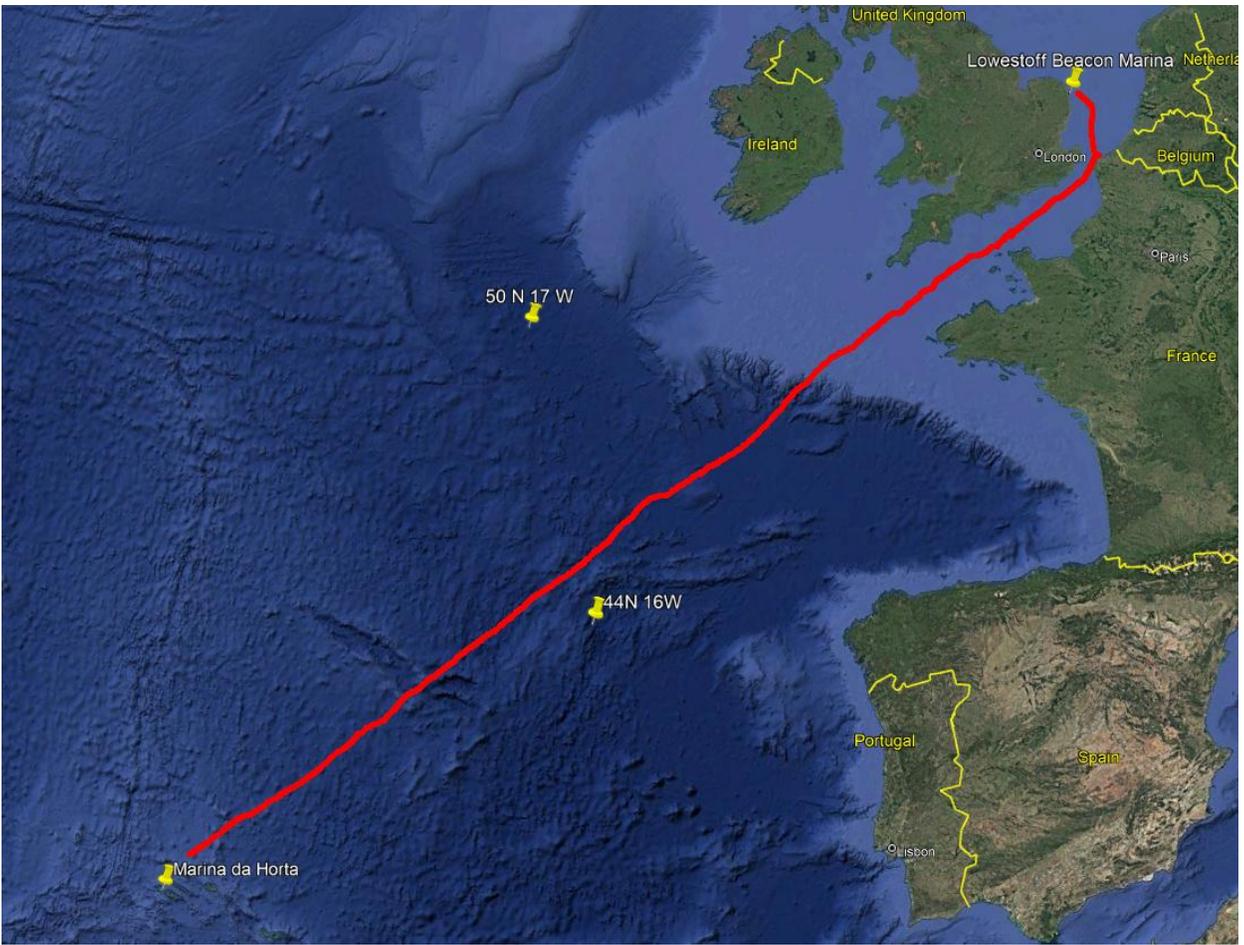




US S/V Clio Bayfield sailing July 2025 Greifswald, Germany to Lowestoft, UK 500 nm.



Planning the next leg of the voyage from Lowestoft UK to the Azores. It's a 1500 nm and if we are lucky can traverse the English Channel with favorable winds we'll get back out into the Atlantic for the 1000nm to Horta. Studying the historic wind now. Hoping the jet stream stays away from opposing us.

We carry 8-2 gallon polypropylene tanks strapped down on the lazarette shelves and one 5 gal next to the Through-Hulls. Thinking of getting another 5 gal.

You get the picture, lots of motoring. 294 nm from Brunsbüttel, Germany to Lowestoft, UK only 4 hours under sail in four days, three overnights. But the three day weather window was calm for motoring! You can be laid up for weeks waiting since the prevailing winds are strong from the SW driven by the jet stream above the English Channel.

Thinking the internal tank holds 20 gals.

7 nm per gallon! I think in calm water we could get 12 nm per gallon. We made it with three gallons left with a 30 Yanmar.

I must have been nuts to set off but I thought it was fine.

We booked tickets home as soon as we landed. There was the perfect weather window to motor to Dartmouth in another three days after gassing up at Lowestoft, UK.

We never made it to Dartmouth. Will stop there on the way out of the English Channel.

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InReach map of our track

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

Marine Traffic shows real time AIS location if we are motoring. If we're sailing we turn it on for 5 minutes on the hour.

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



Arrived in Greifswald

