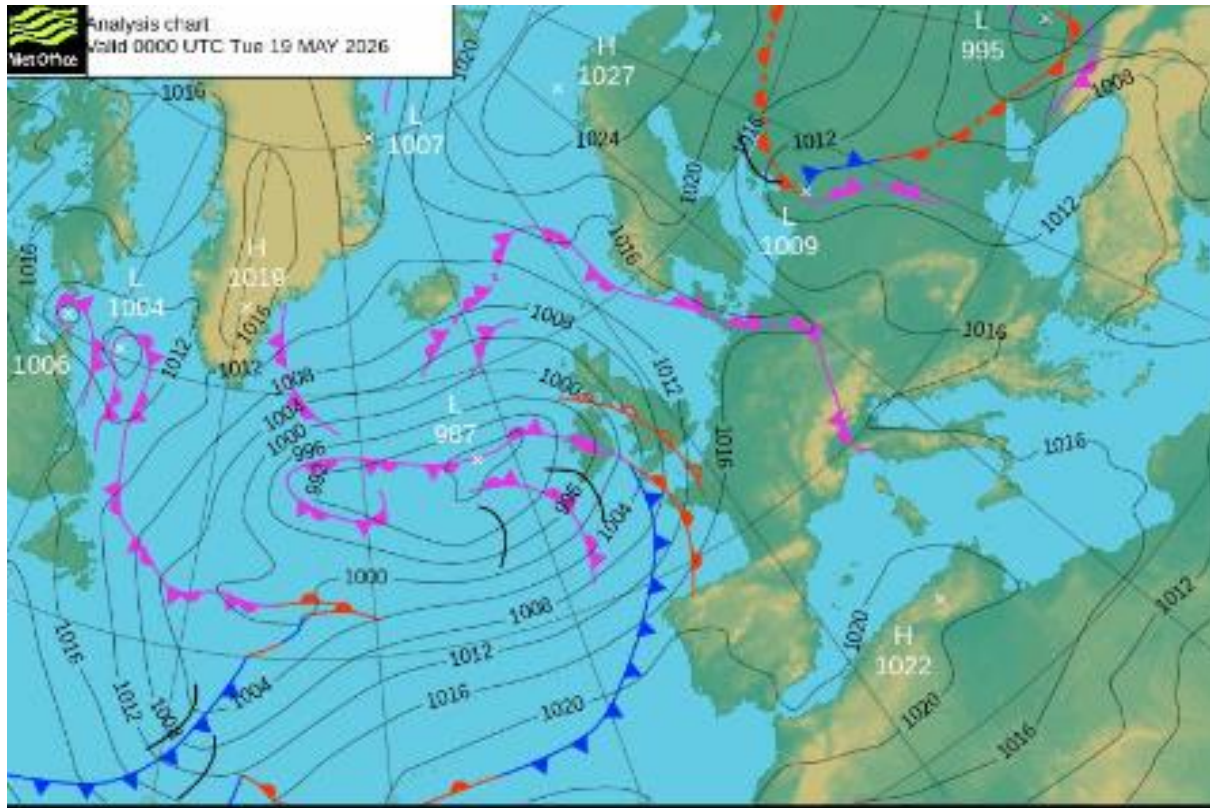
Landed Sunday at 11pm. We normally do not like to come into an unknown harbor at night, but it was such a simple approach and with the fantastic Garmin chart plotter we were able to steer via the chart plotter, sight and paper charts

Fueled up. Spending six days in Portland Marina, built for the Olympics.

Willard and Tom walked into town and the nearby “everything store” supplying the yachts.







Tuesday, May 19

Wind blowing like the Dickens dead on from where we want to go. Willard and I took the bus into Weymouth. Bought a new tarp to replace my holy drip cloth. I lost my grey beret not paying attention to taking it off while doing maneuvers. No berets in Weymouth. Good thing. I picked up two simple watch caps.

Ricardo is cooking good. We will stock up tomorrow, making everything ready. Sunday at 8am looks like the time to leave.

Ben Morris got back and I hope he comes to visit but it is 50 nm.



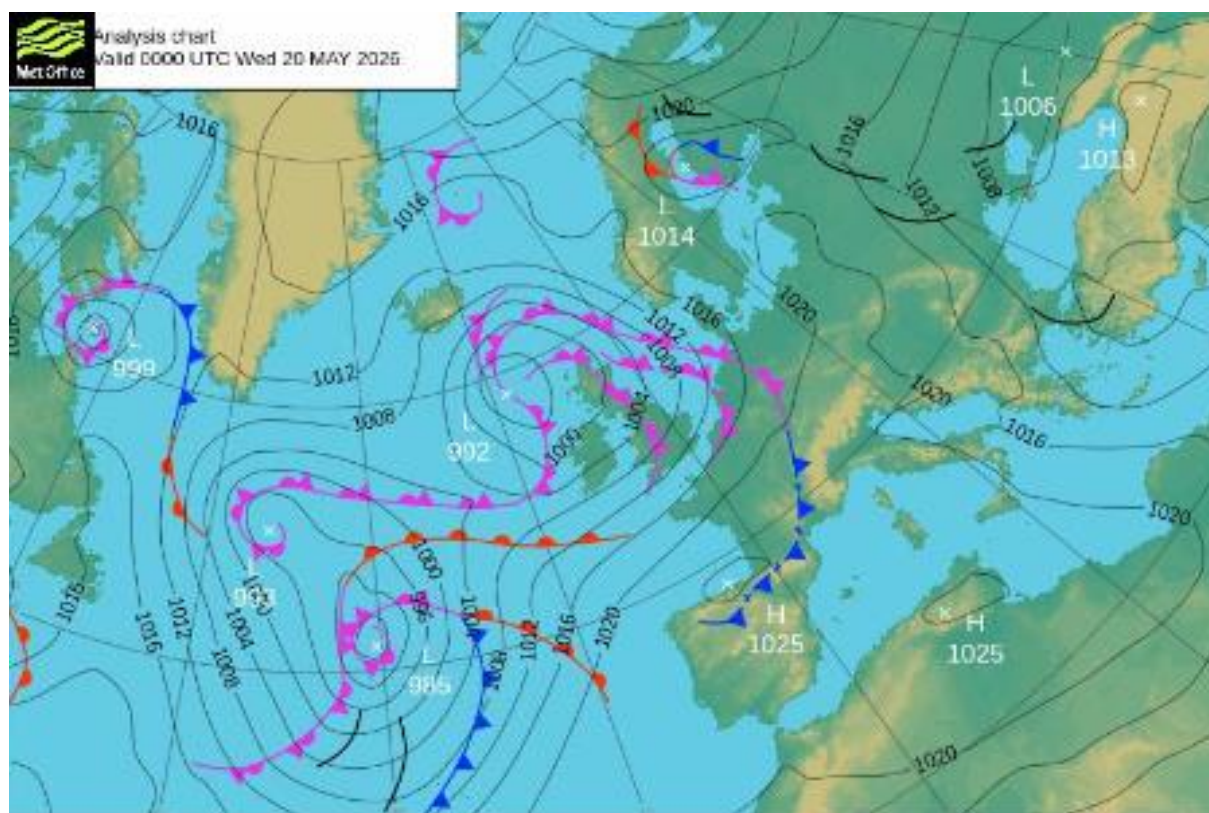
Normal nap in a tight bunk.



Beer Dolly worked great. Good also for 250 lbs. of fuel.



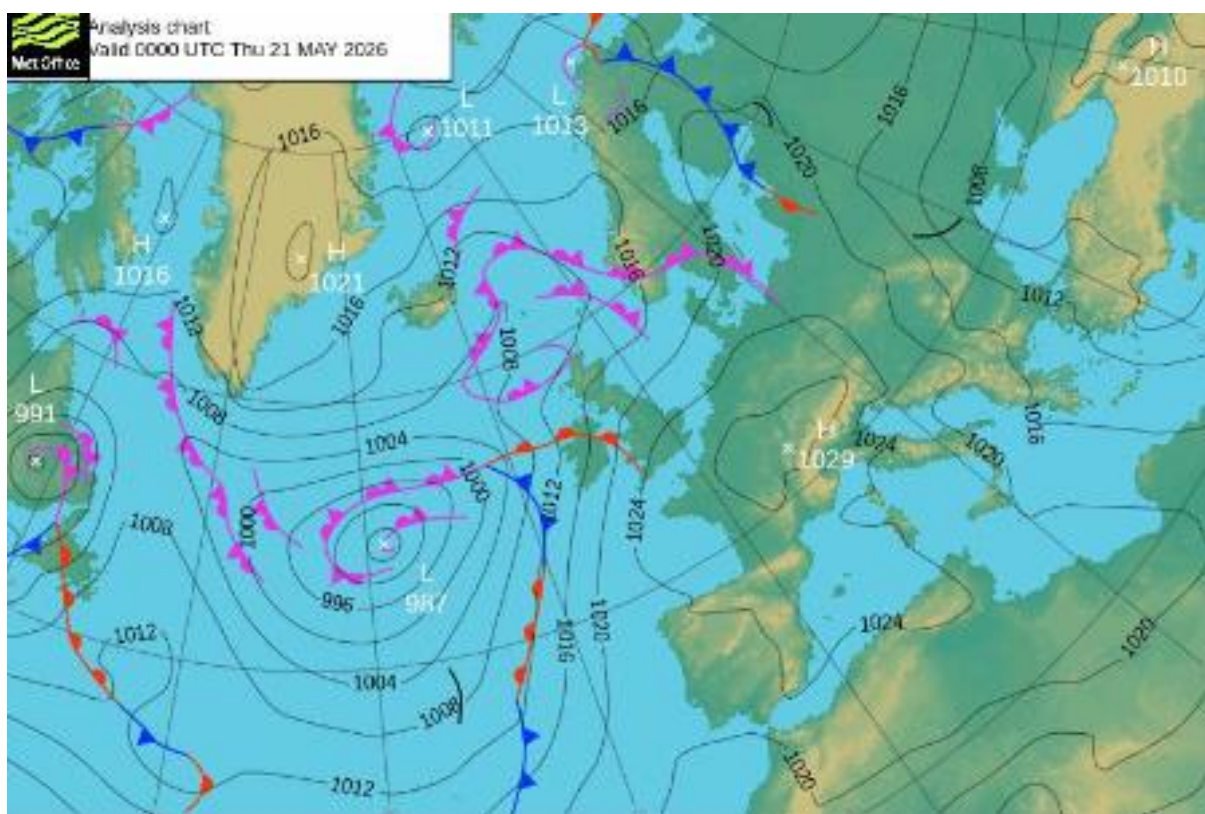
Anne and crew leave at midnight for Cork.



Wednesday, May 20

Moved the AIS out of the way of the main sheet. Reseated fuel and water jugs in the lazarette. Used the strap to hold down beer on the 250 lb. dolly. The weather window gods have shined down on us from above and below. What a great Zoom with the family for tomorrow we leave.





Thursday, May 21

Fixed the halyard for the main and the stanchion. Filled water. Going shopping. Leaving at 4:30pm. Ran into a wonderful man, Steve Duke, who helped plan our leaving using the tides to make good progress. He lives aboard a 30' sailboat and sails around the south coast. He has his boat anchored out and came in on a kayak. His boat is so much like ours. He even has a passive alcohol stove like ours. He wanted to sail to the Azores this summer, but his cancer

needs him to be close to home. His boat is named Solace, a Taiwan 30' Bbaba designed by Robert Perry.

He showed us how to go through the Portland Bill race.

The weather window looks fabulous.

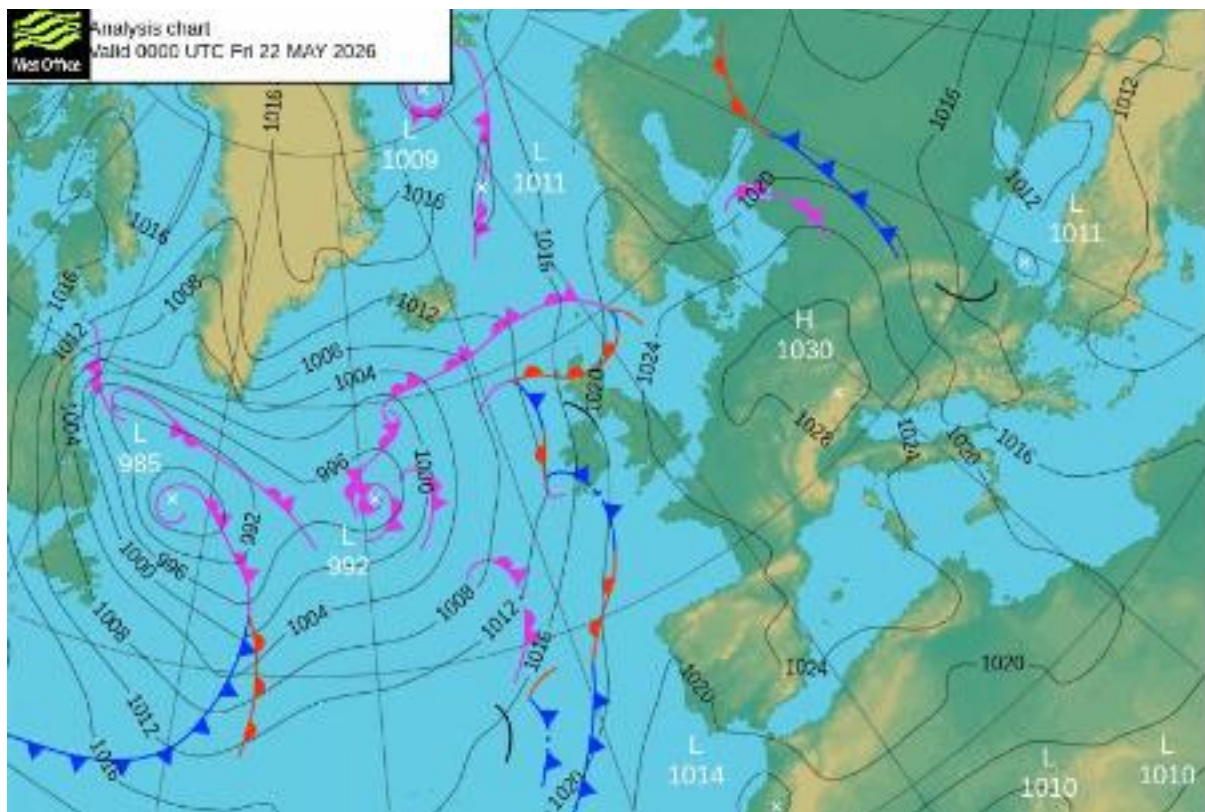
Got pass the races, where white capped 3' waves mark tidal turbulence.

Now sailing on the Rhum line making 4 kts., with Yankee on whisker pole and full main with preventer, a line to keep the boom from banging as does the whisker pole.

N40°22.20', W27°32.79'



The new non-stick is fantastic for frying eggs with leftover spaghetti.



Friday, May 22

Midnight to 4 watch. Clear, Crescent new moon. Took sighting.

It's great to be back in open water. Fewer and fewer ships.

3 am Wind 135° 12kts, Spd 4kts

Took a sight of the new Moon.

Listened to the little radio.

4 am Wind 150° 8kts, Spd 4kts

Willard came on watch. Gave the commands for him to furl Yankee and main, start engine for no Wind. Cape Horn is still working throughout the night to steer Clio. Fog in morning.

Fun using the new non-stick pot. Fried two eggs with leftover pasta.

Listening to FM 100 Classical.

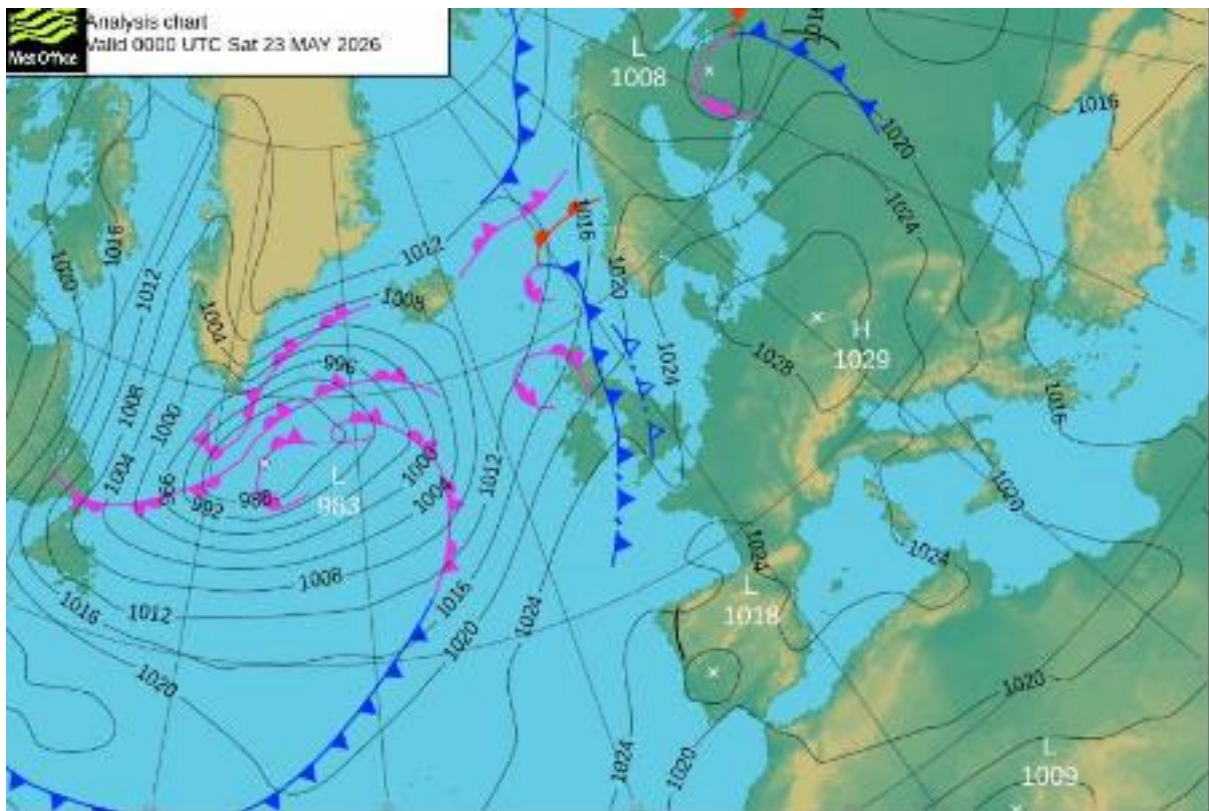
Fixing enclosure fittings, vacuuming, making wedges for pots.

FM 92.53 Chelsea Garden Show

8 to midnight watch. North winds predicted so we moved the whisker and preventer for a starboard tack, wind from the starboard.

Almost dead calm all day motoring. At 10:30pm winds picked up to 10 allowing the engine to be steered by the Cape Horn self steering.

11:30 pm set Yankee on whisker and main with preventer. NW Wind at 10kts. Spd 3kts 15° left of the Rhum line.



Saturday, May 23

8 am to Noon watch

NNE Wind 7kts per InReach, light fog, Spd 2kts

Listening to SW 9670 kHz

10am

Moved the whisker pole between the forward shroud and middle shroud. Let out all the Yankee and main. Picked up a knot.

Made 77nm last Noon to Noon

Sharpened electric razor.

Predict 18 day passage.

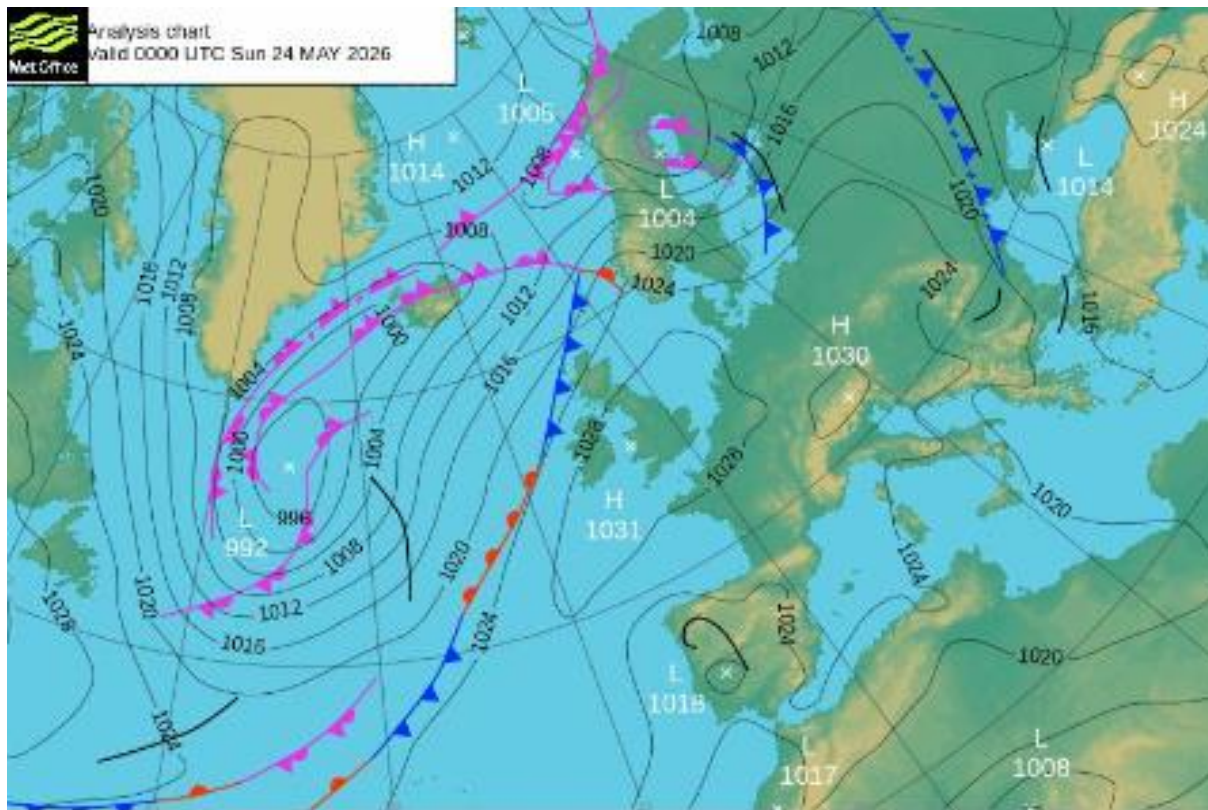
Tried taking a sighting but all four were 4° off.

5:30pm NNE winds Spd 5kts Heading 240°

Setting the Icomm AIS alarm to 1kn after ship sneaked up on Ricardo and I.

TYPICAL INTERNET CHART	
Battery Voltage	State of Charge
12.6 +	100%
12.50	90%
12.42	80%
12.32	70%
12.20	60%
12.06	50%
11.90	40%
11.75	30%
11.58	20%
11.31	10%
10.50	0%

Our bible maintaining the batteries.



Sunday, May 24

On watch 4am to 8

Turned on frig at lowest at 8pm Sat.

House 12.9

Engine 12.2

At 4am

House 12.9

Engine 12.0

Switched Outputs on Isolator. Hopefully it will drain from house and just charge engine. The test overnight showed the engine drained to 12.0 and house stayed at 12.9

Let out all sail. Full Yankee whiskered and main with preventer. If wind veers further to East, we'll have to move the sails.

63° wind NEN, Heading 240°, Spd 5.5



Fill stove every morning when I have the 4 to 8 watch, then make coffee for Willard. Pump contraption works great, taken from epoxy pump.

Switched the house to input 1 on the isolator, engine to input 2. Learned the draw on frig was taken by engine.

11pm Ran the engine 1 hr. In gear in idle.

Engine 12.6

House 13.6

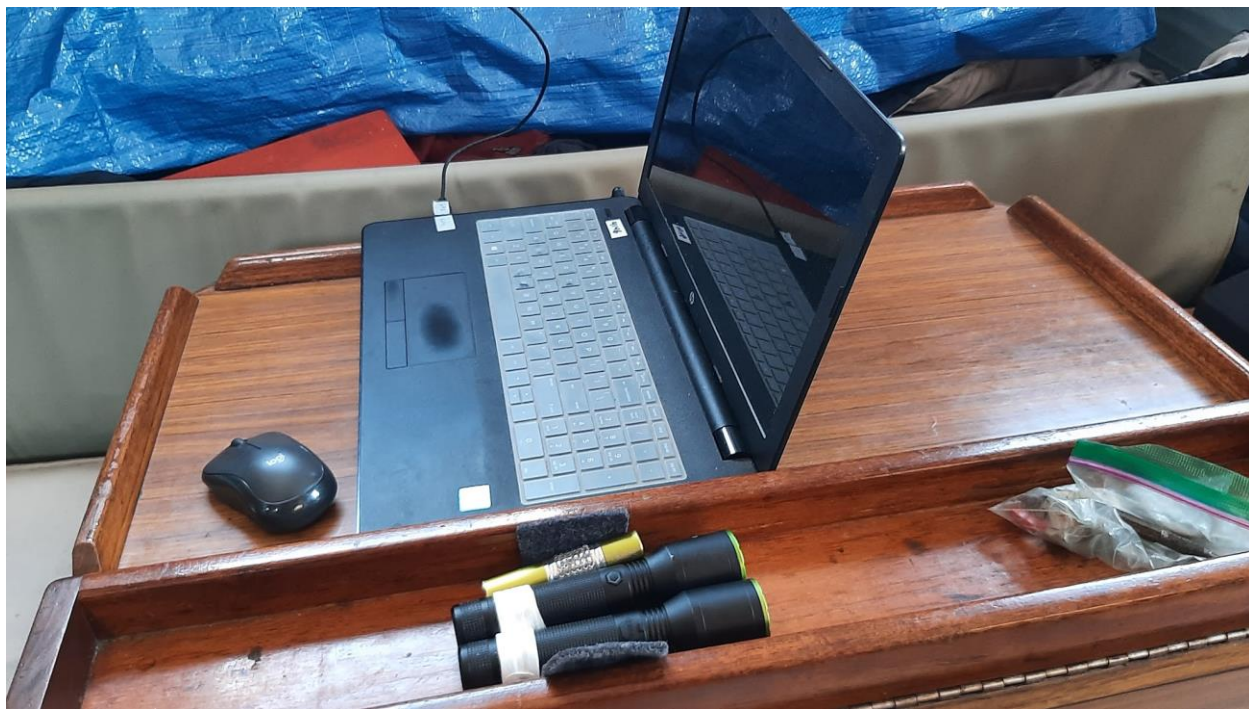
Noon

96nm made good

Running frig a little past on time see how the house drains.



Noon wing on Wing. Wind 12kts



10 am reduction came within 5nm.

4 to 6 watch

Moved whisker over. Port tack, winds 83°, spd 4.5kts



Pulled out staysail. Spd 5.5kts.

Fishing for the first time. Do not have a way to land the fish. It'll have to be the size of a flying fish.

Wonderful dinner a la Willard of chicken thighs and instant Uncle Ben rice.

Pulled all three sails tight, spd 2 kts, COG 120° wind 93° 4 kts

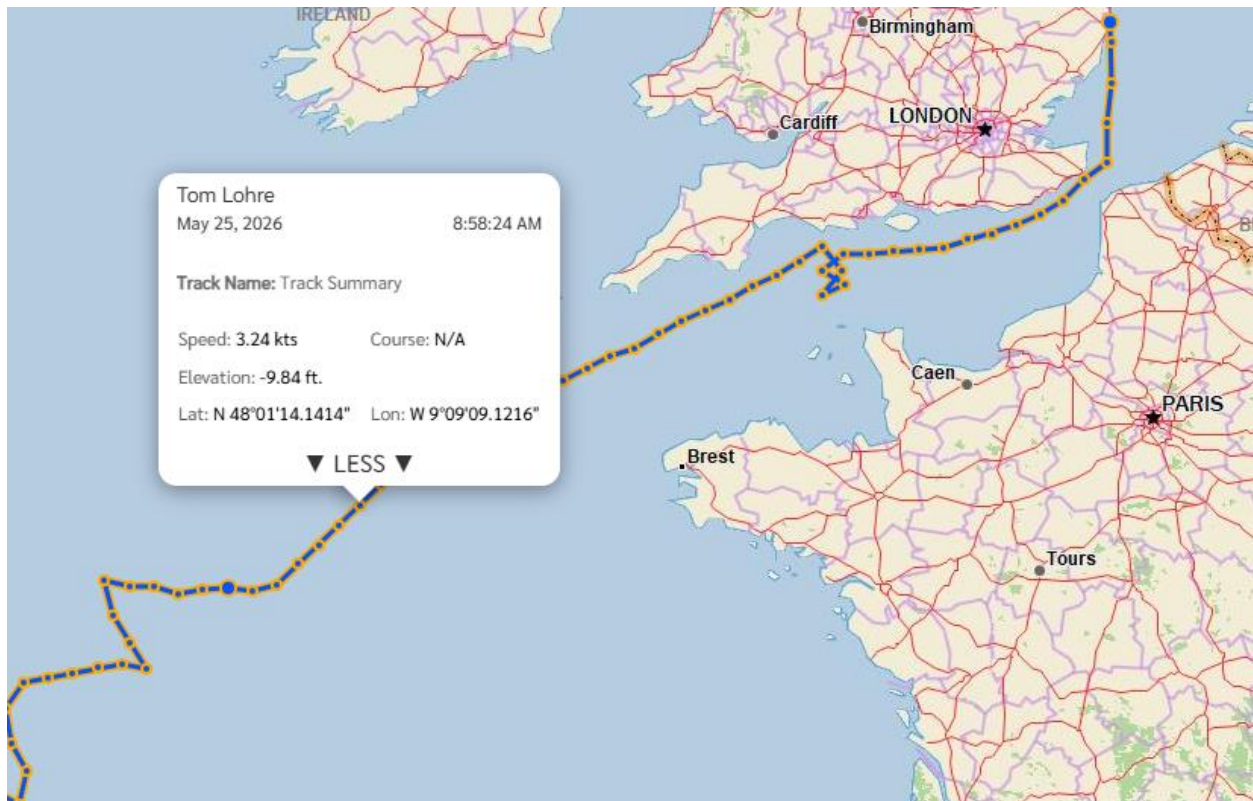
Midnight to 4 watch

Turned Frig off

Wind 59° TWS 10.5 TWD 65° Spd 3kts COG 200° headed back to Rhum line.

Took sightings of Moon & Jupiter. Tried for Polaris and Antares.

Most satisfying Sunday. Glorious sailing with no beginning or end. Excellent craft with all the amenities.



Monday, May 25

House 14.5 because of the solar panel frig turned to 2.5

Engine 12.0 starting engine with switch to both. Got a feeling we should go back to the old switch protocol. Both when running engine. #1 (house) with engine off. #2 (Engine) never used.

When Edgar, of Laboe, helped put in the new battery system, we never trialed it because we motored all the way from there, through the Canal and across the North Sea to Lowestof.

Our original problem was loose battery connection. We could have gotten by with our old system. No spending \$1000 on tgree batteries and an isolator.

9:30am wind ENE 64° TWS 8.5 Spd 3.5kts



Oiled head turbine



Noon 77nm made good.

Moved whisker inside shrouds above ratboard. All sail out. Three days of this set.

Ran engine for hour on both. Charged both banks to 13.1. Switched to 1 (house) and set frig at lowest. Added beer from locker to frig.

Willard took Noon sight.

2pm both at 12.7



Several sightings of porpoises around Clio even at night. We're still in the 300ft water just on the edge of the 15,000ft abyss.

Everyone is wearing shorts and short sleeved shirts. 74°

8 to Midnight watch



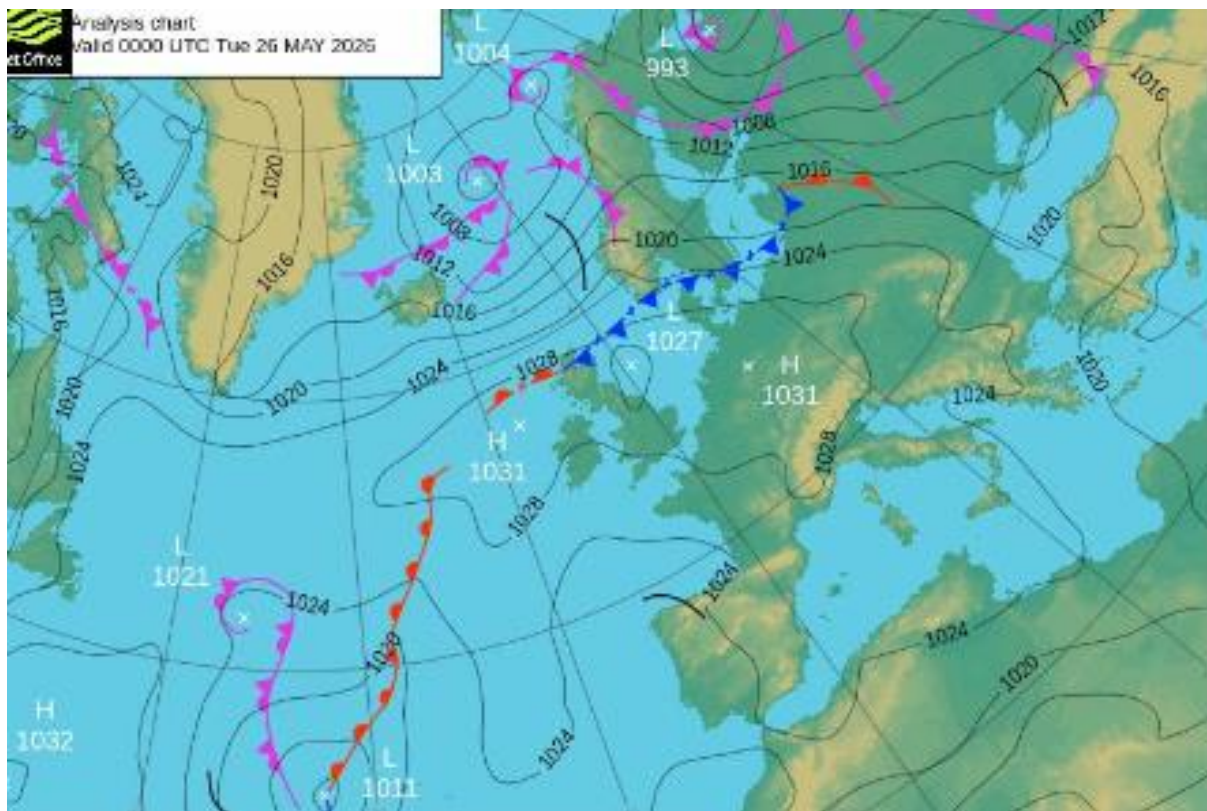
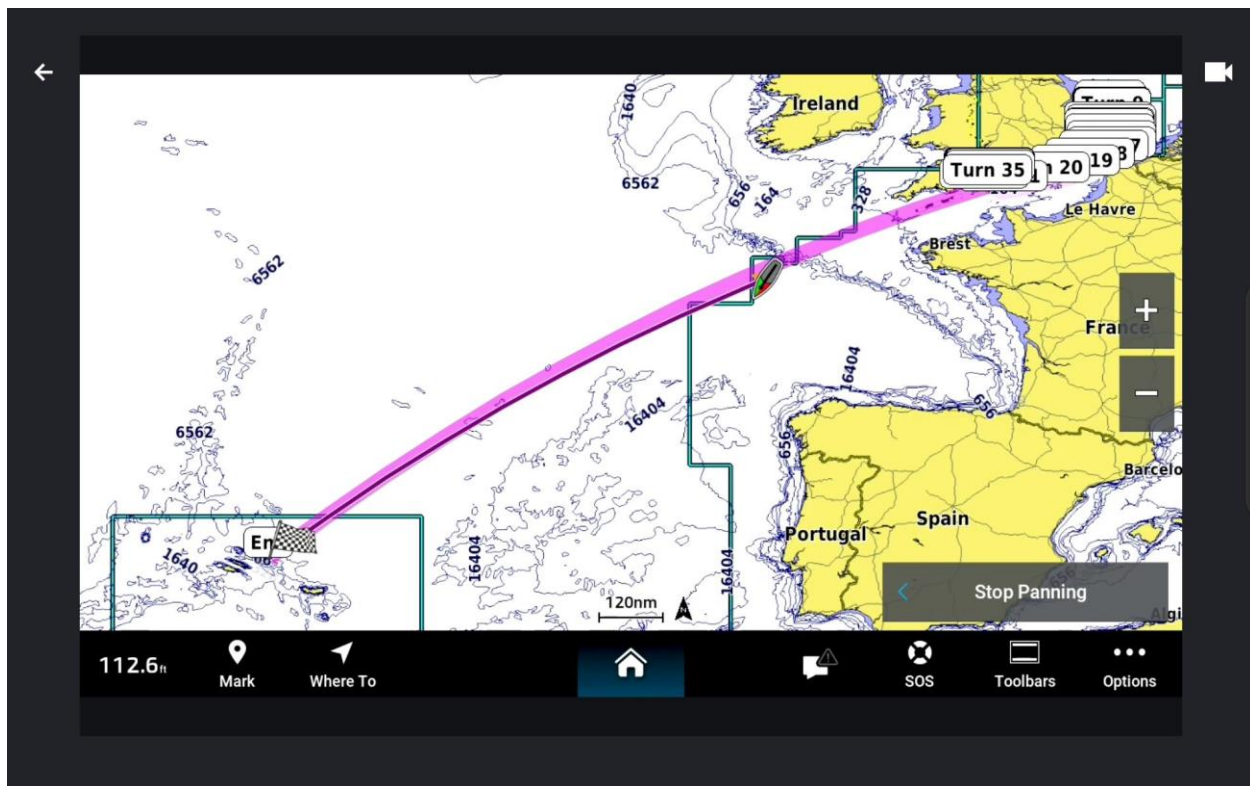
Glorious egg dish by Chef Willard. I cleaned up.

Both battery banks on 12.6 100%

Frig on lowest.

TWD 087° TWS 6.8KTS SOG 3KTS

Cut a bit of reflector off my foul weather gear and Alien taped it to the self-steering control line pedestal.



Tuesday, May 26

Saw porpoises at night.

8 to Noon watch. 49nm made good.

Batteries at 12.6

TWD 59° TWS 6.4 SOG 2.5 COG 221°

Sunny,

InReach Waves WNW 11s 5ft Wind E

Oiled hinges in head.



Replaced corroding enclosure fasteners with friend. When they rest with these still winds the surface is coated with them.



Tons of bugs fly offshore until they land and become a fine patina on the surface.



The dinghy/emergency boat is tied down with four ratchet straps arranged so they keep the 250 lb polypropylene unsinkable Portland Pudgy from moving on deck in a heavy sea. She comes with complete enclosure, sails and oars. The joke is the third man will be in the water hanging

on with the immersion suit on. Three watertight 6m poly bags hold the supplies to leave the boat the third being the ditch bag.

How to deploy the Pudgy

First, you remove the solar panel and lay in the port gunnel.

Second, undo the ratchet straps. This is a lesson in mastering the double stops each ratchet has. It's a learned skill and when mastered you can do it in the dark. There are four. Undo the zip ties holding the extra strap. Undo the four ratchet straps and put seaside in a bag.

The ratchet straps are attached to the Pudgy through the hoisting holes along her gunnel. Then at certain angles they attach to Clio's rail so the dinghy does not move a smigjon in heavy weather. What breaks things is when something is loose and goes slamming to and fro until it breaks.

Fourth, turn the Pudgy over. Attach the hoisting line to the whisker pole. There're two lines that come from the same holes that held the ratcget straps. The whisker pole is probably deployed for holding the Yankee. Remove the fore and aft guys from there cleats and use them to control the whisker pole. Remove the topping lift for the pole and secure on the mast bail. Remove the man hoist line from the bail and attach to the end of the whisker pole.

Remove the oars from the compartment on the stern of the Pudgy and attach and tie to the Pudgy.

Fifth, Install the deck fittings to hold the ladder on starboard lifeline passageway.

Remove the ladder from inside the Pudgy attach to Clio and tie the ladder to the stanchions.

Sixth, hoist the Pudgy and lower into the water on the starboard side holding onto the painter. Release the hoist using the wire to pull the pin. Bring hoist up and secure on deck.

Bring the Pudgy to the ladder and load all three 6mm polybags that hold the sails, enclosure and ditch bag.

One man will put on the immersion suit. The rest have thier foul weather gear on. All men come aboard the Pudgy and leave Clio.

The Ditch Bag

Both InReaches

Big red bin full of energy bars

Spot and flashlights

Chart

EPIRG

Cell phones
Blue 5 gal water container & cup.

Should take about twenty minutes.

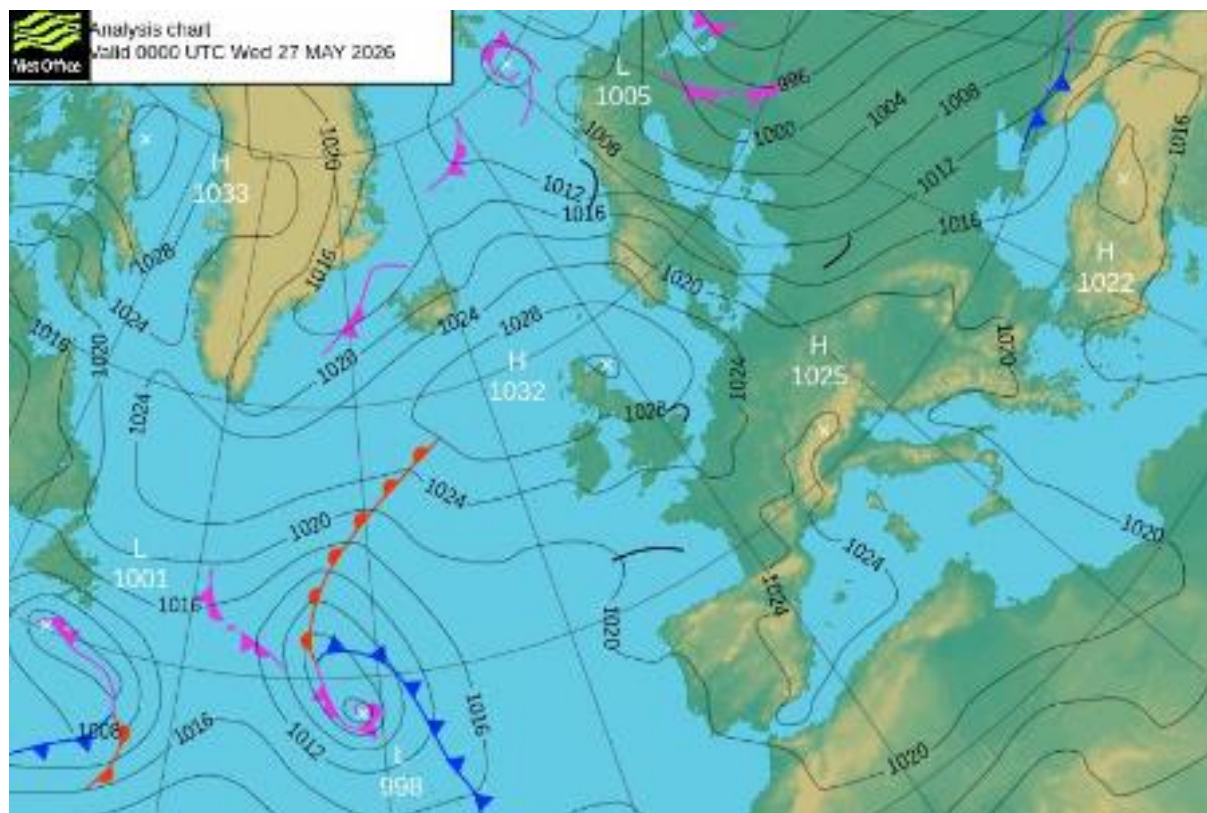
11:30 changed sail to port tack close hauled. Wind from 147° TWS 4.8 SOG 2kts COG 190°

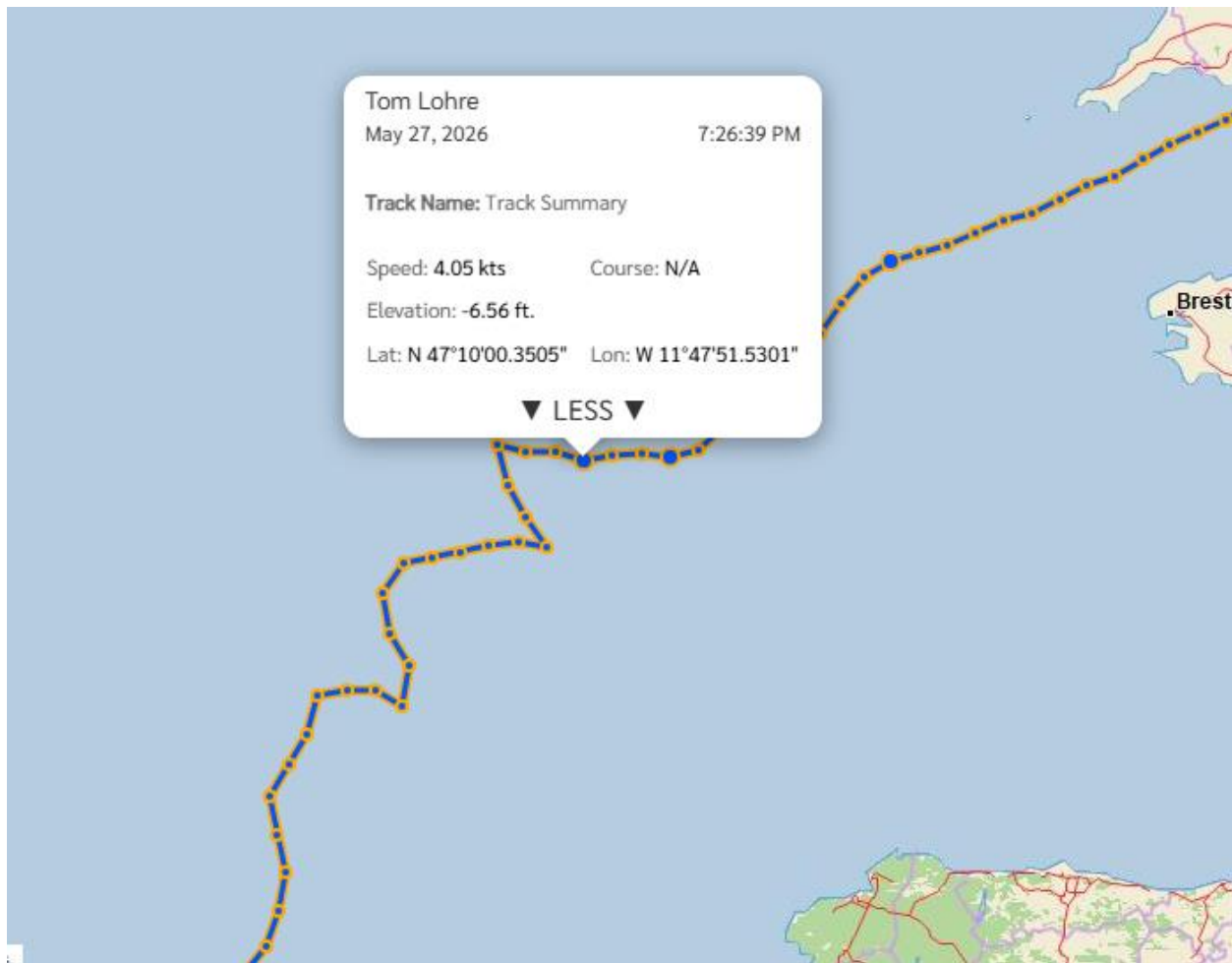


Red lights for night. Tablet, VHF and InReach always plugged in when not in use.



Filled alcohol stove.





Wednesday, May 27

4 to 8 watch

TWD 222° TWS 10.3 SOG 3.5kts COG 287° AWA 52° TWA 73°

Frig Off Bat 12.4 80%

Close hauled at 25° off the wind, the closest we've been due to pulling main and staysail tight! Fog. Wind has veered to the WSW. Veering means the wind is changing direction clockwise bringing fair weather. Prediction is no rain. Backing means wind is changing direction counter clockwise bringing foul weather.

Both battery banks are depleting at the same rate. Why?

One night while on watch, a ship came on us without me knowing it. It made me make some adjustments to just what being on watch is. I cut out playing with the radio, writing in my blog, playing guitar, fiddling with the phone or laptop and doing sight reductions. On watch means you are watching. 4 on and 8 off gives you plenty of time to do anything you want while off watch. Watching also means studying the weather, looking for chaffing, trimming sails, navigating, cleaning, oiling, fixing things, looking around the boat for whales!



Ricardo has a steel grip on provisions under his bunk. All in groups stored in 6mil polypropylene sealed bags.

Noon shows we made 42nm. I feel we're in a low since it's cloudy. Making good speed and expect a 100nm today.



The man overboard procedure is to immediately let go the sheet and disengage the self-steering. One person keeps his eye on the man, another pushes the MOB on Icom. Untethered the bow on the orange ball and throws in. Then undo the pin holding the flag, undo all bow tie hold downs, open LifeSling and throw all overboard starting with the flag, flashing strobe and Life Sling. Start engine and circle back. Leave sails unscented and watch sheets do not go into the water and get wrapped around the prop. Lower stern ladder and retrieve the man.

On watch 4 to 6

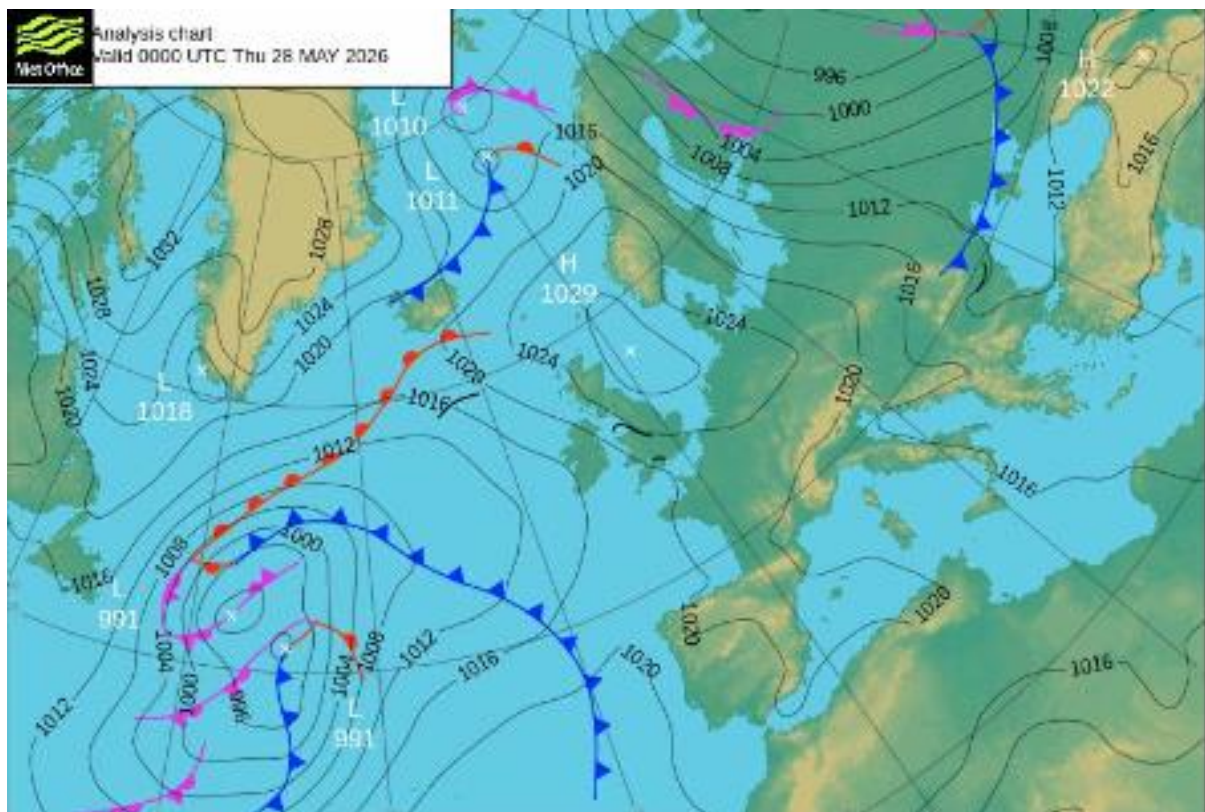
Moved clock up 1 hour. Which was wrong. Ricardo so nicely pointed it out so we'll move it back two hours back between 4 and 5pm.

Y

TWD 190° TWS 10 SOG 3.5kts COG 270° AWA 50° TWA 73°

Frig Off Bat 12.5 100%

Finished having LibriVox read Billy Bud.



Thursday, May 28

Tom's wedding anniversary.

Midnight to 4 watch

TWD 241° TWS 12.8 SOG 5kts COG 304° AWA 44° TWA 67°

Frig Off Bat 12.3 70%

12:20 Started engine.1500rpm in forward. Frig on 3.

1:20 Turned engine off. Batteries at 13.1

Turned Frig off.

2:30am

TWD 195° TWS 10.8 SOG 3.5kts COG 264° AWA 57° TWA 71°

Frig Off

House 13 Engine 12.7



Thursday May, 28

Love You Loud

Hi Tom,

You fill my heart up with your adventure spirit. Can you believe it's 31 years? It seems like forever and just yesterday. I suspect you are amazed I'm writing with this fancy purple fountain pen. What a cool idea that was. And just when we were having so much fun being together and with baby Helen, you had to set sail! Hurry home. I miss and love you, Tom XOXOXO Irene

Noon

TWD 347° TWS 14.2 SOG 2.5kts COG 311° AWA 46° TWA 62°

Frig Off

House 13 Engine 12.7

61nm MG

47°13'N 012°53'

Tacked Starboard close hauled. Willard went on deck. Tom took the wheel. Motored for an hour and used it for maneuvers.

1pm

TWD 225° TWS 14.8 SOG 3kts COG 161° AWA 49° TWA 55°

Frig Off

House 13 Engine 12.7

Set Yankee, gained a knot. Next tack we will pull in the staysail using it's normal sheet instead of the blue sheet, which we had to move each time. We'll rove the Yankee sheet in the additional pad eye we were using for the blue sheet. With a week of 14kts headwinds we'll make best use of Clio by keeping the sails as flat and in line with the center line of her.



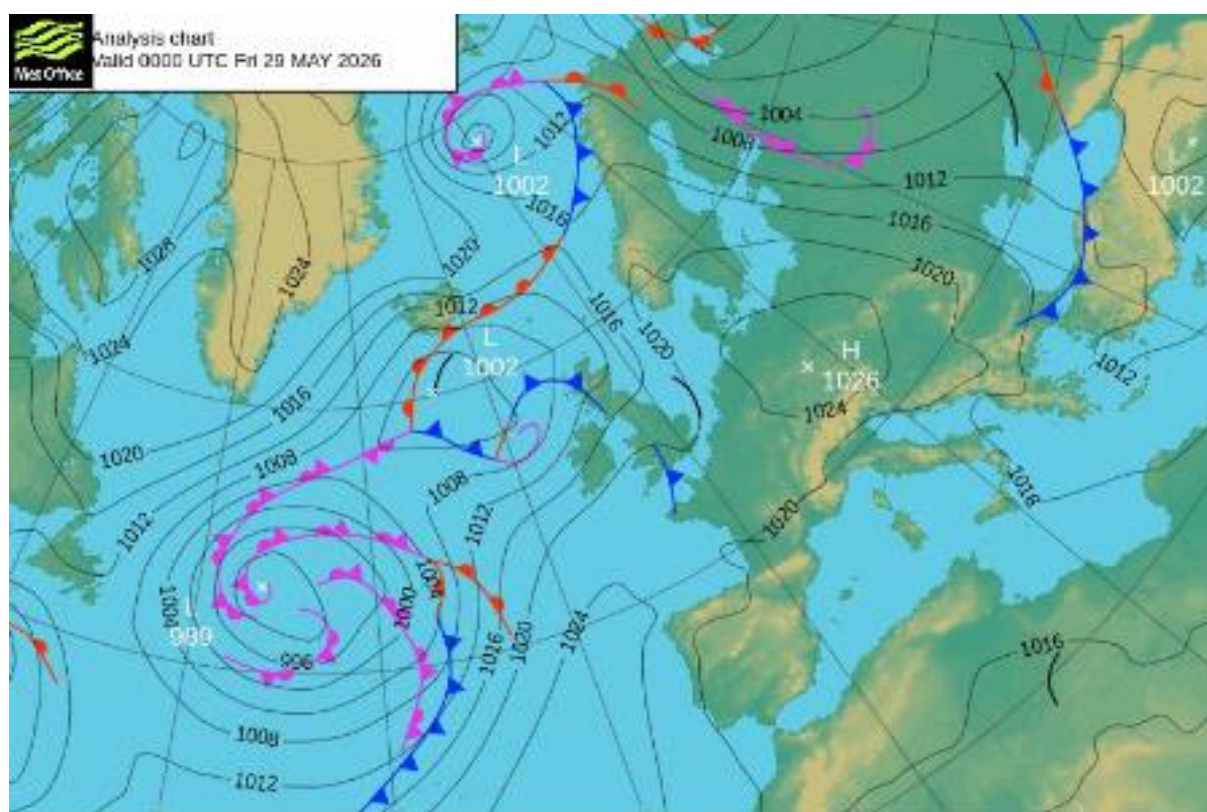
Sewed together to make a close loop instead of using a Boline. This made better use of the traveler while close hauled. Willard served a magnificent simple sandwich of sliced grape tomatoes, lettuce, salami with mustard on wheat bread with a side of bread sticks and beer. You can also see our cup holders, the corners of the cockpit cushions.

10:30pm

TWD 210° TWS 8 SOG 2kts COG 245° AWA 58° TWA 86°

Frig on 3

House 13.2 Engine 12.6



Friday, May 29
8 to Noon watch

Got up early to tack. Rerove Yankee and Staysail sheets to better close hauled tight. Zig zapping our way to the Azores. Wind picking up to 14kts for a week. All sail out. It's all about getting as close hauled as we can since the wind us coming from where we want to go.

We started the engine to help maneuvers. Ricardo at the helm while Tom worked the deck and Willard tended to the winches. Turned the frig on and ran the engine for an hour on gear at 1500rpms.

Afterwards, once stopping the engine. I disconnected the isolator and went back to our original protocol, battery switch on all starting and running the engine. Switch on 2 (house) at all other times. Never on 1 (engine) and absolutely never off while running the engine. It'll fry the alternator. Left the frig on lowest and expect a drain on the house batteries, 2-12V ADM (sealed) in parallel.

10am took sighting.



10:30

While fussing with my blog I heard a spout. Then another and another. Coming to my senses, I put the phone down to see a 30' whale 40' off our stern. There were two of them as they fell behind us out of sight.

11am Had lunch of cold beans, cucumbers, tomatoes and Parmigiano cheese with cold coffee. Already had a morning beer. Clean up is easy, wiping the container with my finger then adding a little freshwater to rinse and drink.

Screwed food locker panel down.

Listened to Typee

Willard made Bolinas sauce.

Noon

TWD 194° TWS 10 SOG 4kts COG 267° AWA 058° TWA 86° AWS 11.2kts

Frig

Noon 12.9 E 12.7 H

22.5MG
46°29'N 012°40'

3:30. 12.9 E 12.6 H

6pm to 8pm Tom on watch

TWD 212° TWS 14 SOG 3kts COG 250° AWA 036° TWA 54° AWS 16kts

Turned Frig off. Will turn when sunny. The solar panel should add the amount needed to run.



Almost every day Willard or Ricardo make up a savory mix to mix with rice or pasta. This evening's meal used hamburger and vegetables that were about to go.



The locker drawers were removed to allow more space under the length of Ricardo's bunk. The 50lb bag of cans punched out one of the covers, fixed with six screws.



Black Harpic was a godsend for getting iron stains off everything from the hull to lifelines. Brushing anything with it removes the red, yellow color. We think it is toilet bowl cleaner. Suggested by Tom and Sarah in Lowestoft.





Finally wired the backstay turnbuckle. Properly so the flag holder $\frac{1}{3}$ of the way up does not turn forward and catch the topping lift. If not wired closed, turnbuckle will come undone.

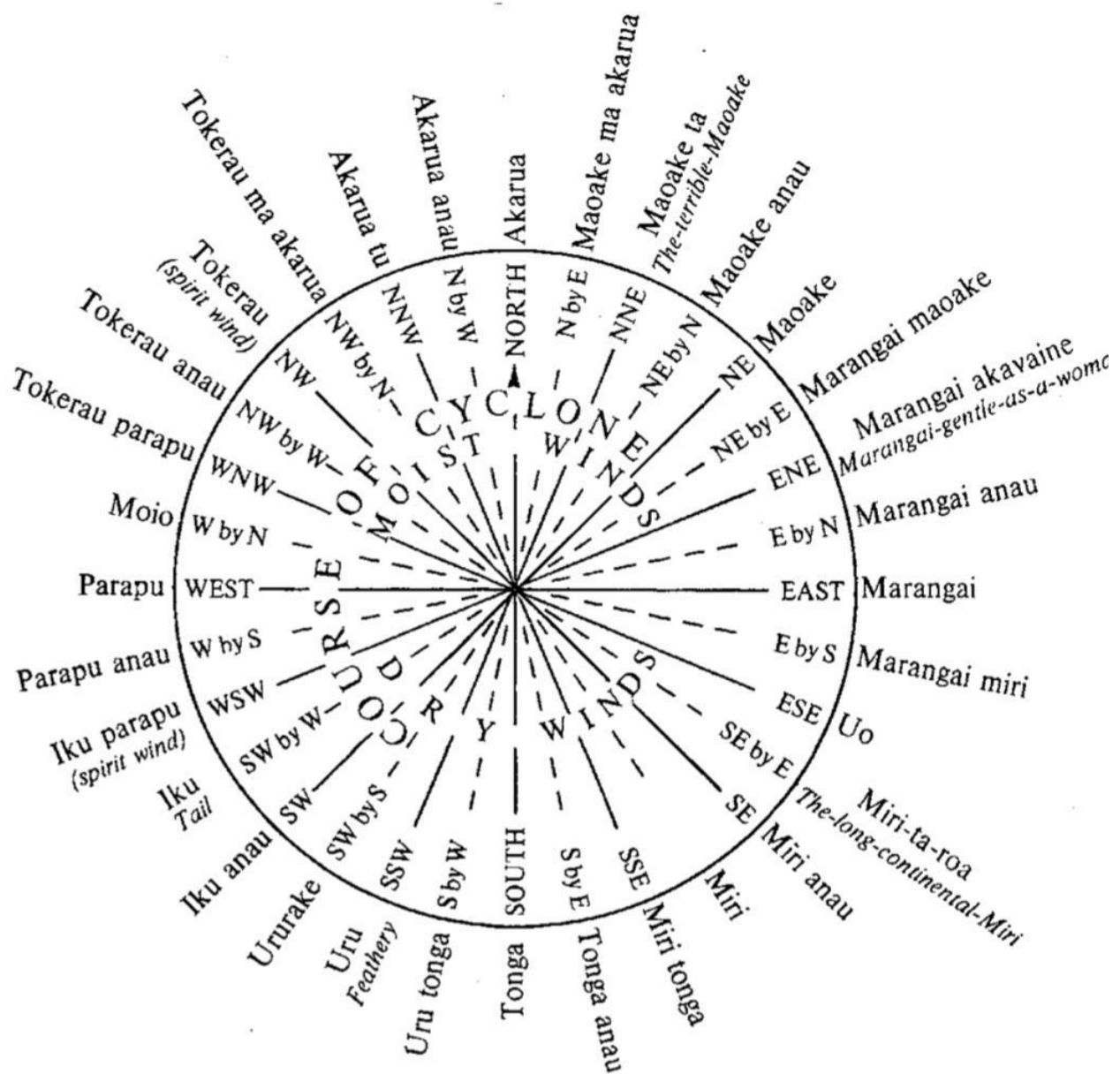


It takes forever to improve things. Finally have a guitar hold down that doesn't play by itself.



Fresh fruits and vegetables holding up great. Take them out of a plastic bag and check each one everyday to get the ones going.

9pm 12.7 12.3



From We, The Navigators by David Lewis

Compass Rose

N 360°

NEN 22.5°

NE 45°

ENE 67,5°

E 90°

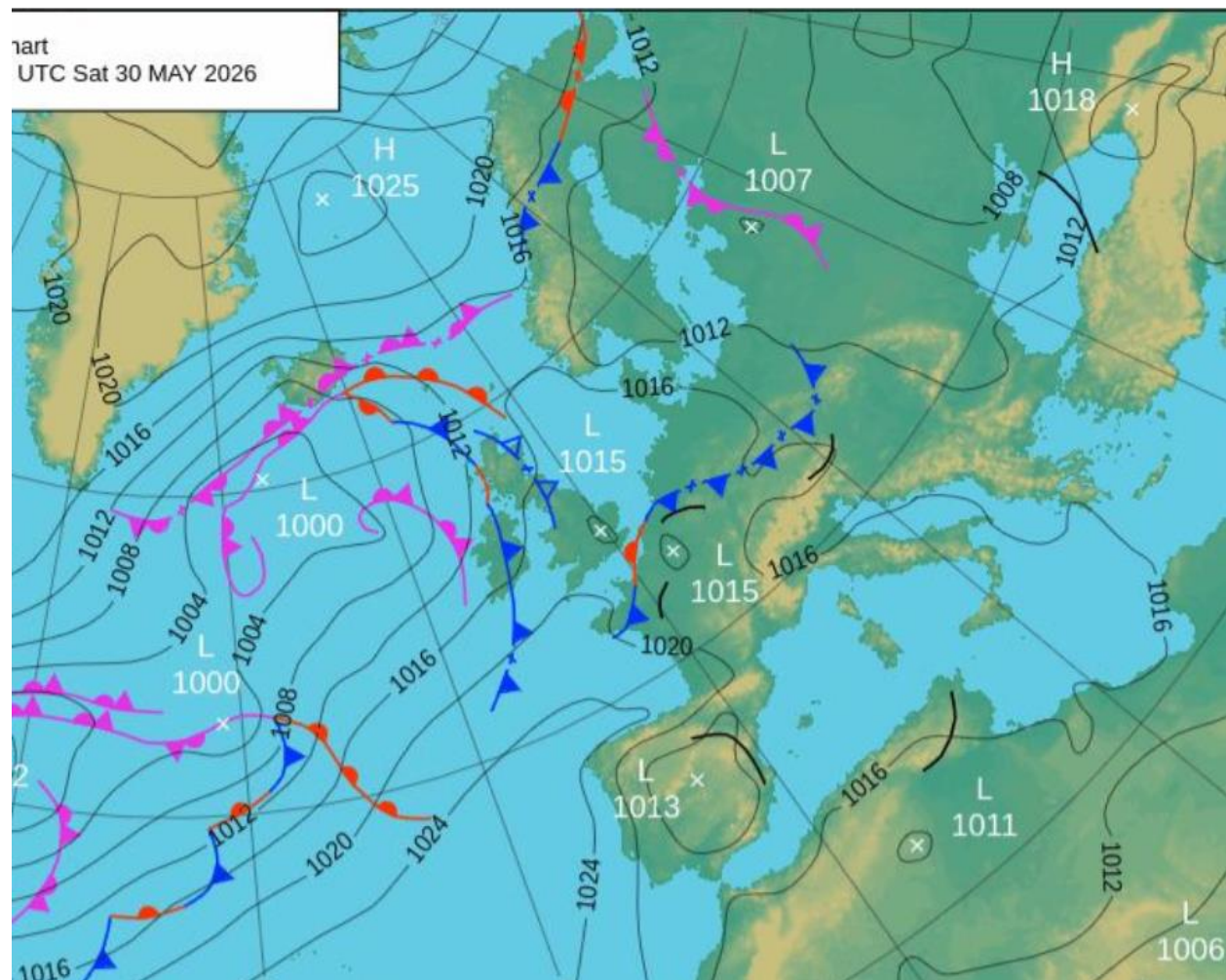
ESE 112.5

SE 135°
SSE 157.5°
S 180°
WSW 202.5°
SW 225°
W 270°
WNW 292.5°
NW 315°
NWN 337.5°



Five cans of alcohol for the passive Swedish stove. Three are empty. Turns out it's impossible to buy. You can use Methylated Spirits, bio-Ethanol or denatured alcohol. Probably will have to buy it via Amazon in the Azores. We'll need three to get from the Azores to Chesapeake. The stove is really two big sterno cans that you refill. It's best to fill them and let the residual alcohol evaporate until using. The small amount around the burners can ignite though quite harmless since there is no pressure. I've been oiling the cans since rust builds up and they could spring a leak. Properly the new alcohol will be in plastic liter bottles.

In front are our trash cans. One takes plastic, the other everything else and gets thrown overboard.



Saturday, May 30

4am to 8 Tom on watch

TWD 224° TWS 18kts SOG 3kts COG 260° AWA 042° TWA 45° AWS 19kts

5am 12.9 E 12.5 H

GND 10 and lcom on

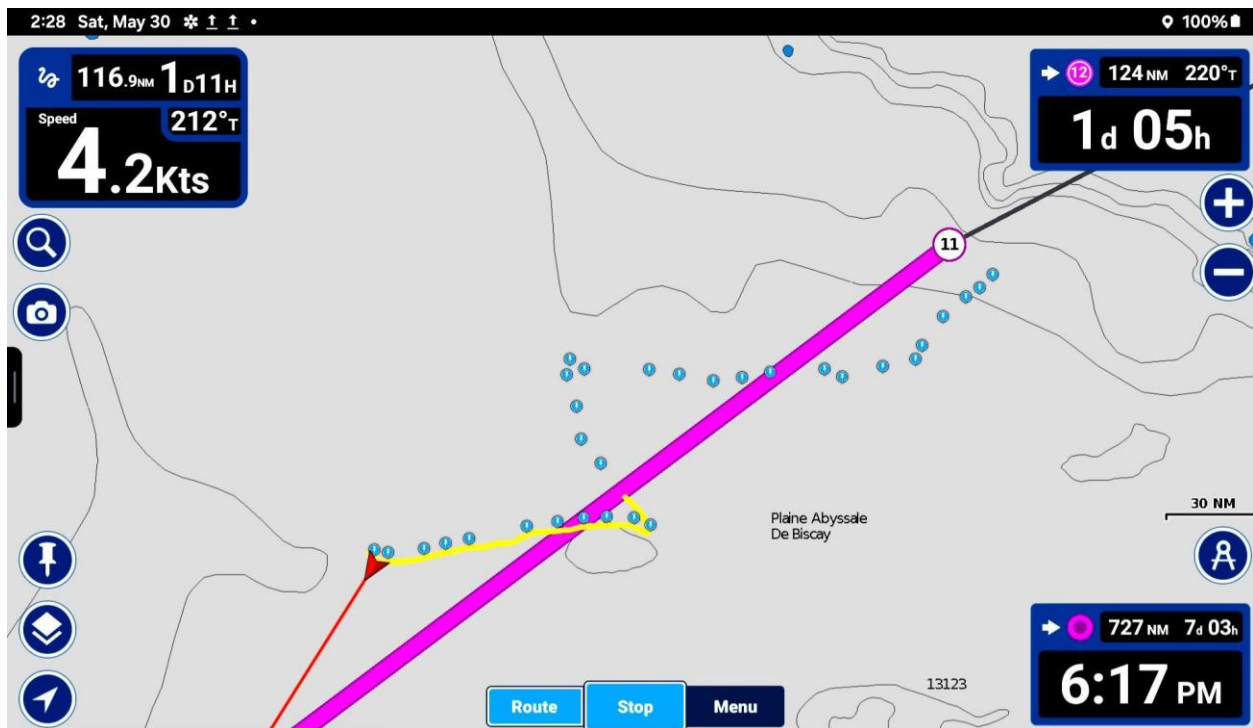
15kts

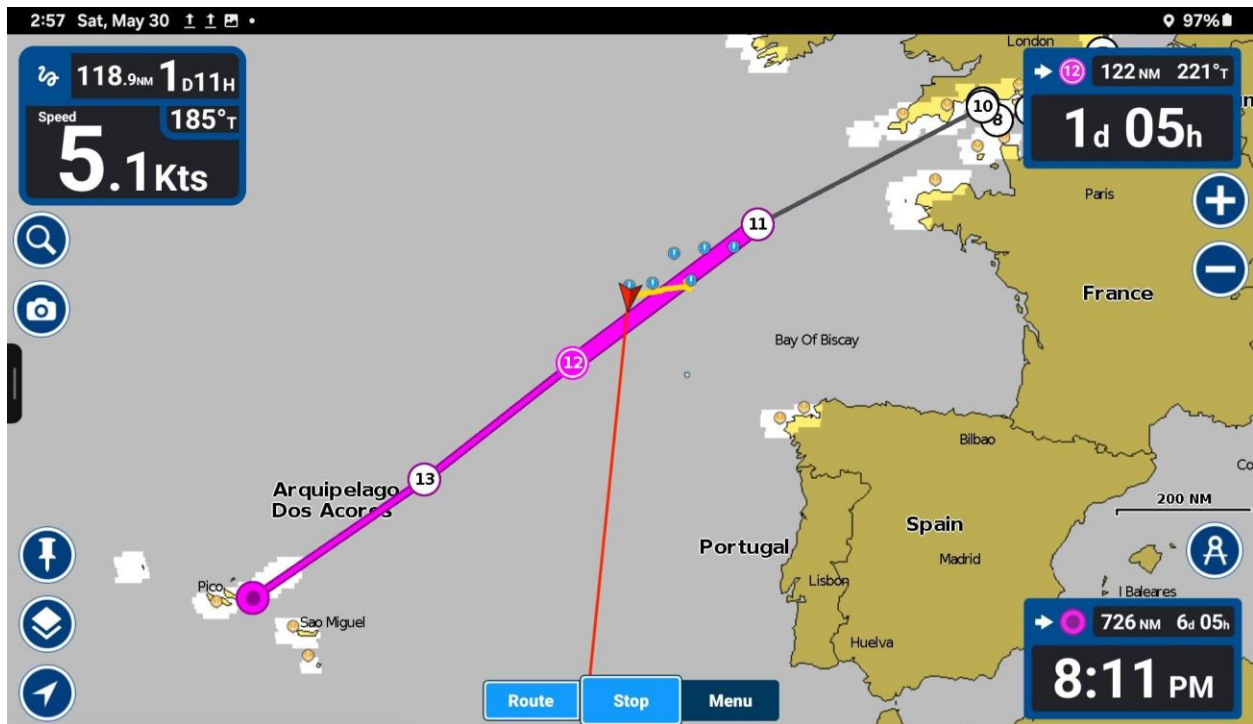
8am 12.9 E 12.4 H

11am tacked.

Noon 63nm made good Saturday May 30

46°21'N 014°20'W





Tacking makes for 18 more days with 75nm made good over last two days with 711nm to go. We're on the starboard tack now going South whereas last night we were going West.



Overnight the wind was 17kts. The rig tested and passed. Sailing as close to the wind as possible makes for quartering the waves with occasional Bang! The hull can take it big time! It's just convincing the crew! Along with the high winds the Cape Horn has easy work with a slight weather helm. Sailing so close does not put a lot of stress on the rig, just look for chaffing.

The lazy shrouds were wobbling but tested with the Loose gauge today revealed lazy shrouds around 25 and working shrouds around 35. Just what we like to see.



Still trying to stabilize the back stay from twisting the flag holder. Maybe this will hold her.



Ricardo's bunk sprung a leak, but a handy blue tarp will prevent him from the drip drip. It wasn't a real sprung leak but a drop, drip, drip from the wood strip that covers the inside the gunnel rail bolts and happens to be above his head.

Tomorrow we'll take the strip off, seat it in butyl rubber and then the water will drip into the space between the fiberglass tubs. Butyl rubber never dries and is flexible. Everything replaced is seated with it.

Clio is made of fiberglass tubs. One interior and the other exterior. In-between is balsa wood.



9pm

After a cat nap, one less chore to do: put a piece of handy line on the head portal and screwed toilet paper holder sides.

First full day of proper battery procedure:

Back to the regular separation of engine and house, engine 12.9 over 100% and house 12.6 100% with frig in lowest mode running Icom and GND10.



Midnight to 4 watch

Pleasant all day as we begun by tacking to the starboard tack, S & SE

TWD 224° TWS 8kts SOG 4kts COG 144° AWA 045° TWA 74° AWS 9.4kts

9:30am woke. Listening to #10 16,490 kHz China

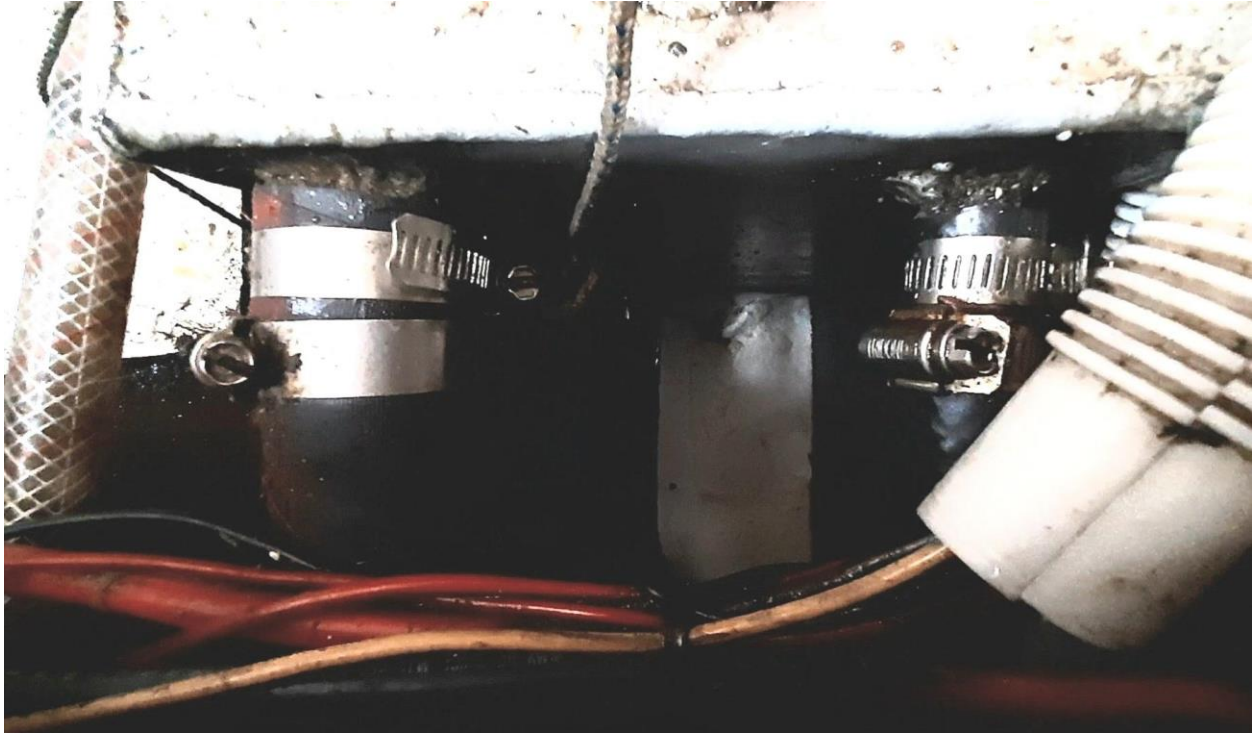
12.9 12.6

On watch Noon to 4

Noon 33nm MG Sunday, May 31

Tacked

44°58'N 013°54'W



3pm pumped bilge. Cleaned pump.
Put plastic bag drip cloth over trickle charger.

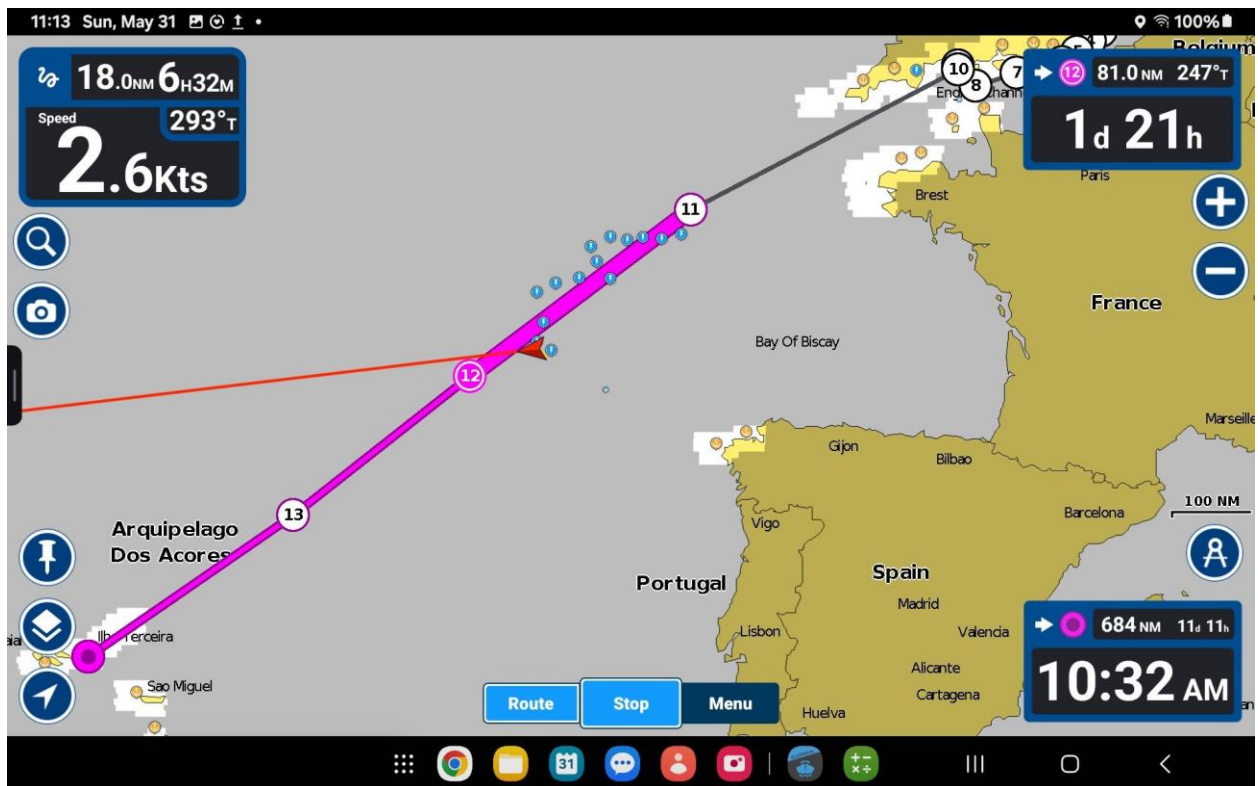
8 to midnight watch 70° light breeze from the SW.

Wonderful pasta carnonara by Willard.

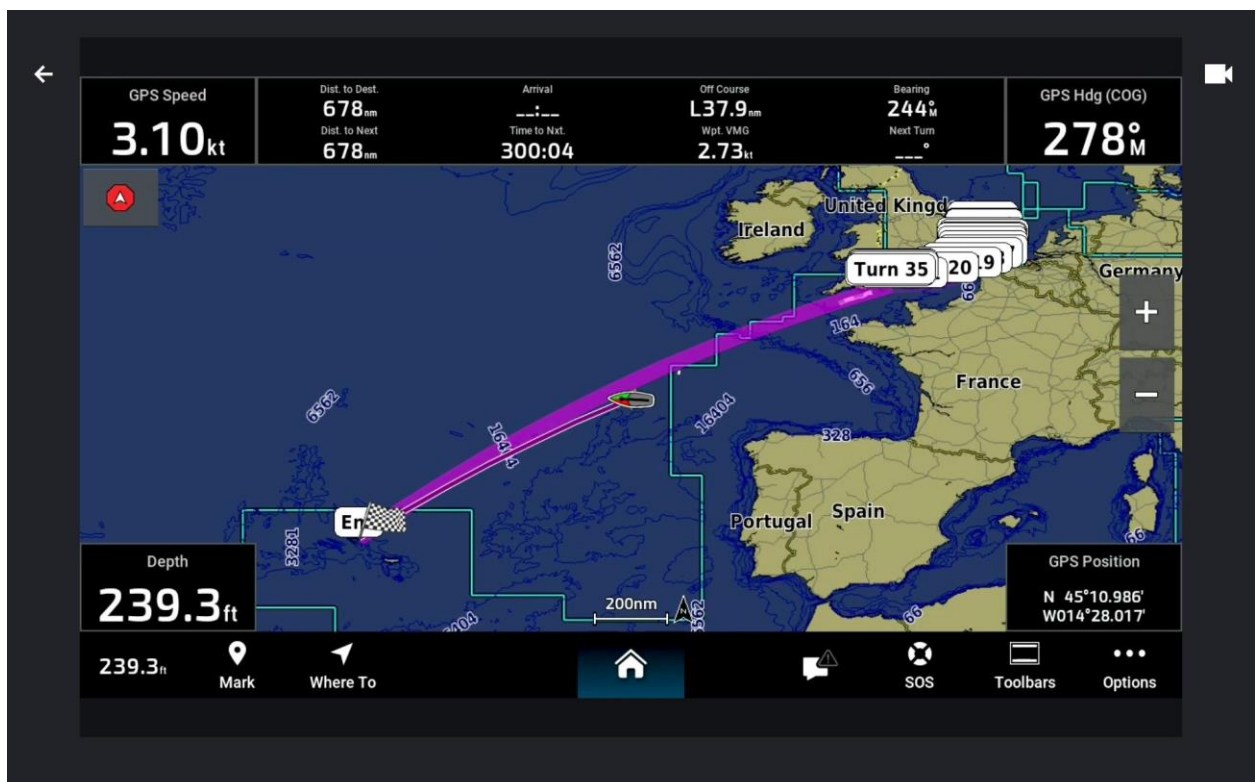
When winds come from the NW it's best to go S with the starboard tack.

InReach Message to Chuck

What's the best tack S or W to get fair Winds when they come in a week?



The Tab8 is the go to chartplotter because it's on all the time. By placing a mark every time you look at it you get a good track.



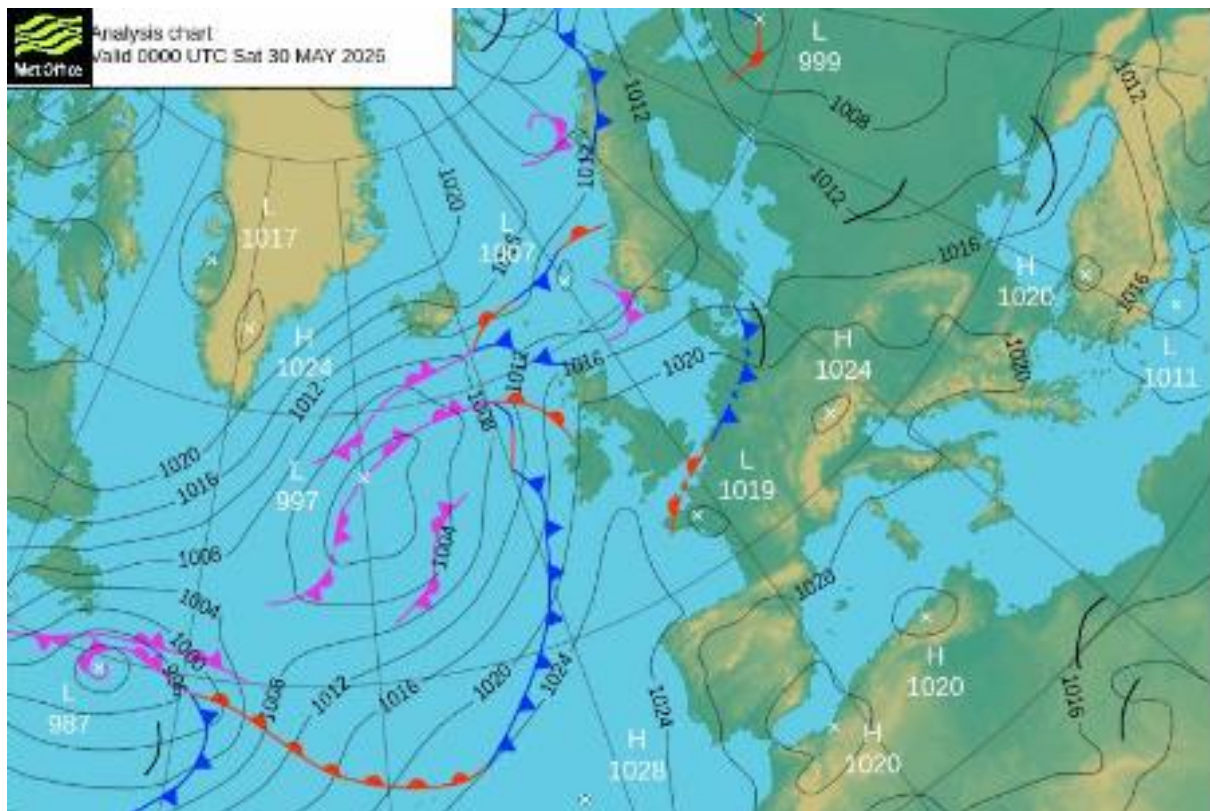
The Garmin ChartPlotter is good for charts but is redundant to the Navionics on the Tab8.

Almost half way. Need another 14 days with these light headwinds.

Left Lowestoft May 21st. Spent three days in Portland Marina due to contrary winds. 10 days from Lowestoft to June 1, midway. 14 days from there to Terceira.

Predict 24 day voyage.

11pm



Saturday, May 30

Port Westward Tack

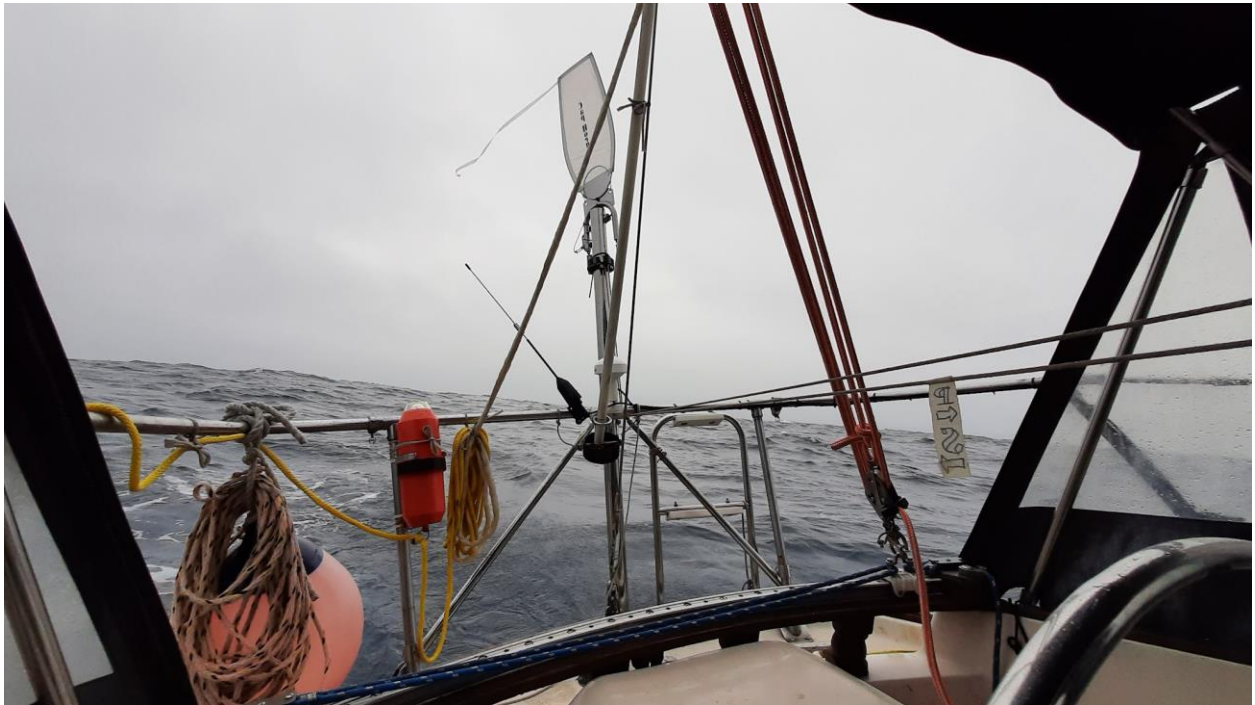
TWD 216° TWS 22kts SOG 3.5kts COG 280° AWA 040° TWA 55° AWS 14.7kts

8am to Noon watch

12.9 12.6

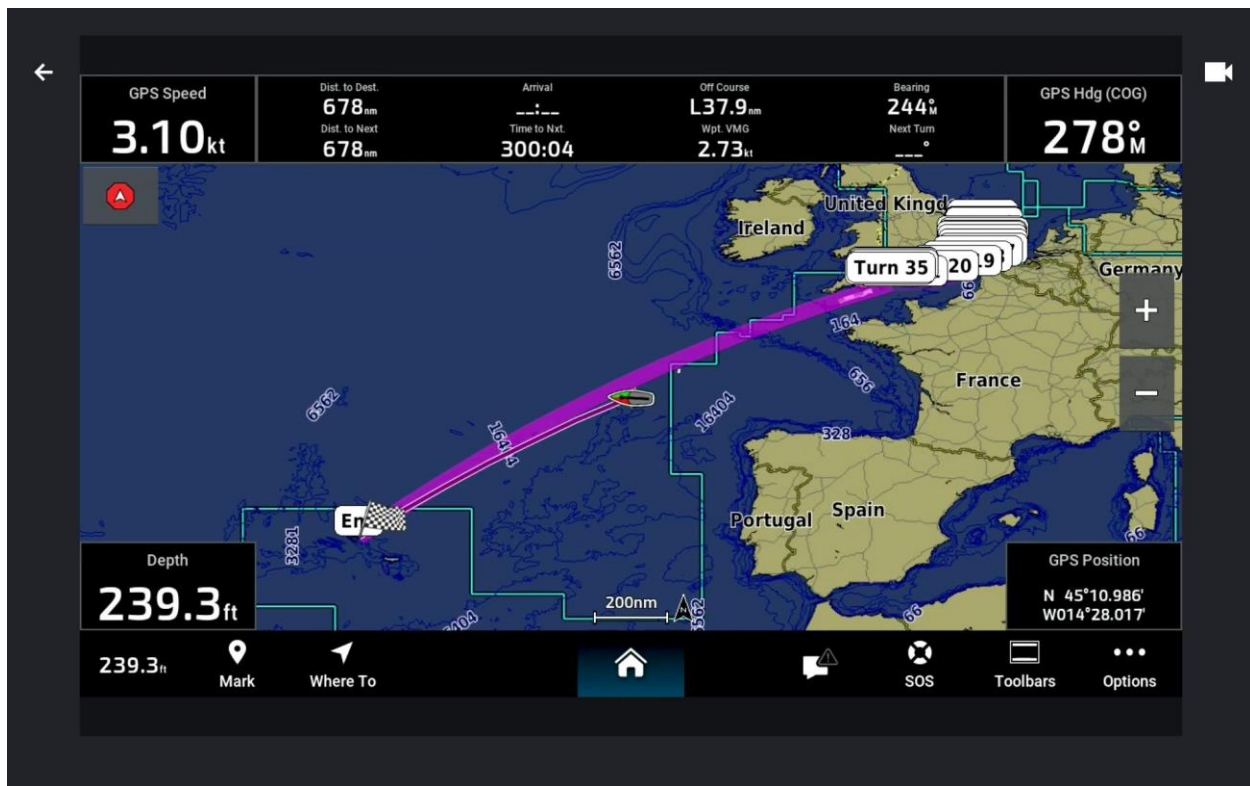
Port Westward Tack

TWD 240° TWS 14.3kts SOG 3.5kts COG 279° AWA 048° TWA 57° AWS 16.1kts

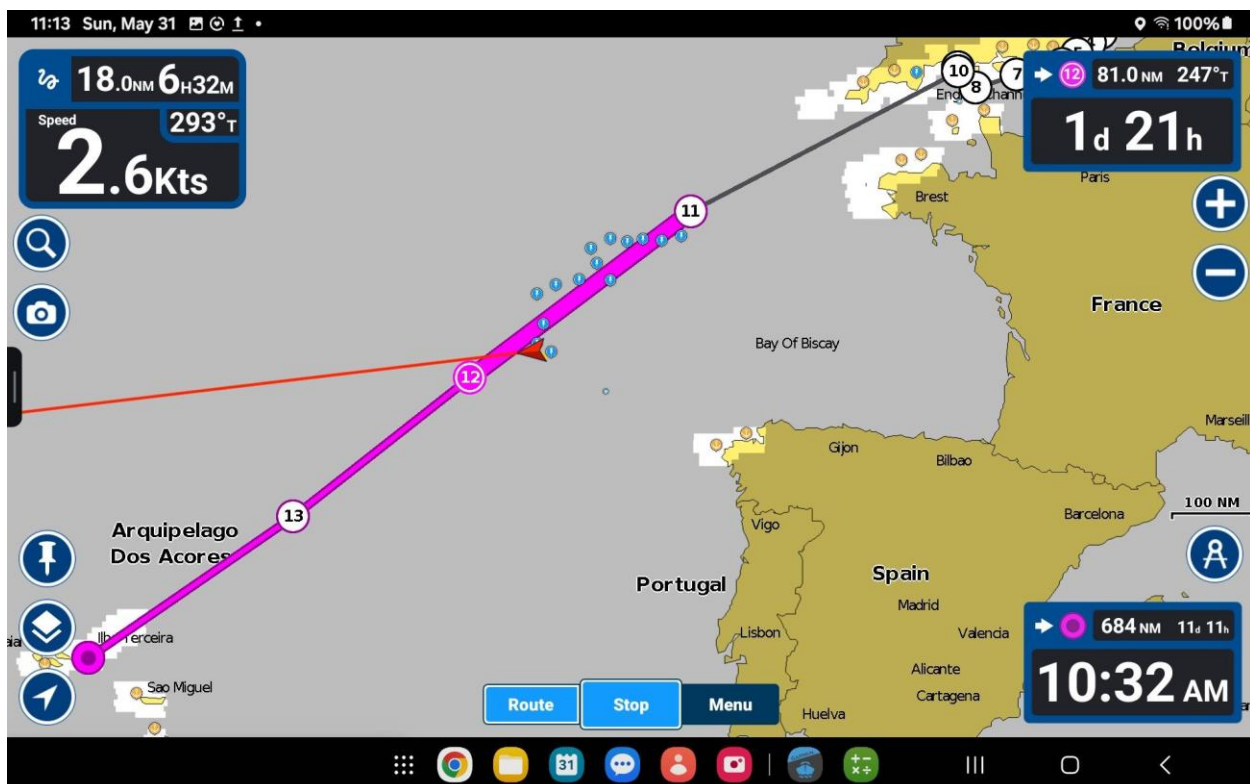


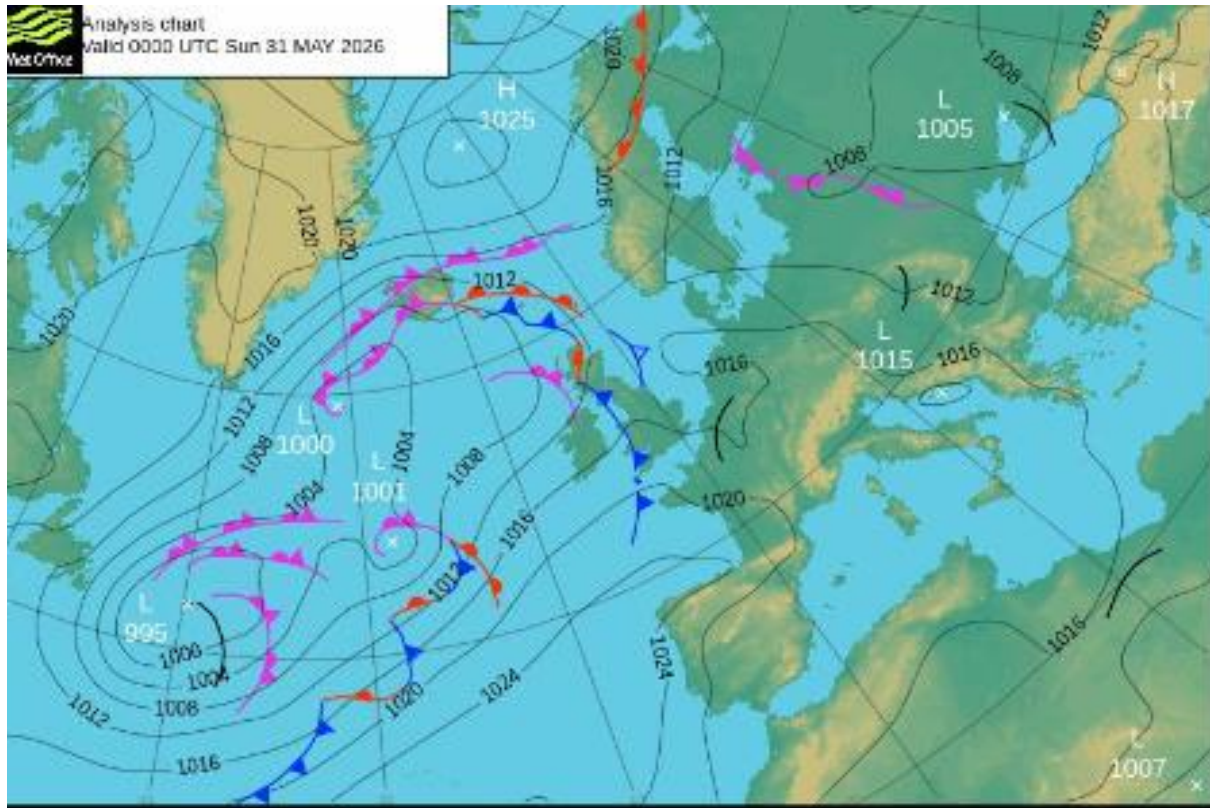
Shorten sail on Ricardo's watch, 4 to 8am. Pulled sheets away from shrouds. Ricardo reported rain and lightning. Also solved the squeaky boom with the oil can.

Looking to get forecasts from designated coordinates with the InReach, to decide if leaving the Rhum line is advantageous.



On Tom's watch the GPS Chartplotter went dead. Later on, his next watch he looked at the Fuse and it turned on.





Sunday, May 31

We are in the midst of prevailing SW winds without the effect of the jet stream. Before leaving Lowestoft we could see the jet stream move NW completely away from the area between England and the Azores. That accounts for the variable but consistent light SW winds. Zig Zagging to the Azores is the best course to take. It can be relied on until a low moves through or the jet stream interferes which is why we should query areas further off the Rhum line.



Remote Viewing Dream

Along with the completion of Helen's last portrait Tom learned a lot about the Aliens and their use of singular conscience. Tom has delved into a component of singular consciousness with remote viewing.

His remote viewing has manifested experiences wholly new to him. You're like a fly on the wall anywhere past, present or future. People can sense you are there.

In his latest remote view, Irene, Tom and Phil and others were under a booth during a festival in Park Hills across the street from an adopted Catholic church that says the mass in Latin. It was a pleasant day as Tom gazed into Irene's eyes just inches from him. She was younger wearing a floral patterned dress of which Tom has an image on his desk.

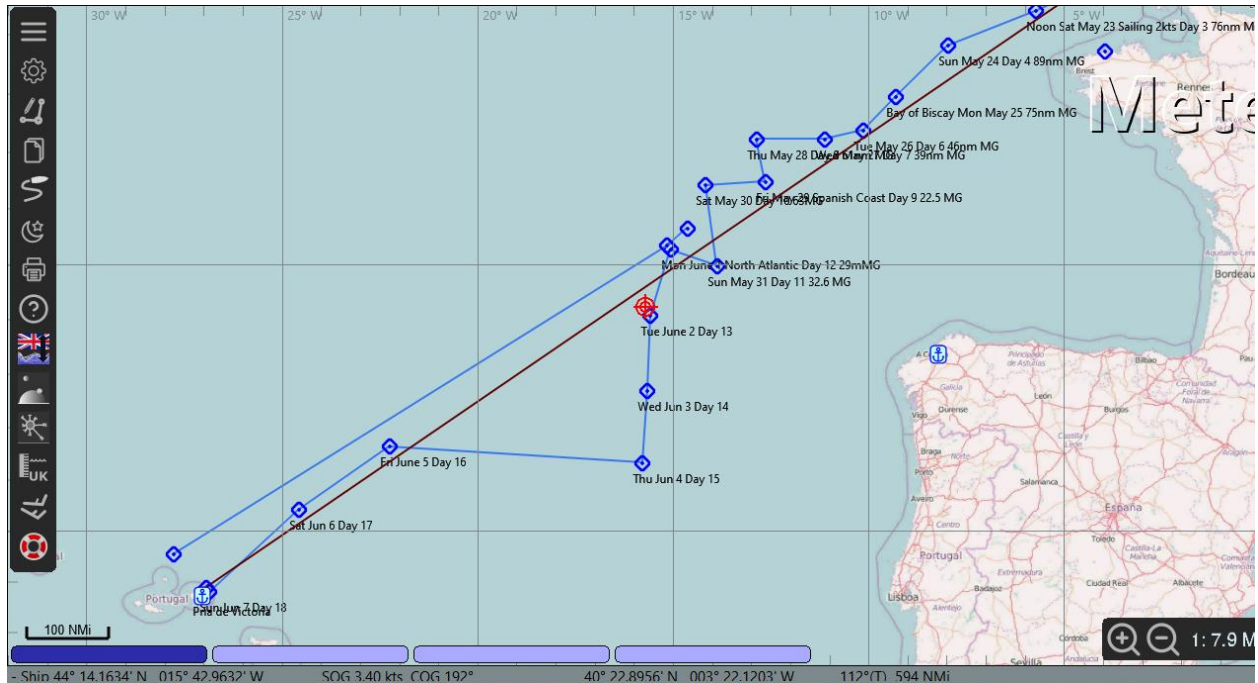
11am Tacked

Starboard Southerly Tack

TWD 240° TWS 15kts SOG 4kts COG 189° AWA 045°S TWA 51°S AWS 18.21kts

Noon 29nm MG Sunday, May 31

44°41'N 011°54'W



Open CPN of our track noting distance made good and a forecast from another location in three days. Turns out it's best to tack across the Rhum line unless it's favorable not to like now.

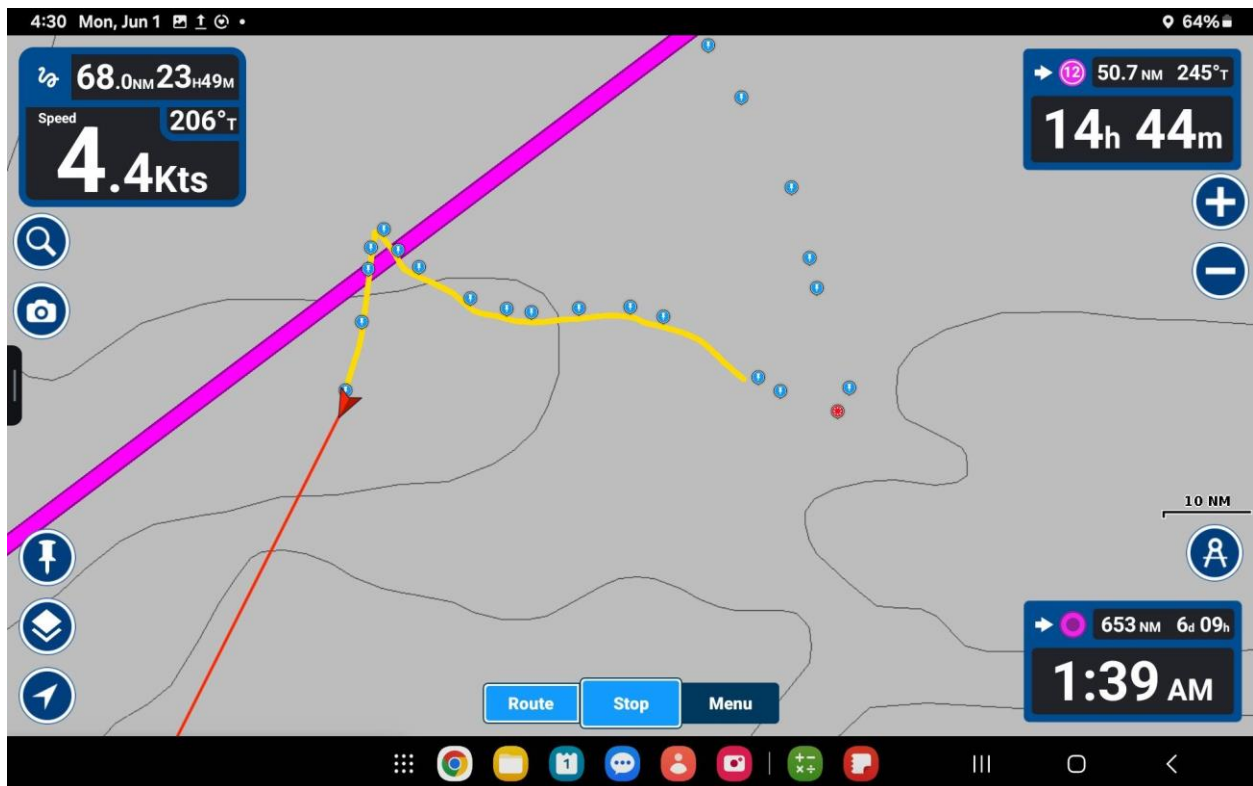
InReach Test

Location 27 Thursday June 4 three days ahead South.

41°20'N 015°48'W

41.33°N 015.80W

Location did reveal WNW winds but followed by WSW which is no good. Continuing on daily tacking.



Finally a WSW track with the wind veering, veering means winds turning clockwise bringing fair weather. In our situation the track will mirror our bearing to Terceira.

4pm shortened sail with 20kt winds.

Riding like so many miles on the crossing.

Batteries

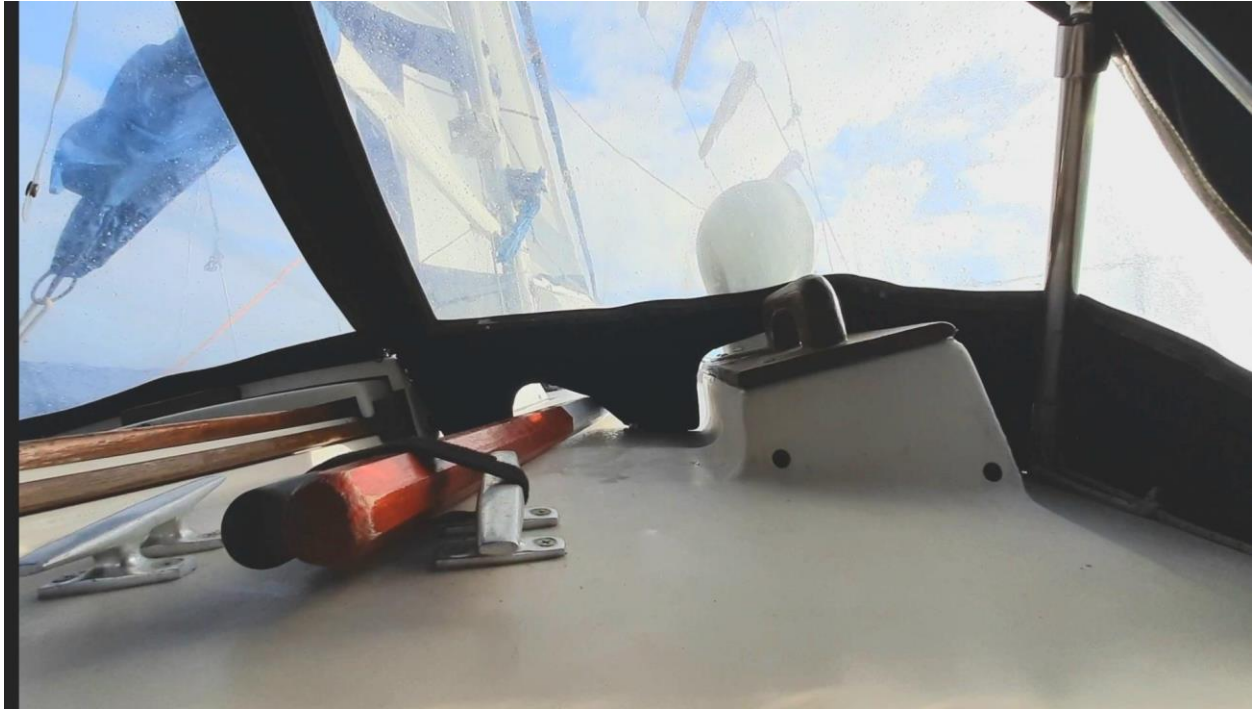
12.9 12.3 70%

6pm to 8 watch

Starboard Southerly Tack

TWD 260° TWS 18kts SOG 4kts COG 206° AWA 052°S TWA 62°S AWS 23kts

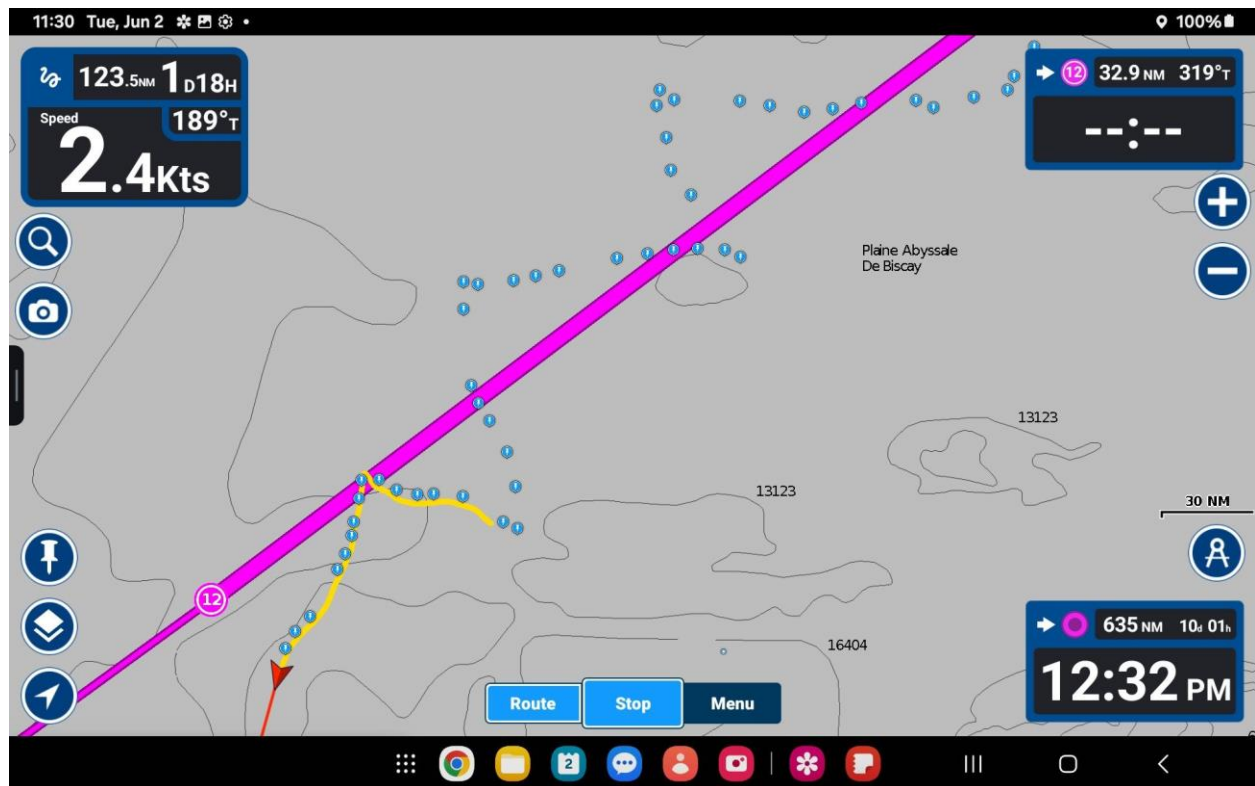
Slowly wind veering.



Finally got the right hold down for the gaffs, velcro!
8pm TWD 273°!



Finally stowed the orange ball!

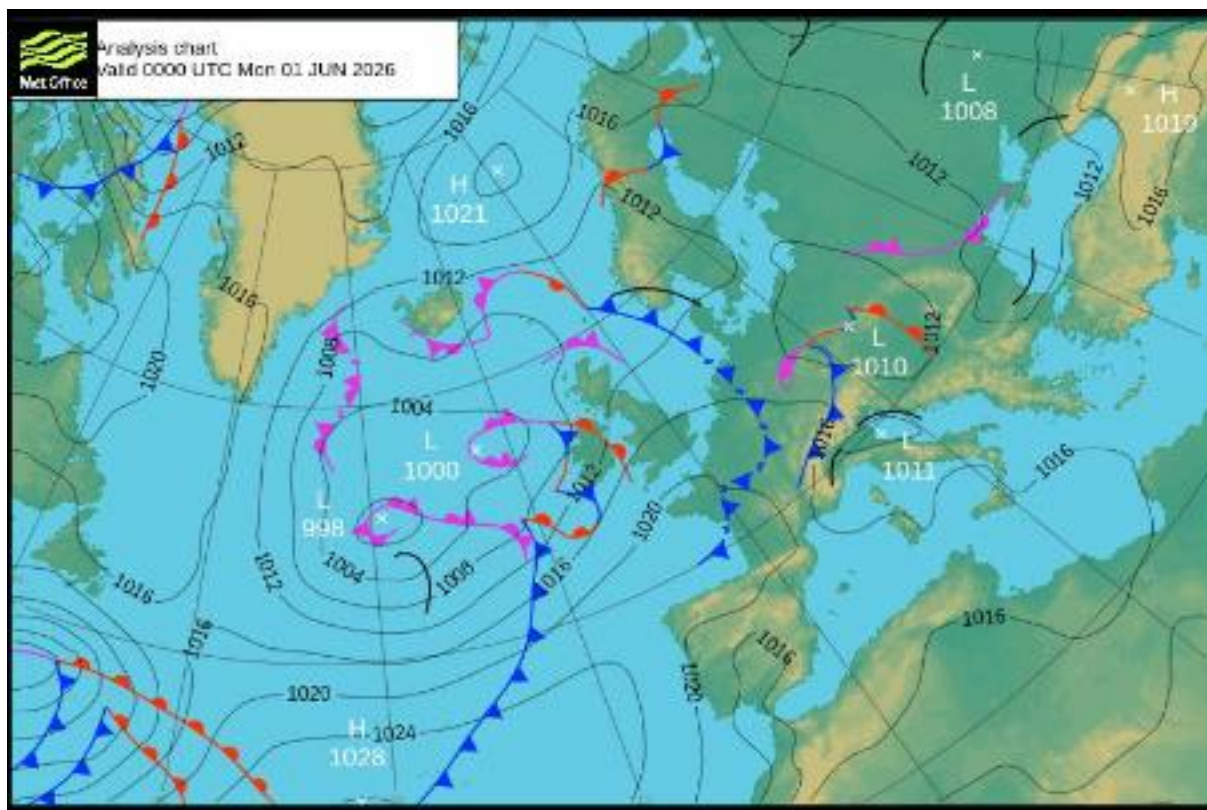


4am to 8 watch

Starboard Southerly Tack

TWD 307° TWS 22kts SOG 4kts COG 235°S AWA 48°S TWA 51°S AWS 23kts

Finally wind veering in our favor.



Noon 66nm MG Tuesday, June 1
44°14'N 015°44'



Sextant is kept in the starboard sliding cupboard, in front my drink holder but it needs to be more secure. My coffee cup spilled last night in heavy seas.



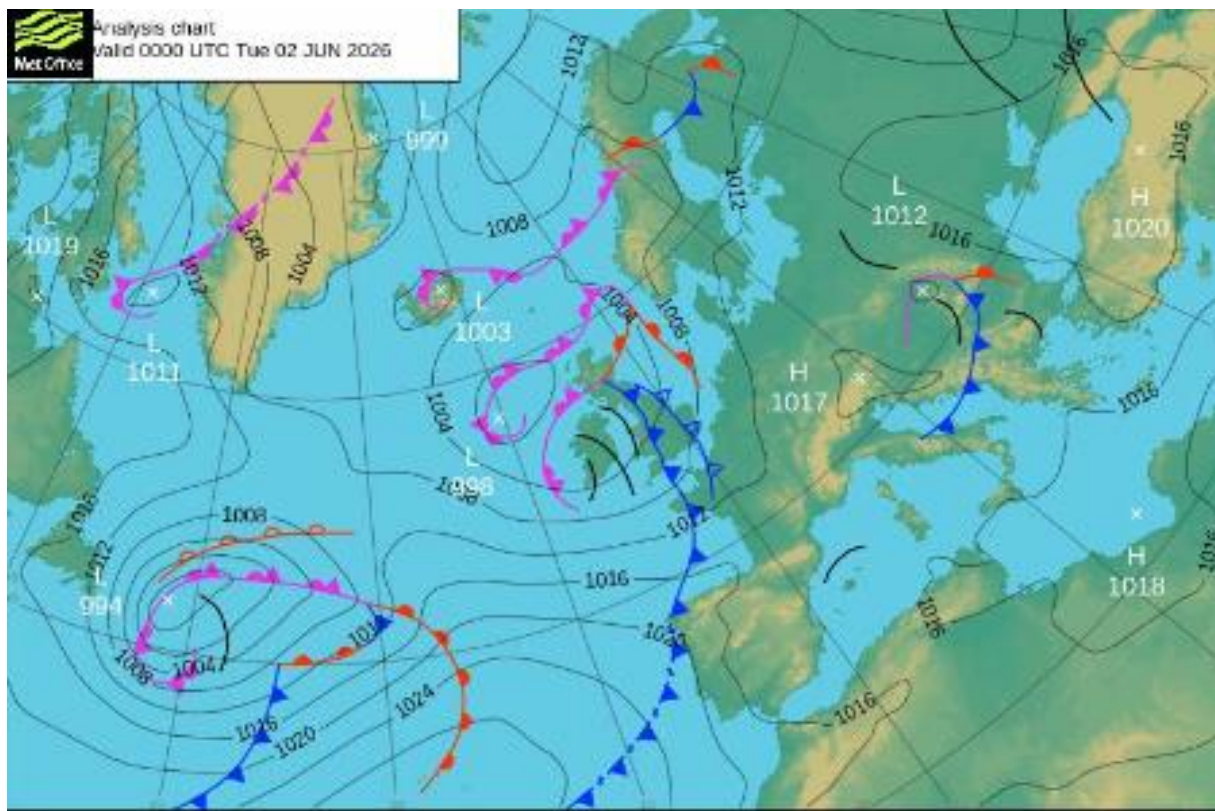
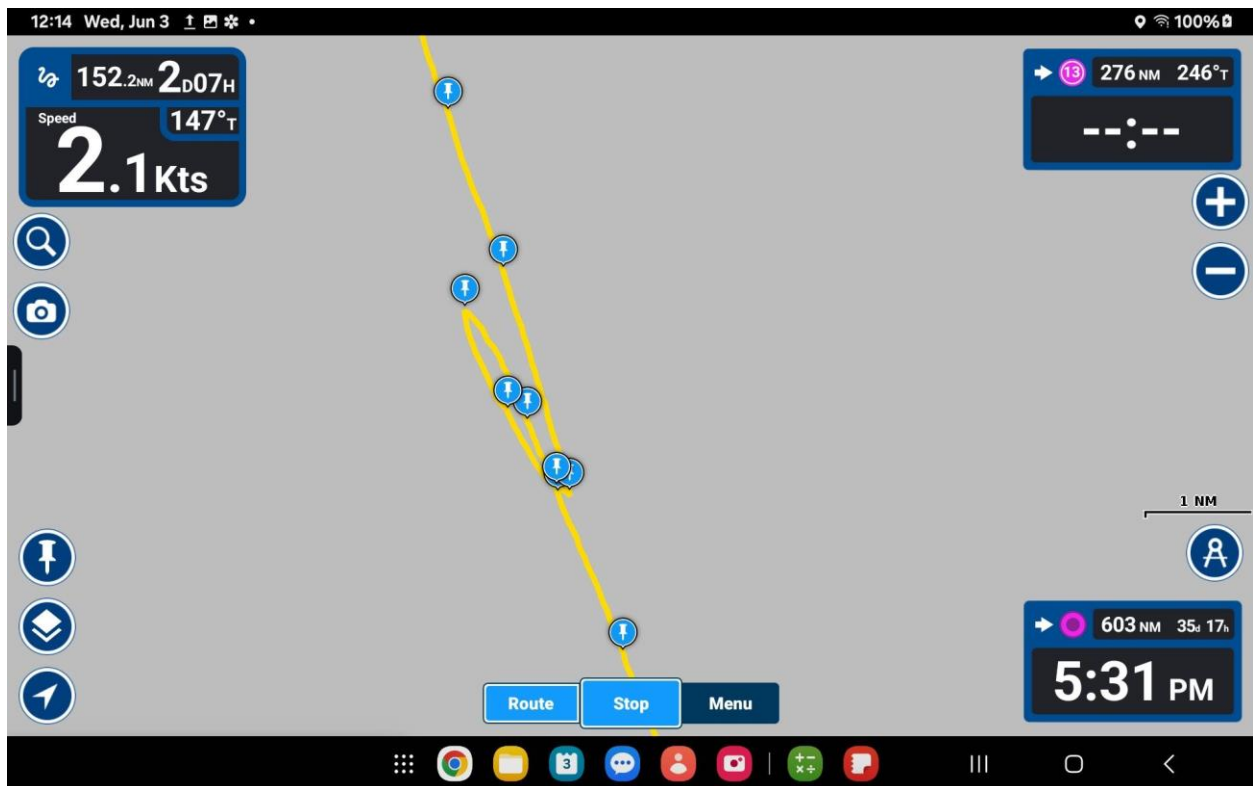
Annealing rubber around the flashlights allows you to bite it. The big ones are rechargeable, plugged in every morning.

4pm

Starboard Southerly Tack

TWD 250° TWS 16kts SOG 3kts COG 180°S AWA 69°S TWA 77°S AWS 19kts

Wind backing, not in our favor.



Tuesday, June 2

On watch Midnight to 4.

Earlier after much discussion, we decided to go to the Western tack.

Once Tom could not get Clio to point so they went back to the Southern tack. It was a lesson in balancing the sails with just a quarter weather helm. Normally a sailboat will try to turn into the wind and a quarter on the helm will counter that desire if the sails are balanced.

Balanced means the fore sails (Yankee and staysail) balance the aft sails (main). The center of water resistance is a little aft of the mast (the place you put your finger on the rail and the boat moves perpendicular to the centerline, like the post in a weather vane. The area of tail vs the arrow determines how hard the arrow points into the wind. The center of air resistance is variable to the wind and sails out. You want the center of air to be slightly behind center of resistance so she naturally wants to come up.

After opening up the rear and starboard lazarette hatches, Tom realized the helm was all the way over to counter the Western tack weather helm, a full turn more. Plus the fact that they were headed 350° North, they turned back and reduced main and staysail to ¼ in preparation for 20kt wind overnight. Clio sails differently with different wind speeds.

Clio made 20kn since 5pm with consistent just east of south track.

By 5am the winds are veering for a hopeful COG along the Rhum line.

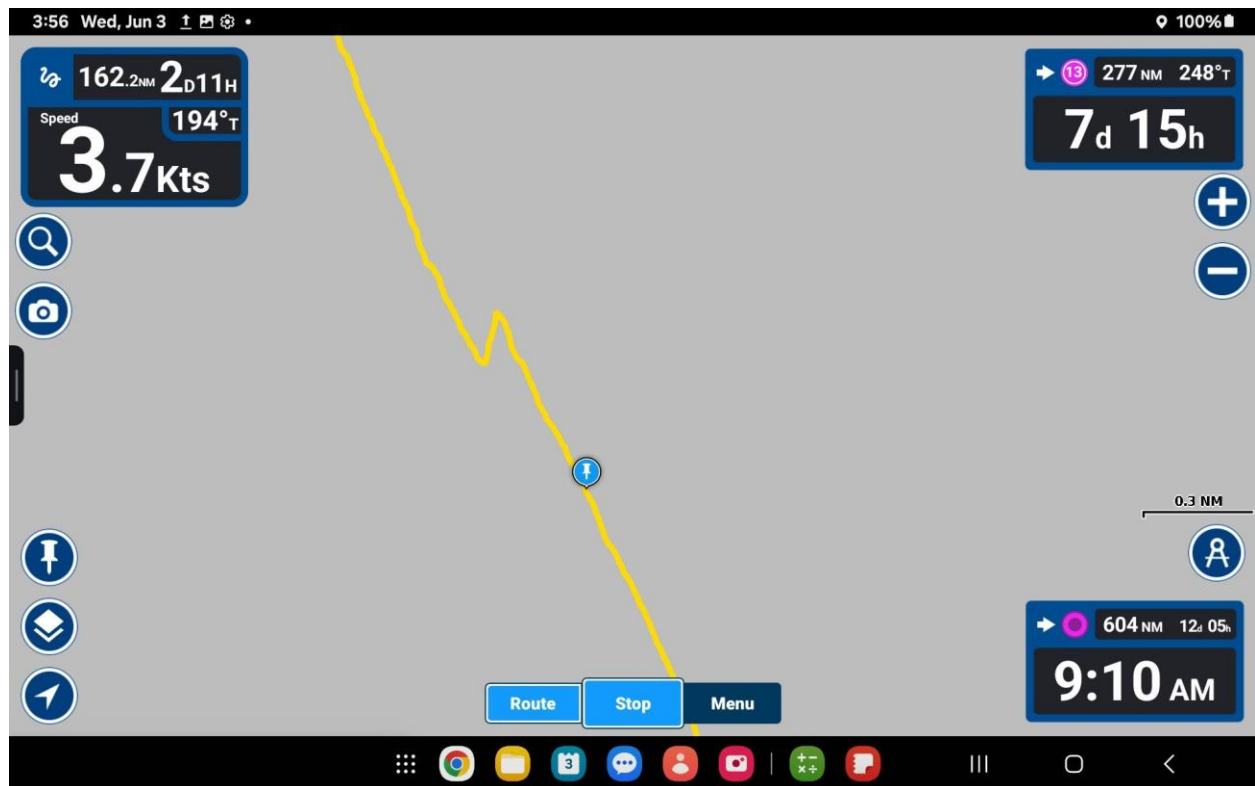
We've proven we can Zig Zag to Terceira. It'll just take two weeks.

Midnight

Starboard Southerly Tack

TWD 217° TWS 19kts SOG 3kts COG 176°S AWA 40°S TWA 43°S AWS 20kts

12.9 12.3 70%



At 3am, out of the blue Clio turned around 180°. Sailing close hauled puts you into such a precarious position, a couple of rouge waves can spin you around which it did once this night. I turned on the engine and gently did a 180. The boom vang did its job, stabilizing the boom when the main sail backs.

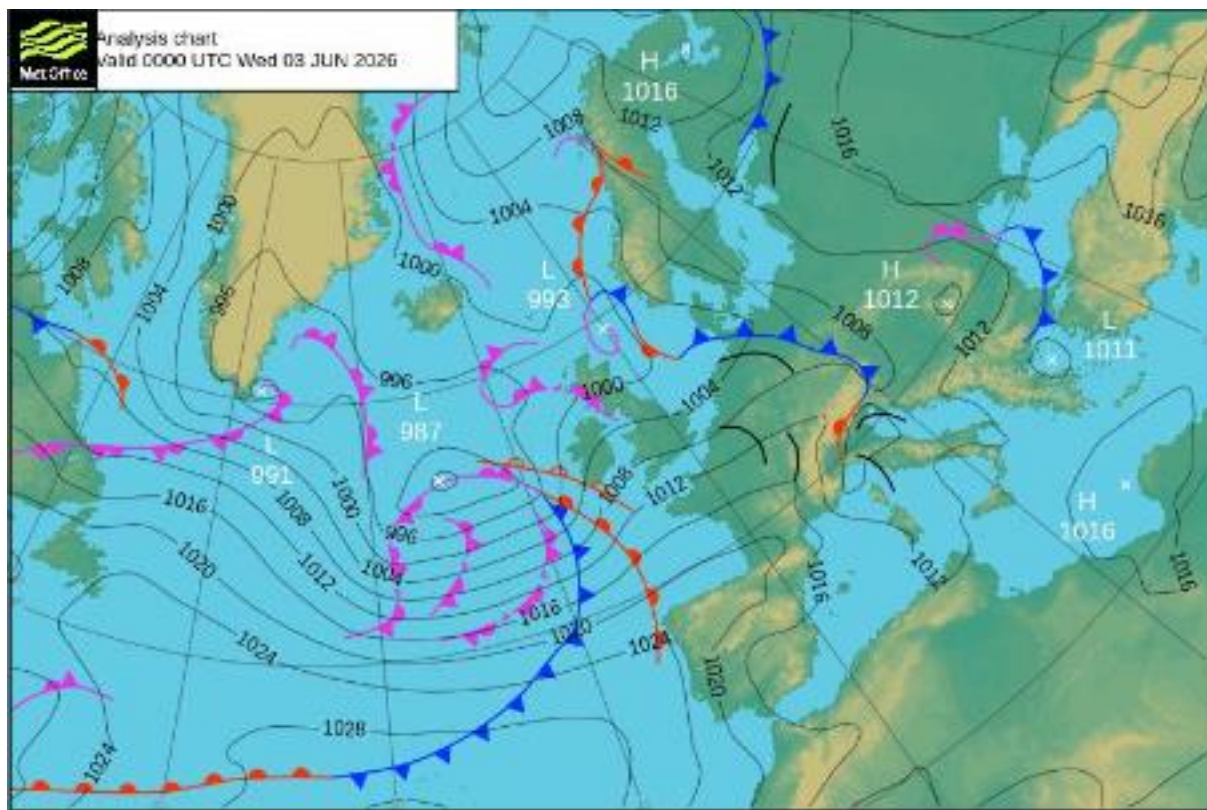
The winds are veering letting us follow the Rhum line. When we get within 200 miles we can motor if the seas calm down.



Woke up around 9am steadily trimming Clio. Getting the vane to stand up is the time to engage it.

Blige was full of enough water the
Fuel tank floated. A big no no. Established 3 minute bilge pump run at beginning of watch. Will check and record every 4 hours.

Rewired back stay to secure flag holder aft. Maybe I made it too tight.

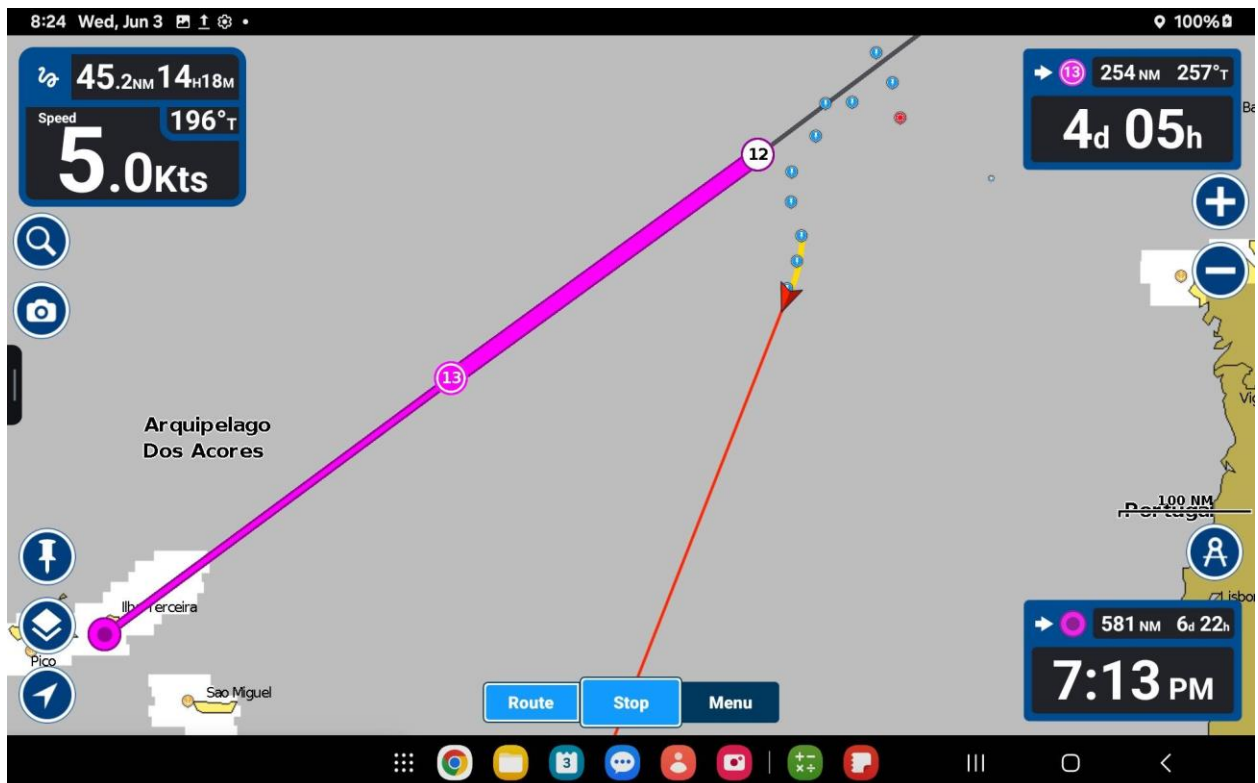


Noon Wednesday, June 3
43°20'N 015°32'W 33nm MG

4pm
Starboard Southerly Tack
TWD 267° TWS 23kts SOG 4.5kts COG 220°S AWA 59°S TWA 66°S AWS 25kts



Heavy seas for half the day. By afternoon they abated and the slightly fallen off course made it more comfortable.



We're fifty nm off course and hope to make them up over the next several days with favorable winds above West. When they drop below West, we'll change to the Westerly tack and get back to the Rhum line.

Three rice mixes for dinner. Hoping things settle down to make bread and transfer fuel. The sea has settled down, and we have fallen off 10 ° to stop the staysail and main from flapping.

Willard cleaned the interior deck.

8 to Midnight watch

3 min Blige pump run. Willard checked the holes I drilled into the bow and patched and they were not leaking.

All the leaks have raised their ugly heads. Various drip cloths are in effect. There are dry areas.



First tanker in a while, off 3 miles.

9pm

Starboard Southerly Tack

TWD 275° TWS 29kts SOG 4.5kts COG 231°S AWA 45°S TWA 53°S AWS 24kts

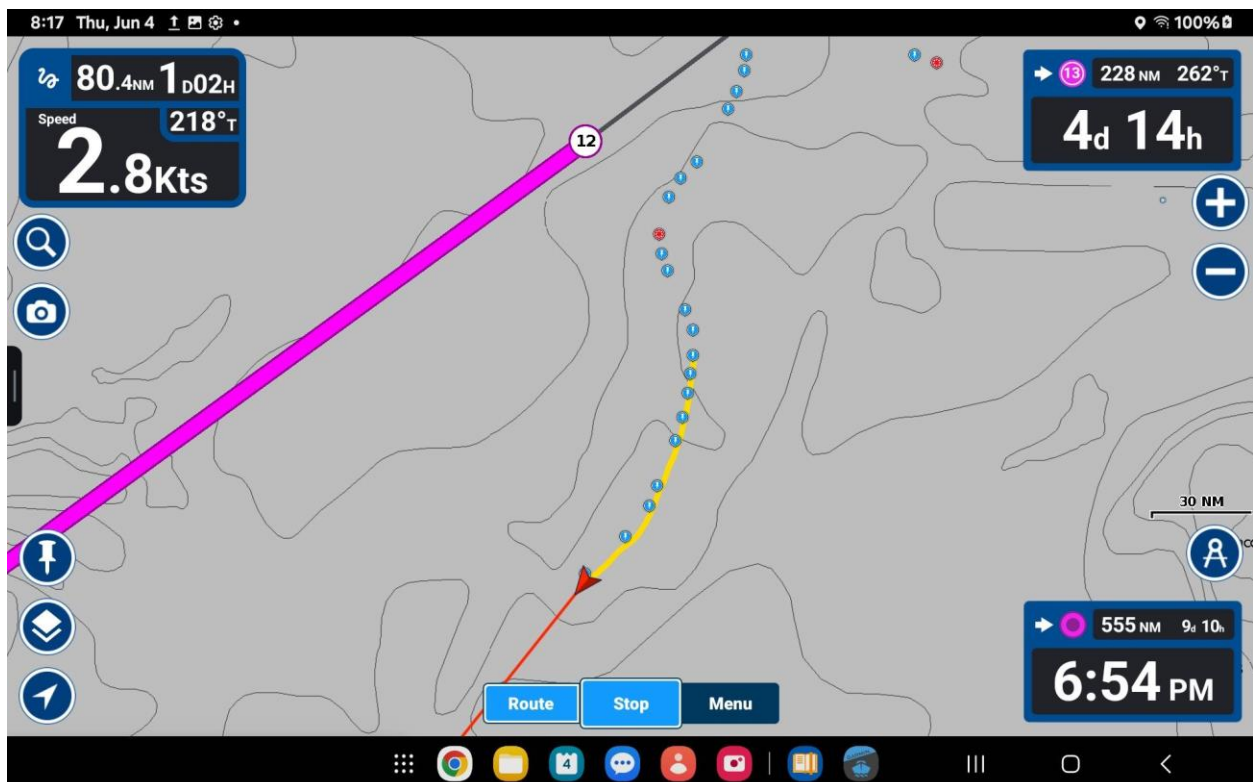
Reseated the head vent hose hold down. Replace the paper and wipe bag.

Taking a dump is a masterful attempt at grace under violent gyrations. The head is not well bolted down so you have to be gentle. Afterwards you turn the crank to mix everything with a

steady turn until you know it is mixed consistently. The solids go into coconut cuer. A half cup of septic tank ensime is included. A fan dries out the solids. We also have a wind turbine which works perfect on a starboard tack. No smell!! Urine is diverted into its own bottle and emptied often.



Wednesday, June 3
A dream with the cast of Cabaret.



9pm

Starboard Southerly Tack

TWD 300° TWS 17kts SOG 3.5kts COG 250° AWA 55°S TWA 62°S AWS 20kts

Solid tack on Rhum line although 127nm from Rhum. Will try to sneak every advantage to use this fair wind that allows us to sail to the Rhum while on this long multi day tack. We've never seen the wind from 300°! It's still a headwind but one we don't have to tack to.



Finally made an outhaul for the boom vang. Ours is a boswain chair. The line going forward holds it when it's being changed. When we move the main sail from one side to the vang is moved. It holds the boom in place if the main sail sheet is loose. It keeps the boom from moving.

Cleaned cabin deck, cockpit deck.

Put out the Yankee. We need as much speed as possible.



Tried to clean connections to our JPL Flip 6 Bluetooth speaker. It got soaked when a wave launched over the bow and into the cockpit. I used electronic solvent. I might have gotten a little high sucking it out with my mouth. Soaked another C plug and stuck that in there. It's working. Will likes to hear Typee by Herman Melville. Now in a plastic bag!

Get the last of a bowl with fingers. Rinsing and drinking the rinsing water. Formalities go out the window on long voyages with three. The pee bottle gets passed around. You clean up by licking your spoon and putting it back in the draw. Lick your plate, rinse in sea water and stow without drying. Lick everything. If cleaning a pot or container, put a little fresh water in it, spack it around to clean the sides then drink the water.

On my first crossing we forgot dish soap. The captain loved paper towels so I, as cook, just wiped and stowed.

8 to Noon watch.

Cleaned decks, ships have only decks. I take responsibility for cleaning the decks because I shed.

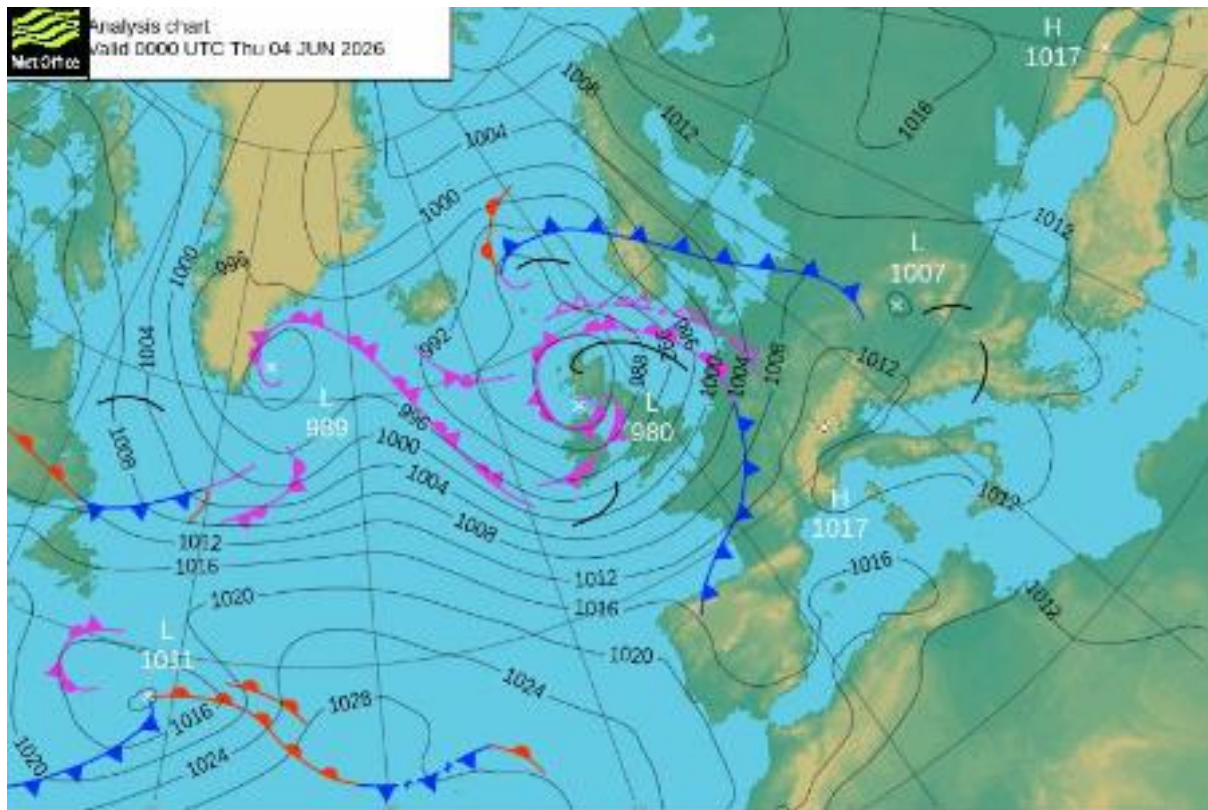
There are no ceilings, only overheads.

Snagged oil receptive absorption cloth from bilge. After putting some diesel in the bilge, we finally have it out

.

Pumped for 4 minutes.

No coffee except instant coffee.



Noon Thursday, June 4
42°23'N 016°29'W MG 66nm



Put out all sail we could. Getting sometimes 6kts! Every nm made good, meaning sometimes your distance is at an angle to your destination so not every mile counts for a mile made good.

The best run yet. We needed this for crew moral.

Went on deck to have a look see. Oiled the goose neck. Looks like it's been sorely neglected. Must remember to oil all blocks when on harbor.

Laid in a lower level of beer in the frig since vegetables are being depleted. The beer will hold the cold.

UN Vatican Radio 5 to 6pm 15595 kHz 5:30pm

Transferred fuel & water. Ricardo on the water, Tom on the fuel. Since the bilge filled all the grim went to the water bottles stowed in the bilge. So Ricardo had the messy job.

Transferred 9-½ gal of fuel.

Running the engine now for an hour to charge the house batteries. We left the frig running on lowest all night and the protocol is to turn it off at night.



Played guitar. Video editing. Had cocktails with Will after making him some hot noodles with bullion.

7pm

Starboard Southerly Tack

TWD 270° TWS 8.2kts SOG 3.5kts COG 186° AWA 46°S TWA 65°S AWS 10kts

Expecting wind to back, meaning turning to the left. Once TWD gets to WSW 202.5° we will tack to the Westerly tack. Our course should be northerly towards the Rhum line which is 157nm away. We have 12 hours of this wind and will cut 30nm off the X track, the distance from the Rhum line.

When we tack our direction changes 120°. Clio does not point into the wind we'll. But since we've been having to point into the wind a lot this voyage, we are getting better. We've set the turning blocks for the sheets to allow pulling the sail flat as possible. Meaning having the sheet go through a block nearer the centerline of Clio. The main has a traveler to move the block to

the extreme opposite side. We still have new sails and they do an excellent job with our direction.

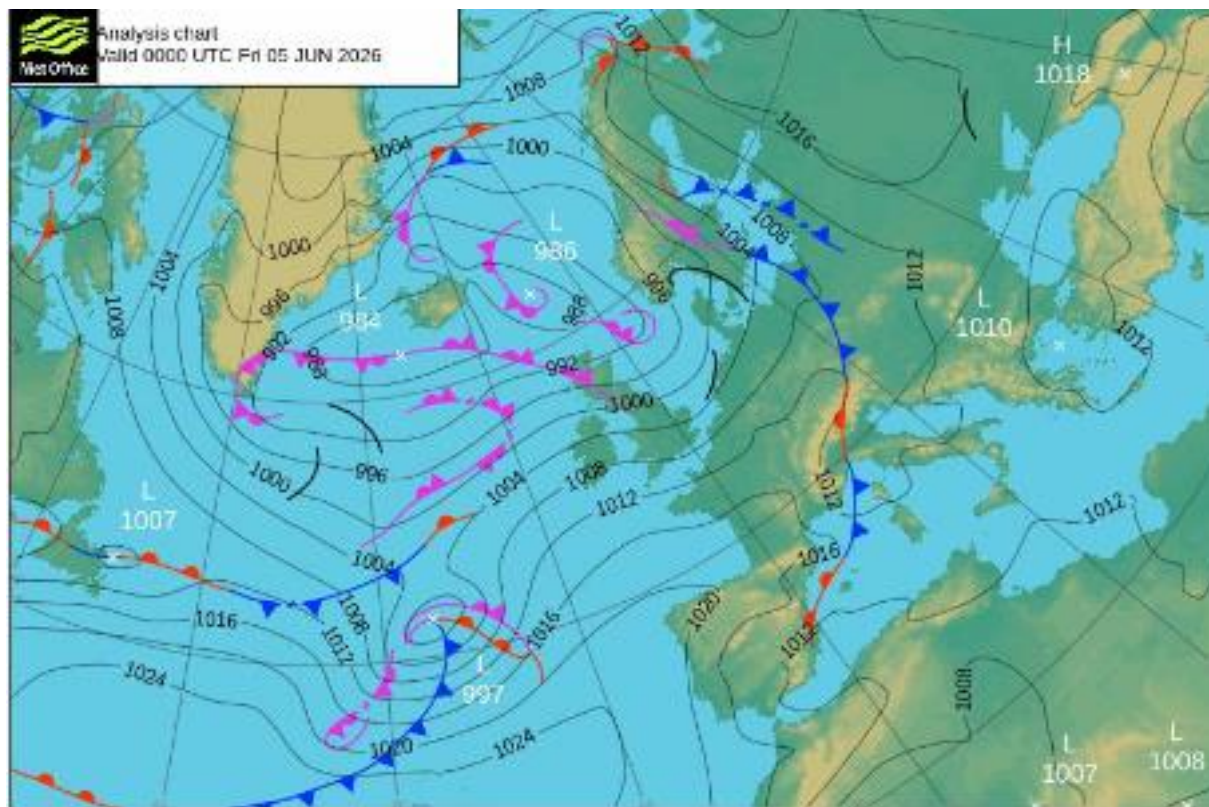
The Rhum line to us is the direct polar route. Some say it is not the right description. We all have a lot to learn.

10:30pm

Port Westerly Tack

TWD 240° TWS 12kts SOG 2kts COG 335° AWA 71°S TWA 81°S AWS 13kts

Our three day southerly tack has ended. We're 150nm off our Rhum Line. We stay on this for two days, with strong winds because the winds are WSW. Heretofore they have been from the NW helping us get south.





Friday, June 5

4 to 8am watch

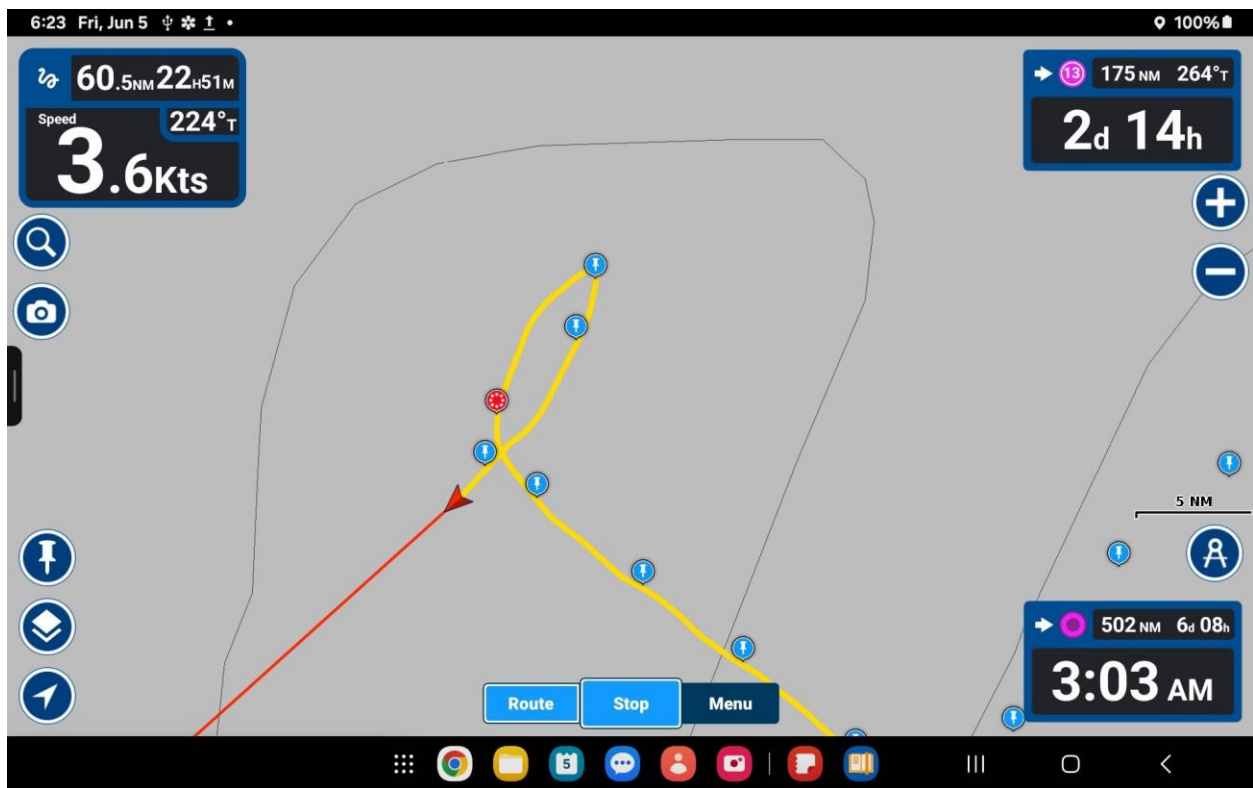
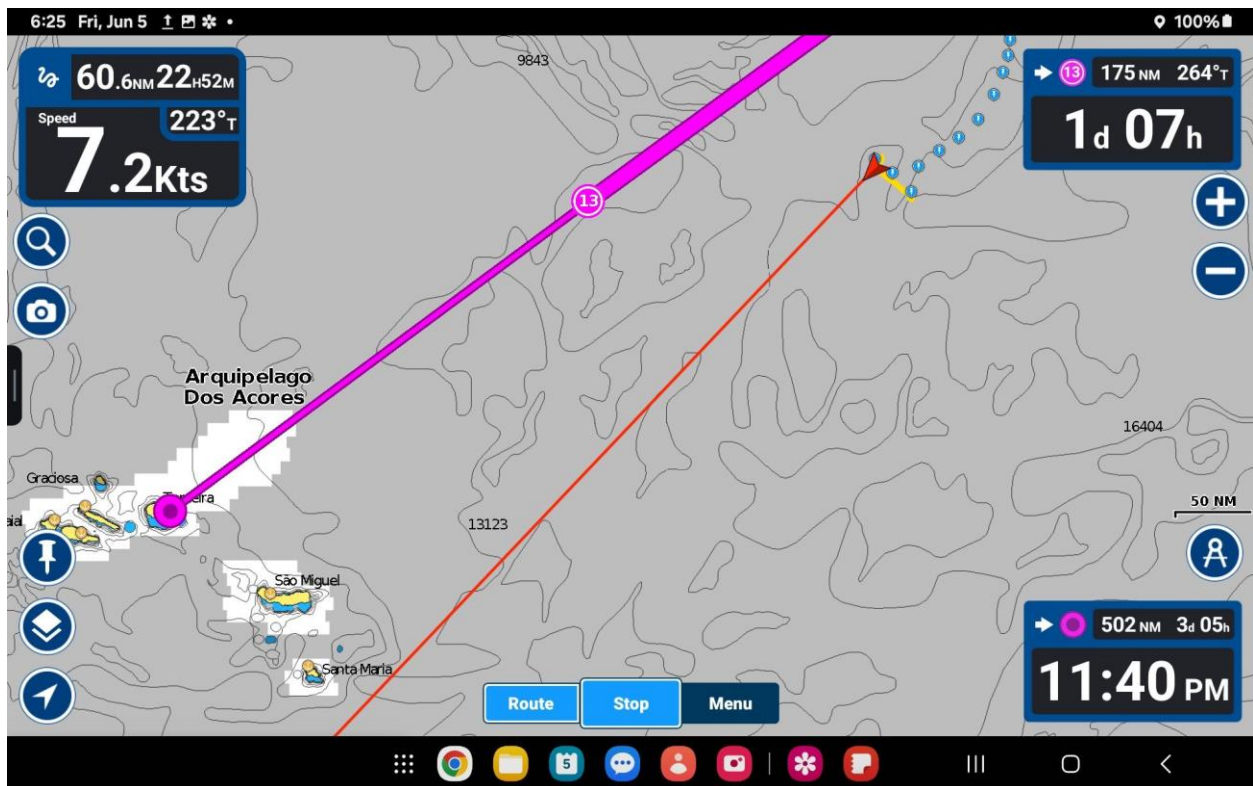
45 minutes ago, winds kicked up to 21 kts. Clear, bright moon, slightly cloudy

Port Westerly Tack

TWD 242° TWS 20kts SOG 3.5kts COG 321° AWA 63°P TWA 72°P AWS 20kts

Finally used a twist tie to shut up two rattlers, the zippers on the Bimini. They were on the overhead of the enclosure, so they vibrated with the wind blowing over the top.

High winds predicted till 11am. Making 4kts rarely. Good sail set for getting through this.



Friday, June 5
4 to 8am watch

Been working steadily since then. Winds picked up to gale force. Then we jybed to get back on course. Finally have made up the distance the gale took us backward. Weather does not look favorable. Too rough to cook. At one time had the boards up. Put clevis pins in the three cockpit lazarettes. Things have calmed down to but the seas are still high. Some times water would come across the deck. The dinghy and enclosure are doing well. We all three just stayed inside like many times in the North Atlantic crossing
Making 5 Knots with partial main, Yankee and staysail.

Noon

42°20'N 017°23'W 32nm MG

9pm

12.8 12.1

Put slip ring in backstay

Things to do:

Transfer fuel

Move flag cleat down

Oil wet locker, gallery hinges, zippers

Oiled alcohol cans.

Rivet starboard lazarette hatch and put clevis pin in aft lazarette.

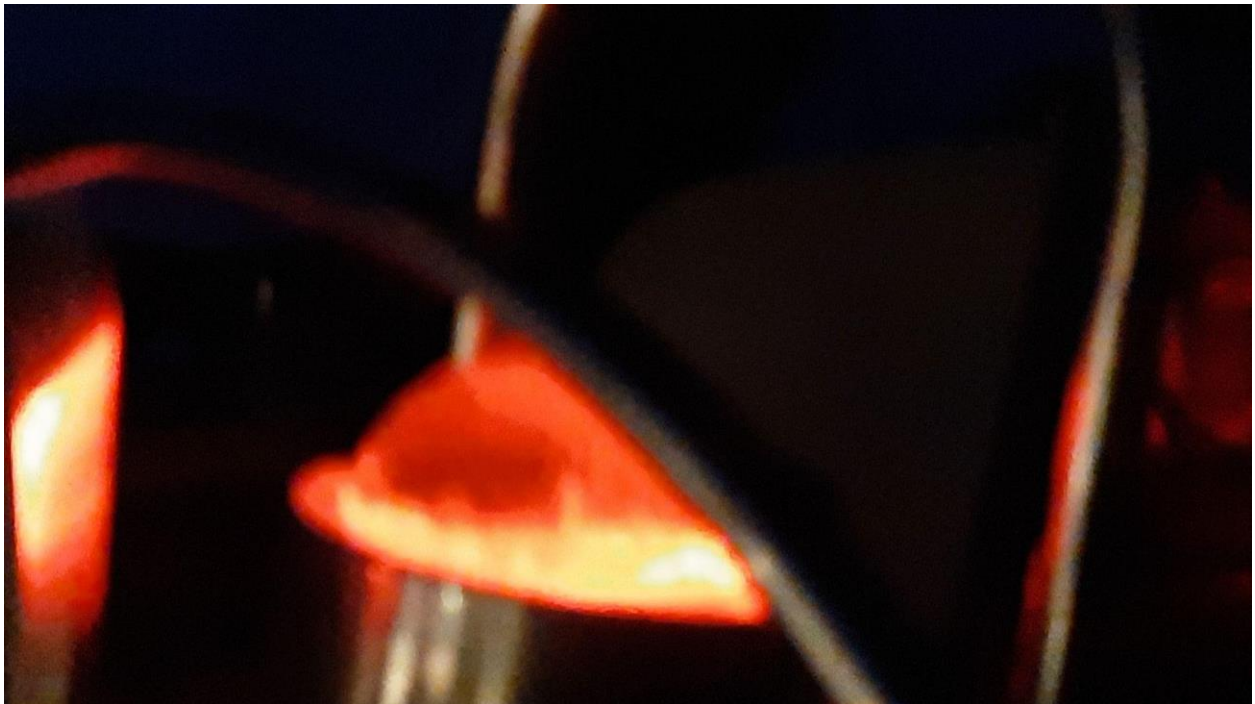
Rig cigarette leads to steaming light.

Find clasp

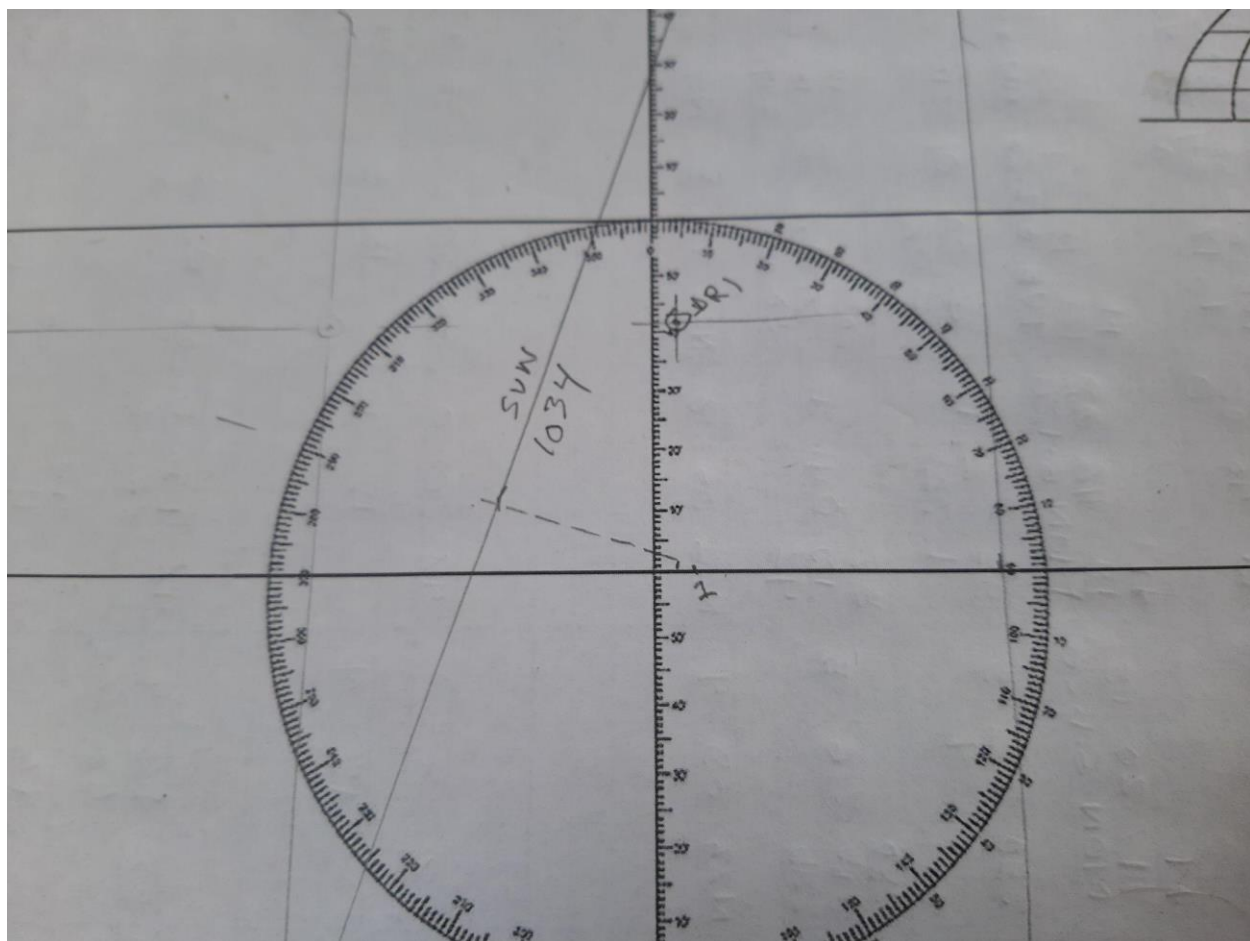
Oil shifter & throttle

Put drip cloth over electric panel

Seat port interior wood strip with butyl.



Friday, June 5



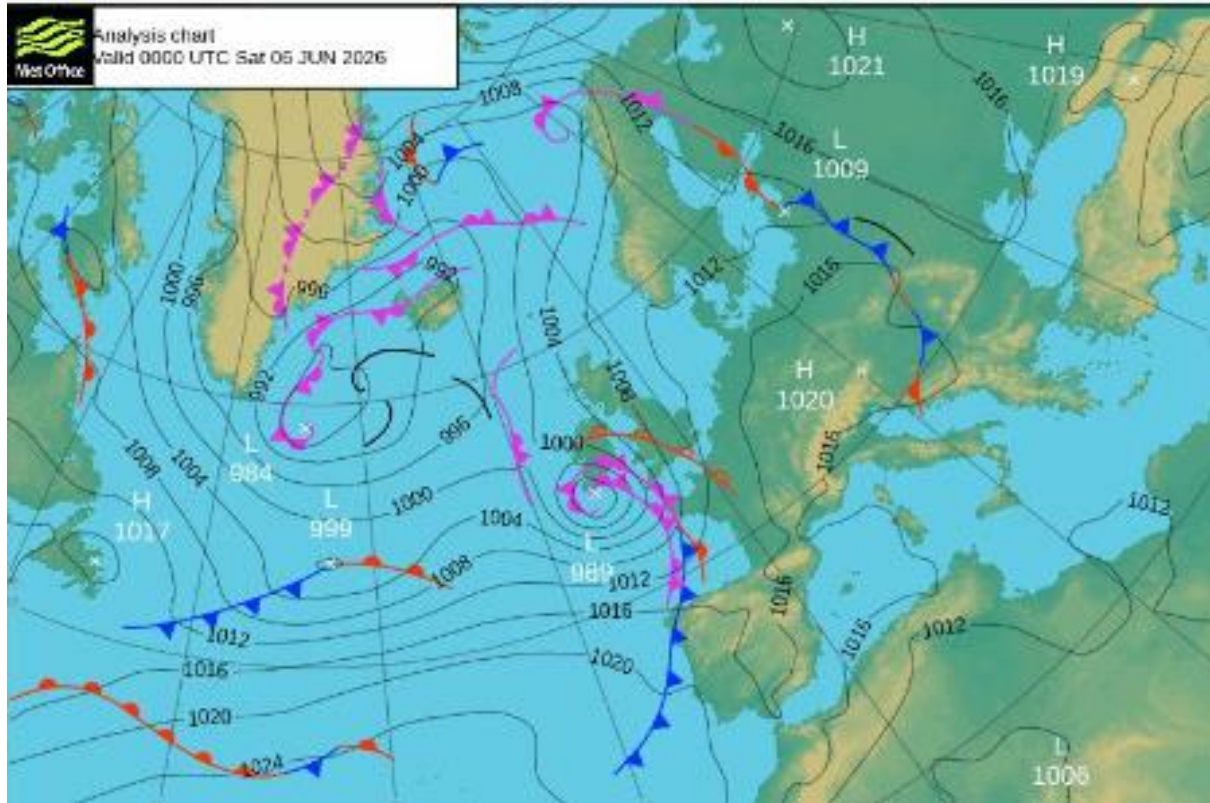
H.O.249

Vol. 2

LHA > 180 Zn = Z LHA < 180 Zn = 360° - Z 084° - 537.49

		m		m		m		m	
1	Celestial Body	SVN LL		SVN LL		SVN LL			
2	DR Latitude	N	42° 17' .62	42° 10' .25	41° 42' .75				
3	DR Longitude	W	016° 39' .86	016° 49' .77	017° 57' .08				
4	Date (Local)	THU 6.4.26		THU 6.4.26		SAT 6.6.26			
5	Watch Time	2 h 55 m 08 s		3 h 59 m 40 s		10 h 34 m 08 s		h m s	
6	Watch Error	Fast - / Slow +		0		0		0	
7	Zone Time								
8	Zone Descr.	W+		+1		+1			
9	UTC	12 55 08		16 59 40		10 34 08			
10	Date (at Greenwich Meridian)	THU 6.4.26		THU 6.4.26		SAT 6.6.26			
11	"v" correction (P or C) + / -								
12	GHA (hr)	12° 55' .		72° 54' .6		337° 49' .9			
13	GHA increment (m:s)	1 17		2 25 0		1 02			
14	"v" correction / SHA (★)								
15	GHA	374°		75°		338°			
16	Assumed Longitude	W -	16° 12' .0	16° 19' .6	17° 51' .9				
17	LHA	358° 00' .0		59° 00' .0		321° 00' .0		° 00' .0	
18	"d" correction (P, C or C) + / -								
19	Declination (hr)	N / S	N 22° 28' .2	N 22° 29' .3	N 22° 40' .5				
20	d corr.	+ / -							
21	Declination	N / S	°	°	°				
22	Index Correction Off + / On -								
23	Dip Correction () -								
24	Sum	+ / -							
25	Hs (Sextant Altitude)	°		°		°		°	
26	Ha (Apparent Altitude)	40° 40' .		48° 20' .		51° 42' .0		°	
27	H.P. C (Horizontal Parallax)	+ () -		+ () -		+ () -		+ () -	
28	Main Altitude Correction + / -	14' .9		15' .1		15' .3		°	
29	Additional. Alt. Corr. + / -							°	
30	Subtract 30' for Moon UL (C) -							°	
31	Sum	+ / -						°	
32	Ha (Apparent Altitude)	°		°		°		°	
33	Ho (Observed Altitude)	40° 54' .9		48° 35' .1		51° 57' .3		°	
34	Tab. Dec.	N / S	° 28' .1	° 29' .3	° 40' .5				
35	Dec. Diff.								
36	d (Table)	+ / -		39		37			
37	Hc (from Table)	°		32° 53' .		52° 09' .		°	
38	Correction	+ / -				25		°	
39	Hc (Computed Altitude)	°		°		52° 34' .0		°	
40	Ho (Observed Altitude)	°		°		51° 57' .3		°	
41	Intercept	A / T				A 36.7			
42	Z (Azimuth, from Table)	°		100°		108°		°	
43	Zn** (True Azimuth)	° (T)		° (T)		108° (T)		° (T)	
44	Assumed Latitude	N	° 00' .0	° 00' .0	° 00' .0				
45	Assumed Longitude	W			° 00' .0	° 00' .0		° 00' .0	

** Northern Latitude, for LHA > 180°, Zn = Z... and for LHA < 180°, Zn = 360° - Z

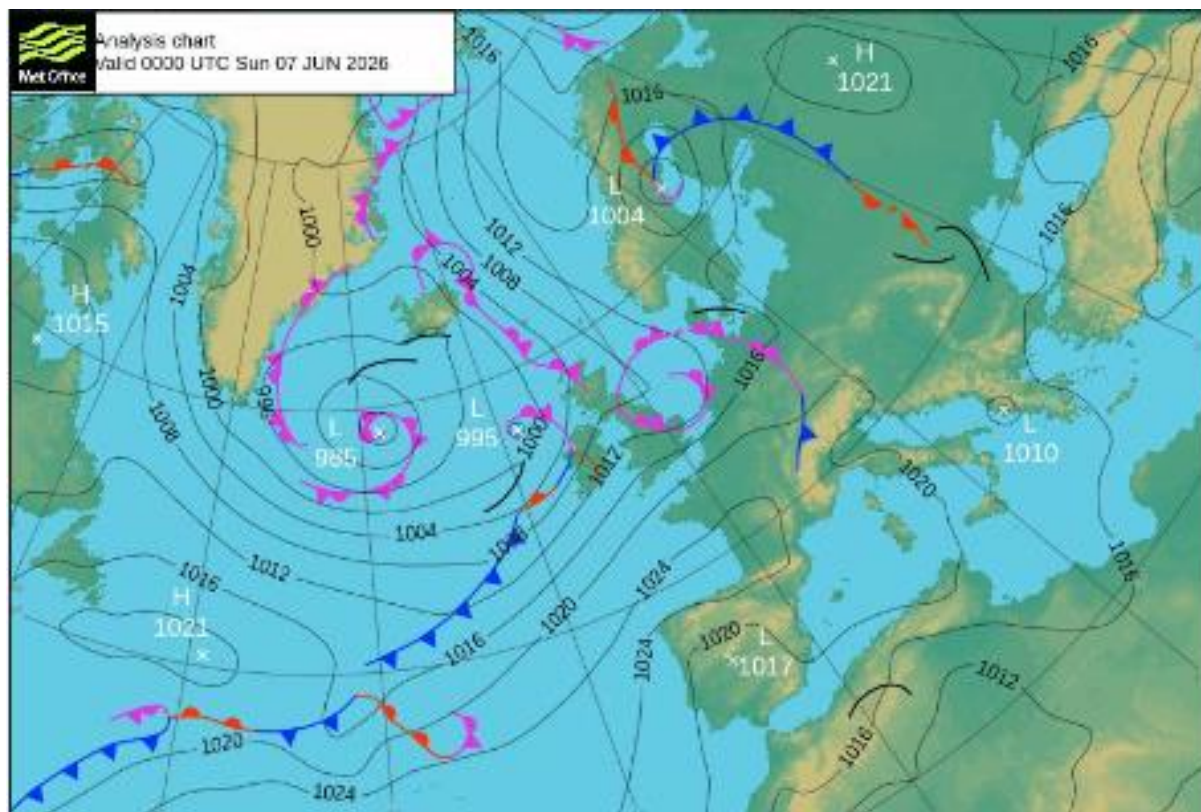


Saturday, June 6

Sextant use turned out to be a lesson in getting a good sighting in a topsy turvy boat. Many times, the horizon was difficult to discern.



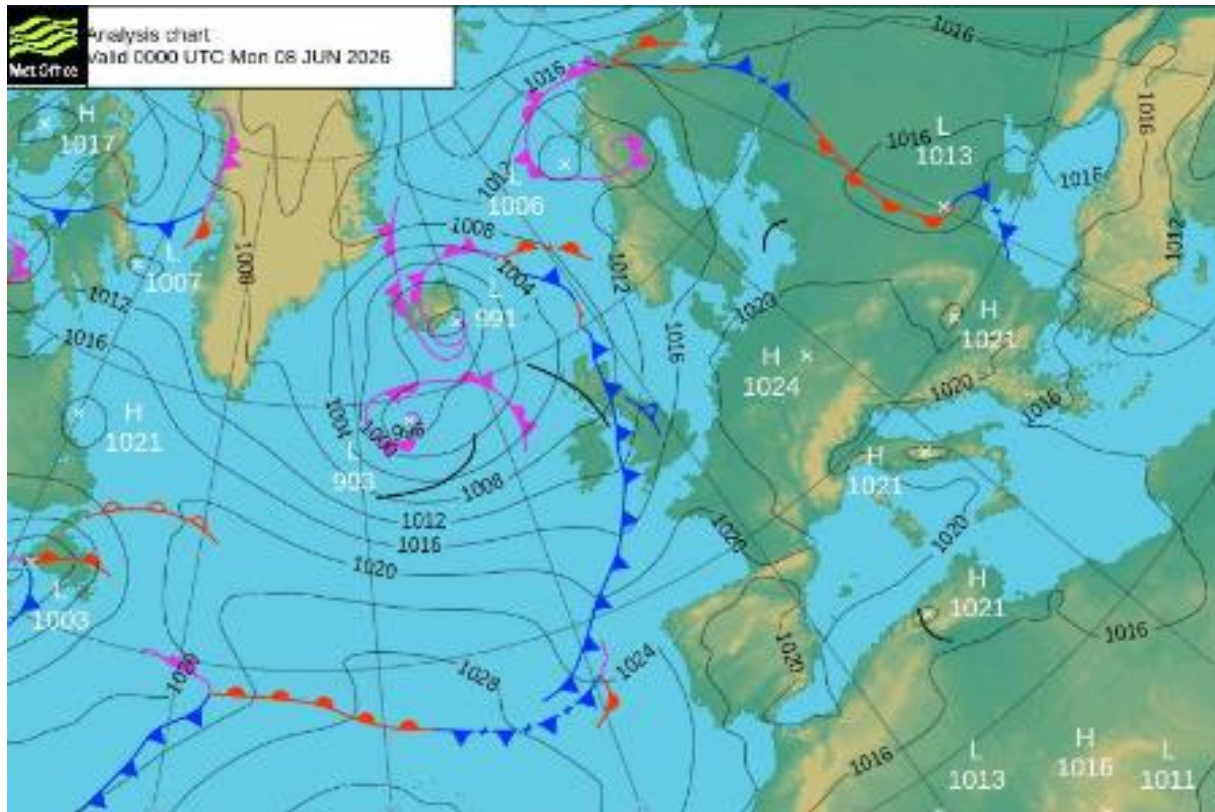
Found a new cup holder.



Sunday, June 7



The solar panel battery worked like a charm.



Monday, June 8



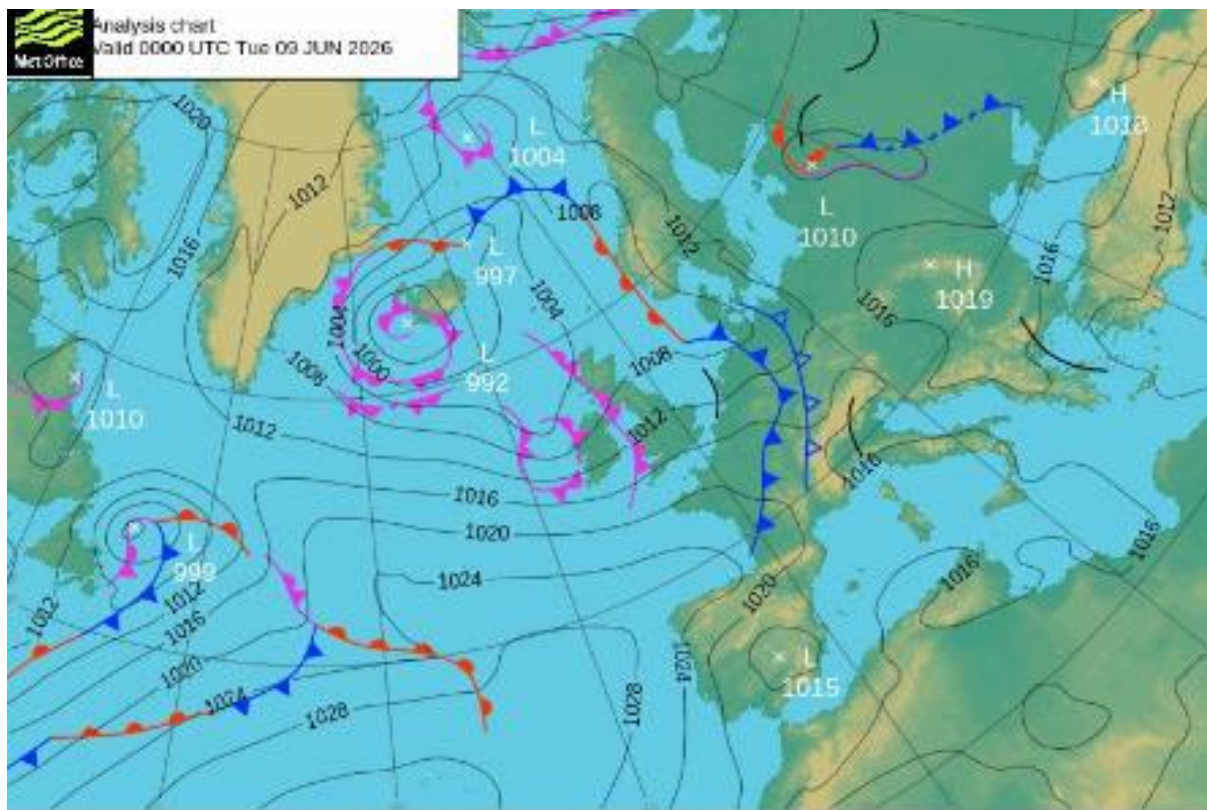


Finally fixed the prop for the nav table so it's level.

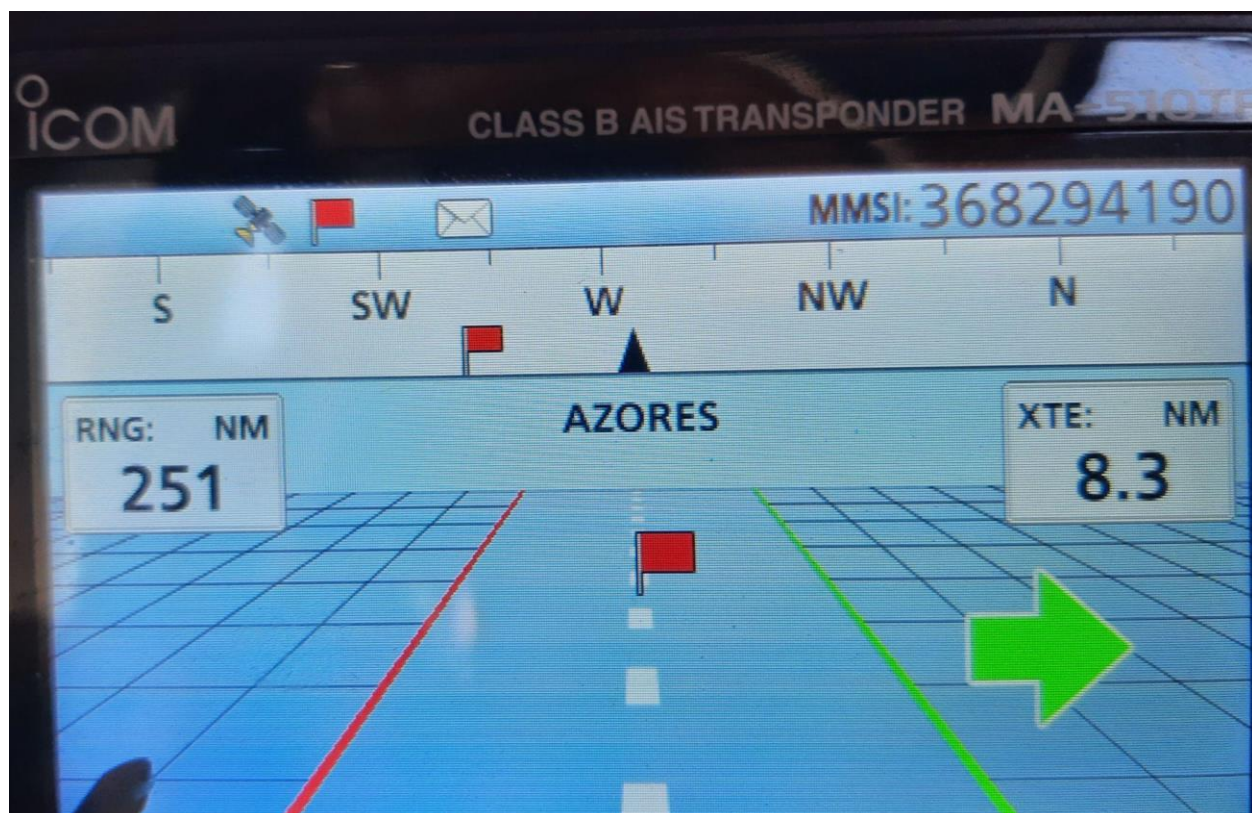




Willard saved the day by catching the wine vane holder before it fell in the ocean. Earlier I had not wrapped the pin that holds it on enough to make it secure. From now on we will have a line on it secured to the boat.



Tuesday, June 9

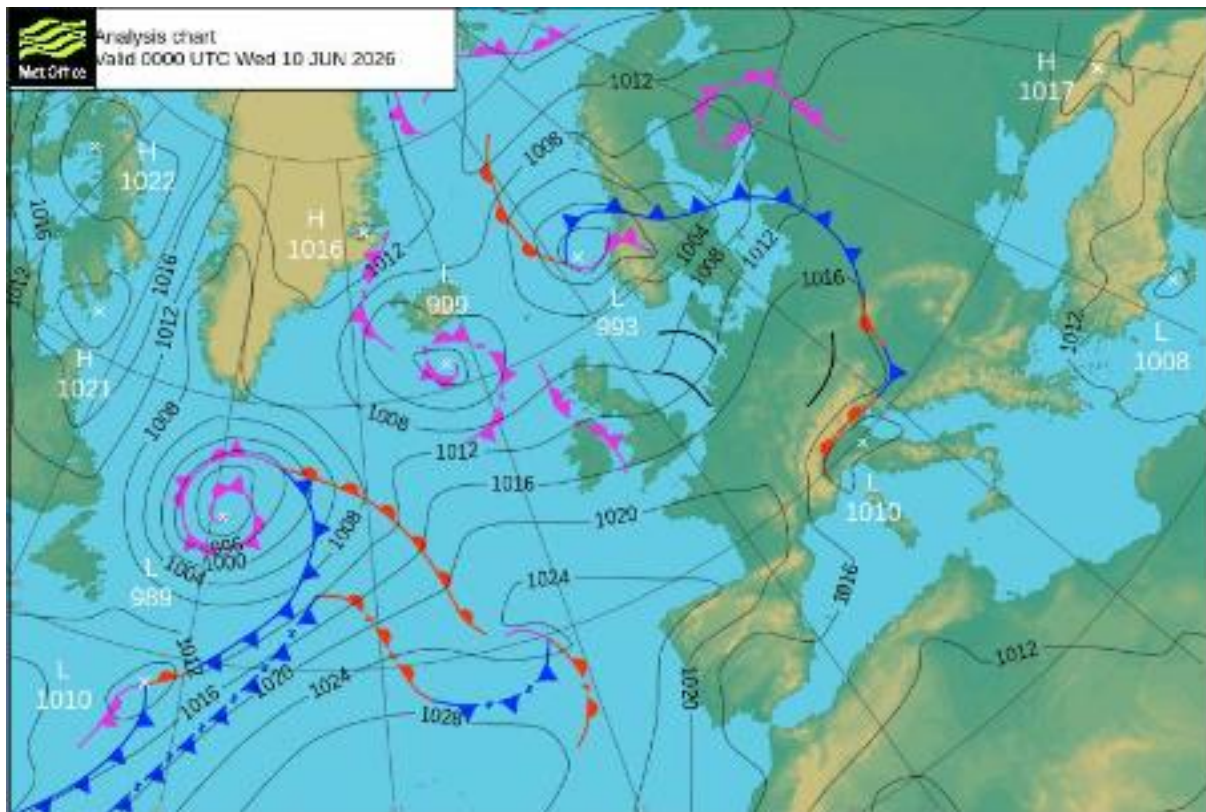


Finally under 300nm.



Jury rigged cell phone holder for taking video.





Wednesday, June 10





Moved the flag halyard cleat down out of the way of the sheets but had to moved it even lower and orientated forward next to the lifeline.

US S/V Clio 22 days
out of Portland Marina
Weymouth UK. Bound To
Terceira Azores with
200 nm miles to go.

Onboard Willard Sunderland
Owner, Tom Lohre captain
Ricardo Luis 3rd mate.

thoslohre49@gmail.com
513.236.1704 Tomlohre.com

32' Bayfield out of Port Clinton
Lake Erie

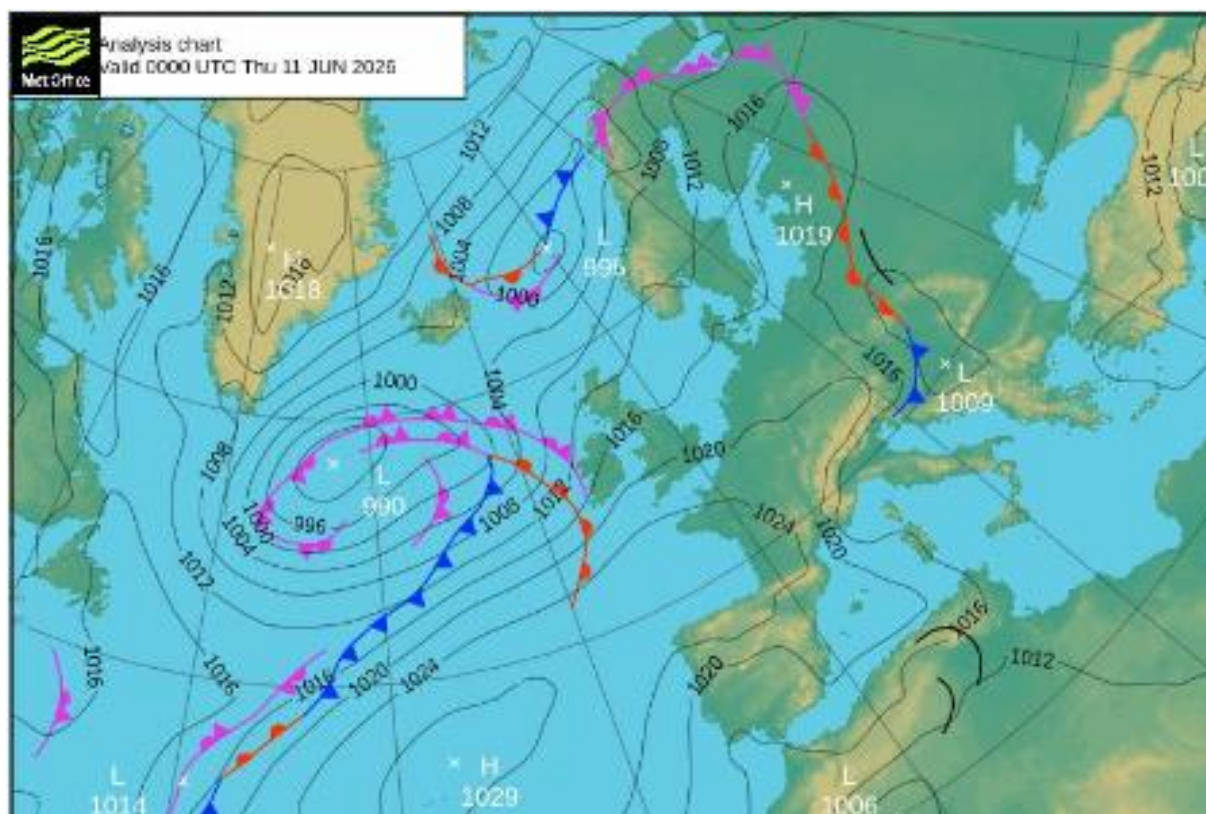
513.729.9999

859.444.5699

Greater Cincinnati and Northern Kentucky

on a 4 year voyage To Australia
back

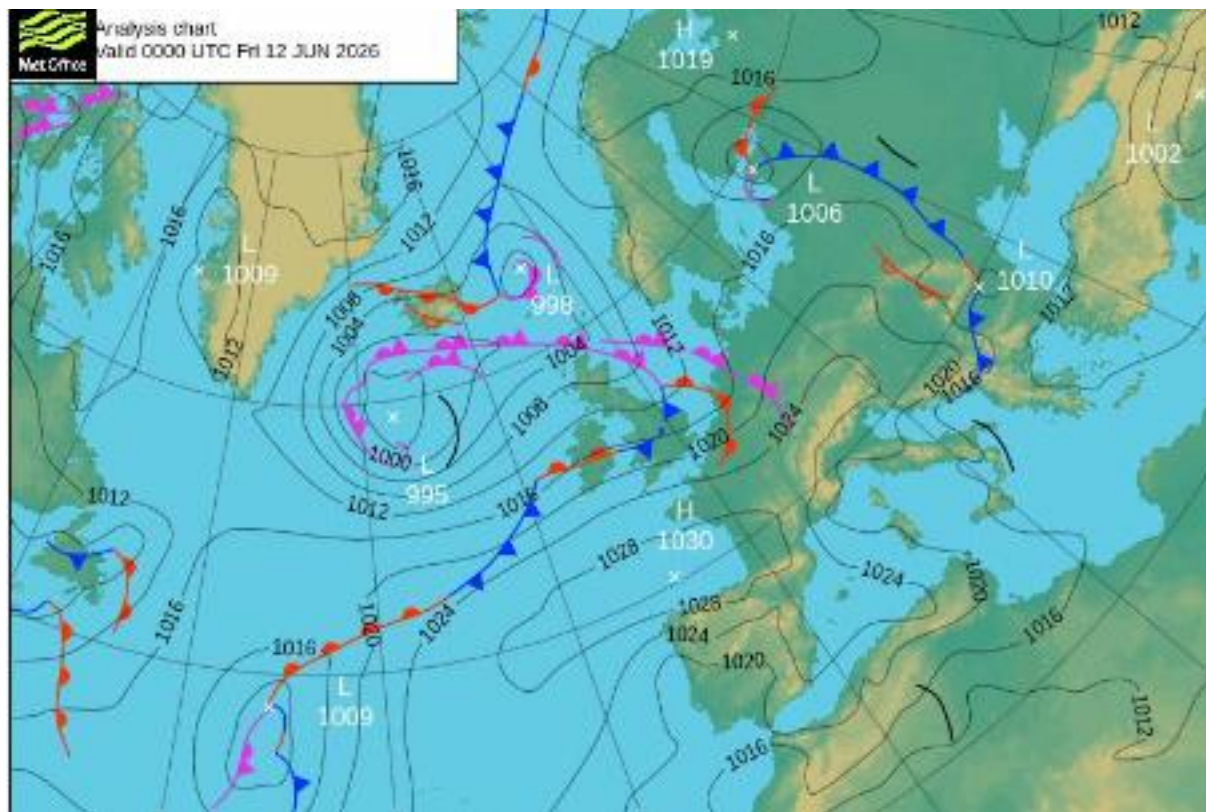
Message in a bottle.



Thursday, June 11



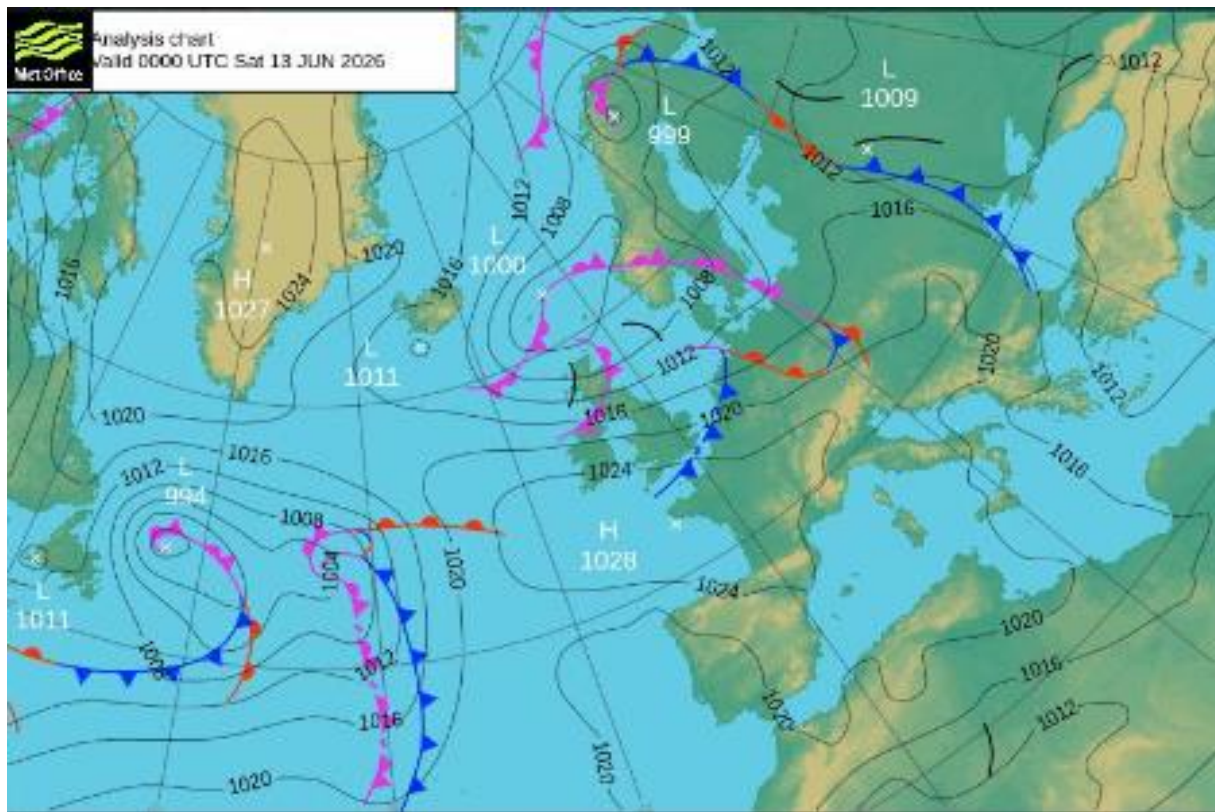
My stuff in three 6mil bags, one for stuff, one for warm clothes and one for light clothes.



Friday, June 12



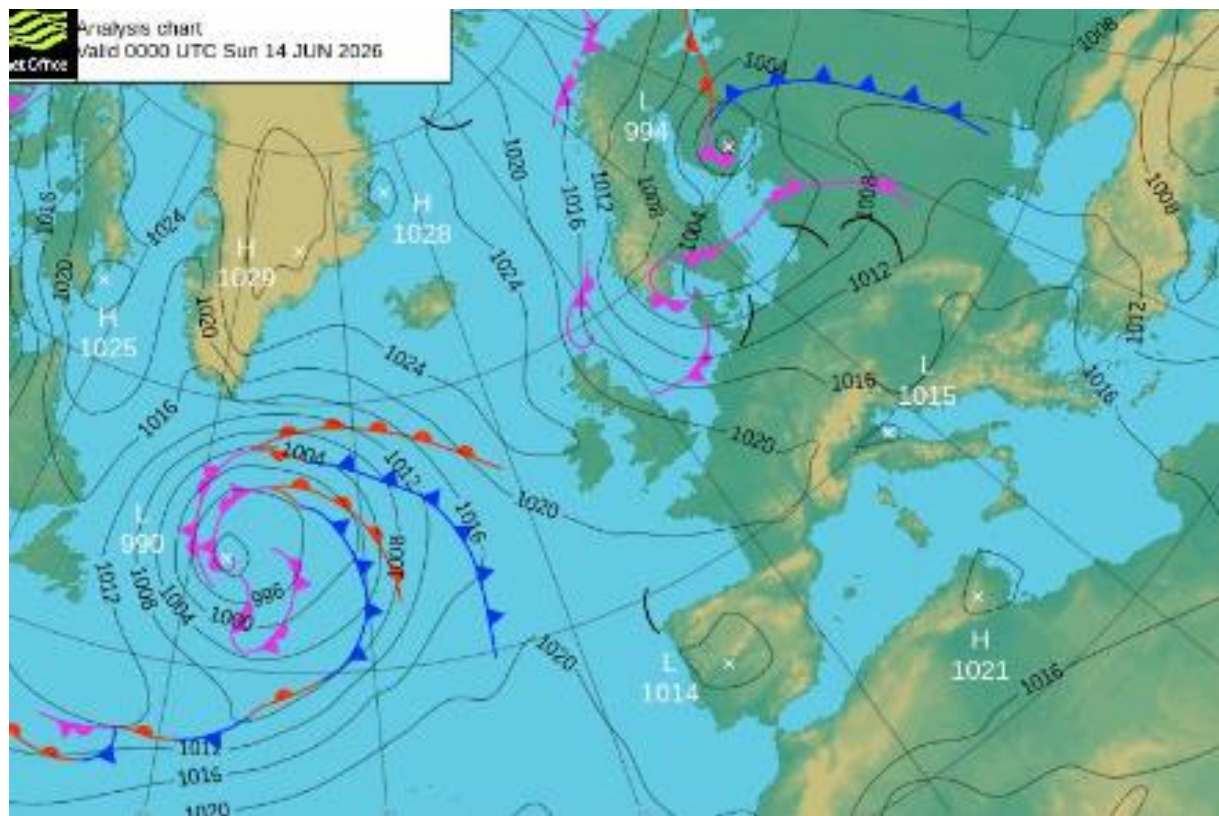
Last cans of beer moved to the frig.



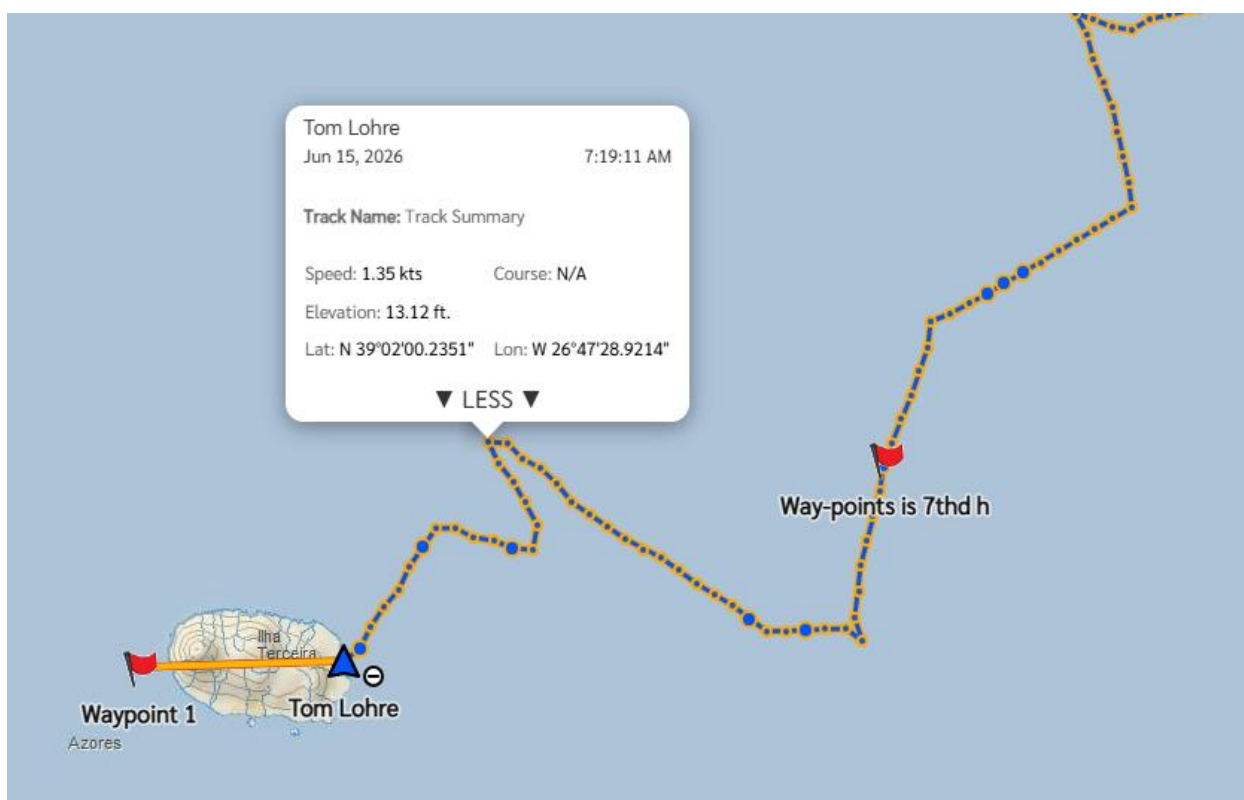
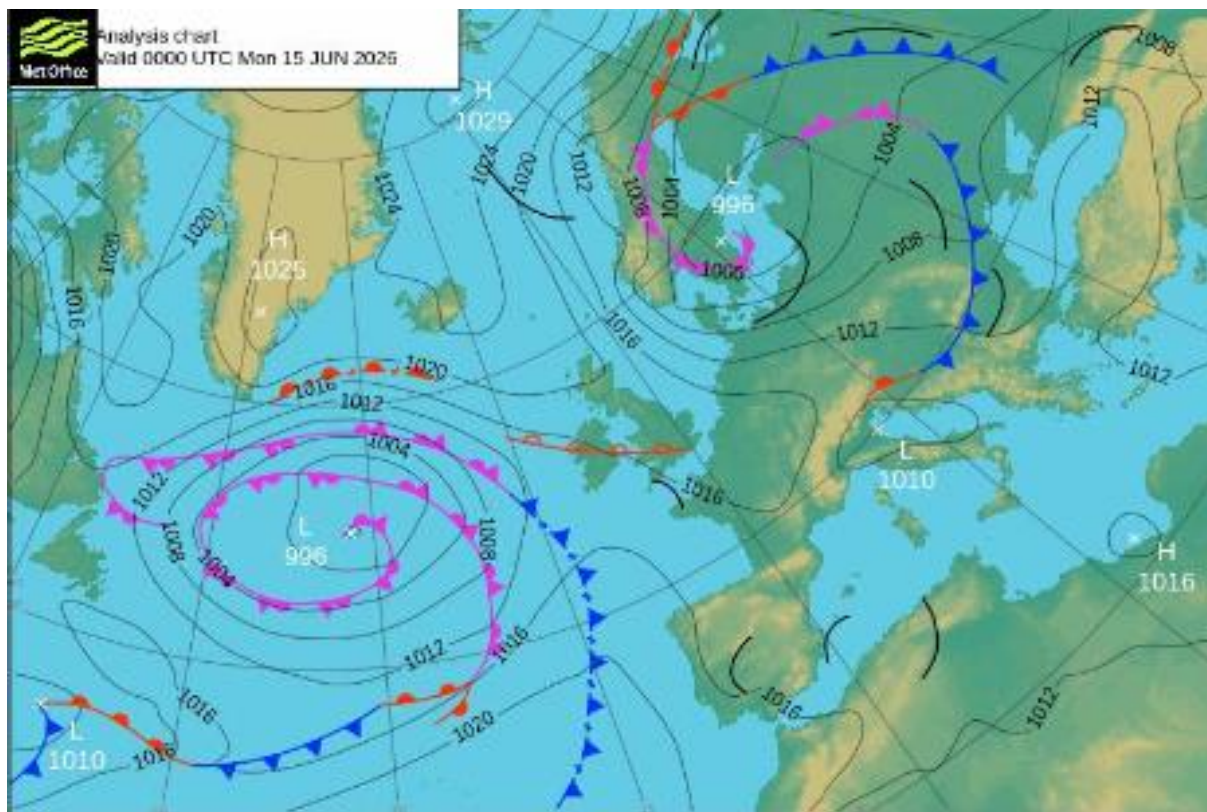
Saturday, June 13



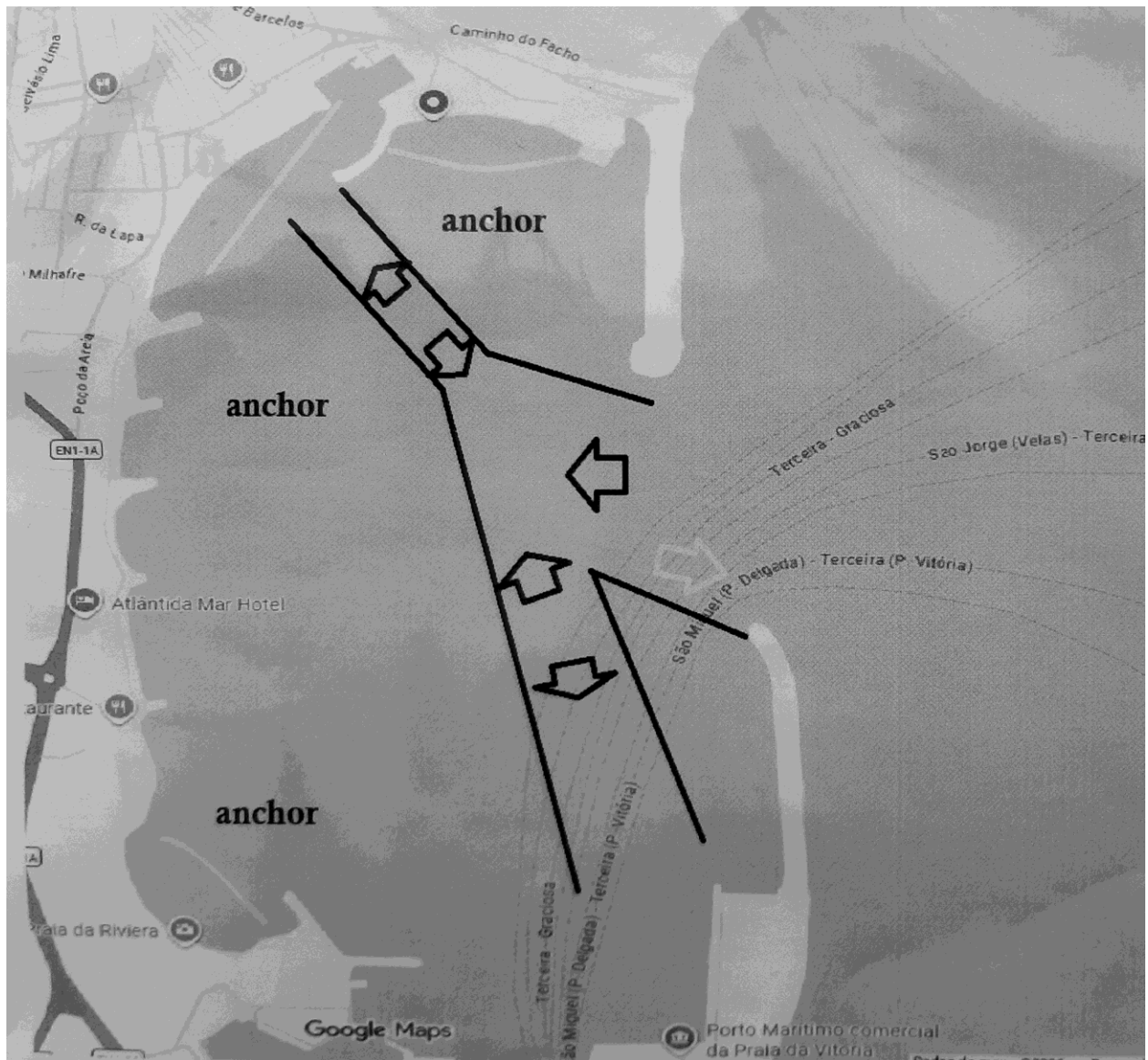




Sunday, June 14



Monday, June 15



We did not anchor in the right area but we did have two-hour watches over the night. Then at 6 am we declared our anchor was secure and all went to bed till 10 am. Anchoring is free and when the festival happens you can be sure there will be boats filling the whole anchoring area.

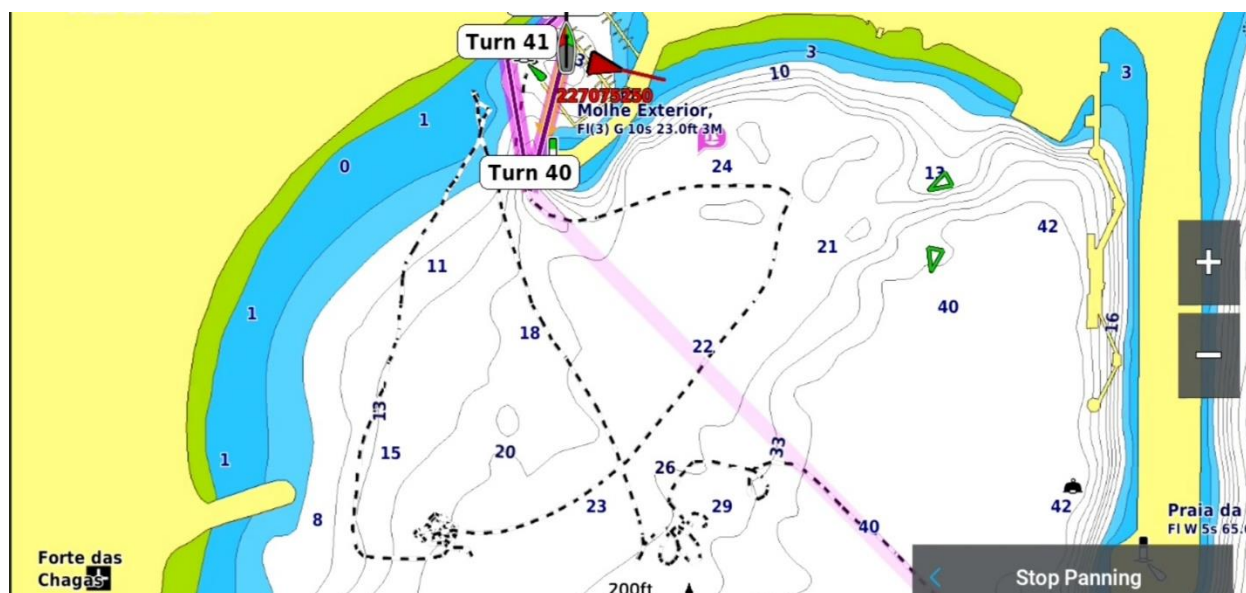


The 2026 Festas da Praia da Vitória 2026 takes place from July 31st to August 9th on Terceira Island at the Marina and Beach of Praia da Vitória.

https://www.cmpv.pt/festasdapraia/?fbclid=IwY2xjawSjvWRleHRuA2FibQIxMABicmlkETB6MVZwMVdrYW5OSE9ncTc2c3J0YwZhchBfaWQQMjlyMDM5MTc4ODlwMDg5MgABHI53Kb-rrUZ8qfkKNhFIBhqEqdFWkTfJU1LbrmnjFC2eSBQTrBblaBfYhTVz_aem_sU4QTsym7H6slwd3oFJbqg



The view in the morning.



The tale of two tries.

Coming into harbor at dusk was also a challenge. You never go into an unknown harbor at night and then we ran aground, backed off and anchored until morning.



On our second attempt in the morning, we saw Nirvana slipping into a berth B16 that will be Clio's home till she goes on the hard in September and stays there until we arrive back on May 1st of 2027 to sail her to the Bermuda and later the Chesapeake.

Definitely a working vacation. It's a lot better vacation when everyone knows everything. Even I make mistakes. It's hard for three experts to make the same mistake

It's a Portuguese world. I will have to paint the Azorean aliens with wispy black hair with white, white skin and blue eyes.



Tuesday, June 16

All 15 years working with Willard to get this job done, we were always under pressure to get to the boat, work hard, then come home. The three months I'm spending here is the regular boating season we never had. It's like I'm on the boat in Lake Erie. Sorry it's so far away. There is a direct flight to Tericeda from Boston but it's \$3,000. Got a long laundry list of things to do for the boat but I should be able to paint a few Azorean aliens but when attempting to melt crayons on a paper drawing it scorched from the torch. I'll go to putting the paper on an aluminum plate over a pot of hot water.



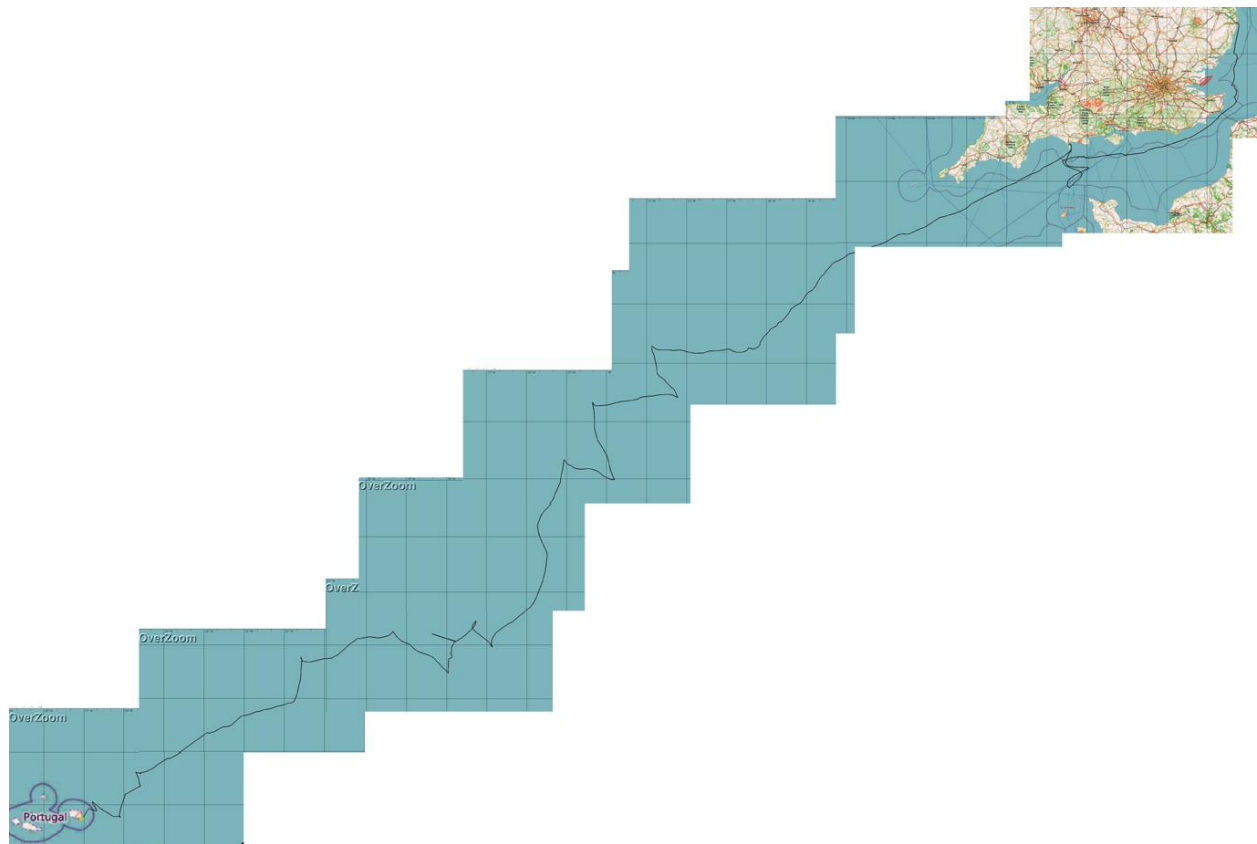
Wednesday, June 17

I found the art store much like Michael's and the coup de gras is they have jars of silver leaf. All the aliens have silver suits.

Summery

The weather was pleasant. We only experienced one gale. It was a doozy but in the normal way. We ended up in the cabin boarded up with locks on the lazarettes. We could have taken a roll over with the very shortened staysail and main giving us 3kts for steerage, but the gale rolled through and we settled into headwinds constantly. I really wonder if there is any favorable time to go.

Made it to the Azores after 34 days out of Lowestoft, UK on the North Sea. We had to stop in Weymouth for 3 days because of headwinds but once offshore there was no stopping, just headwinds, headwinds, headwinds. We mastered the art of sailing close hauled. By the end of the voyage, we could have shaved 5 days off our voyage because we knew what to do.

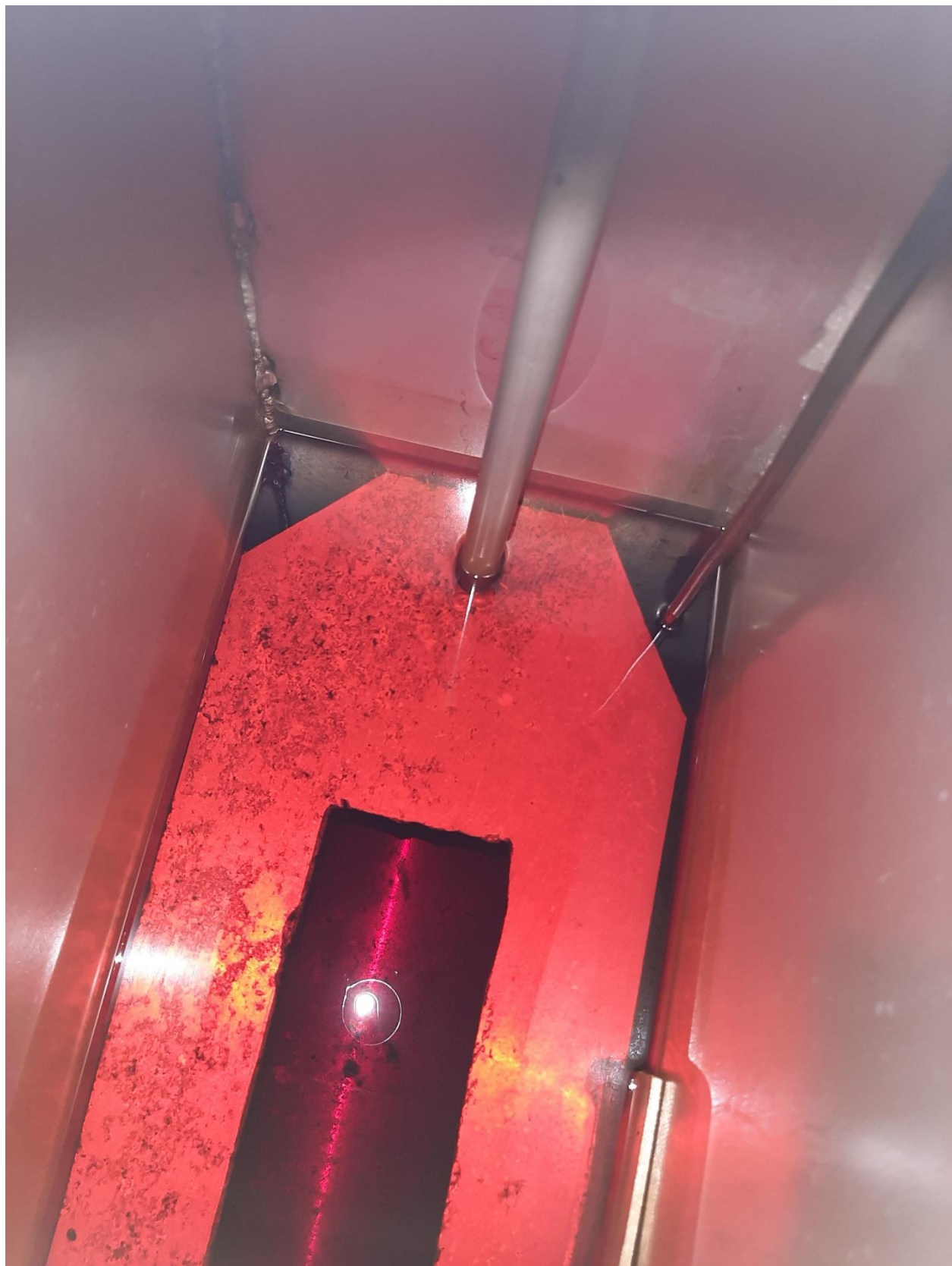


Looking at the image of our track you'll see plenty of gyrations. Passing by the northern most western part of Spain where our 3rd mate lives and has a boat was very tempting to give up and

go in. But no one was sick and nothing was broken so we struggled on. Even the last several days were challenging tacking until we knew we had enough fuel to get in. With a broken fuel gauge, we rigged up one that was even more sensitive, giving encouragement to go on. morning, we saw Nirvana slipping into a berth B16 that will be Clio's home till she goes on the hard in September and stays there until we arrive back on May 1st of 2027 to sail her to the US.

Definitely a working vacation. It's a lot better vacation when everyone knows everything. Even I make mistakes. It's hard for three experts to make the same mistake

It's definitely a Portuguese world. Maybe I will have to paint the Azorean aliens with wispy black hair with white, white skin and blue eyes. I found the art store much like Michael's and the coup de gras is they have jars of silver leaf. All the aliens have silver suits.



The image shows the back of the tank with the fuel intake and overflow tubes. Studying the fuel tank once docked, I discovered we were measuring from the top of the baffle giving us half the fuel not measured. Finally ordered a new fuel gauge. Now to find out where to put 15 more gallons of fuel. When the water is smooth as glass that's the time to motor.

Check out Clio on Facebook.

<https://www.facebook.com/groups/230980633127879/>

Or go to my website all about his sailing endeavors:

<https://tomlohre.com/sailing.htm>

InReach map of our track

<https://share.garmin.com/TomLohre>

Follow our AIS signal on Marine Traffic

<https://www.marinetraffic.com/en/ais/home/shipid:7830979/zoom:10>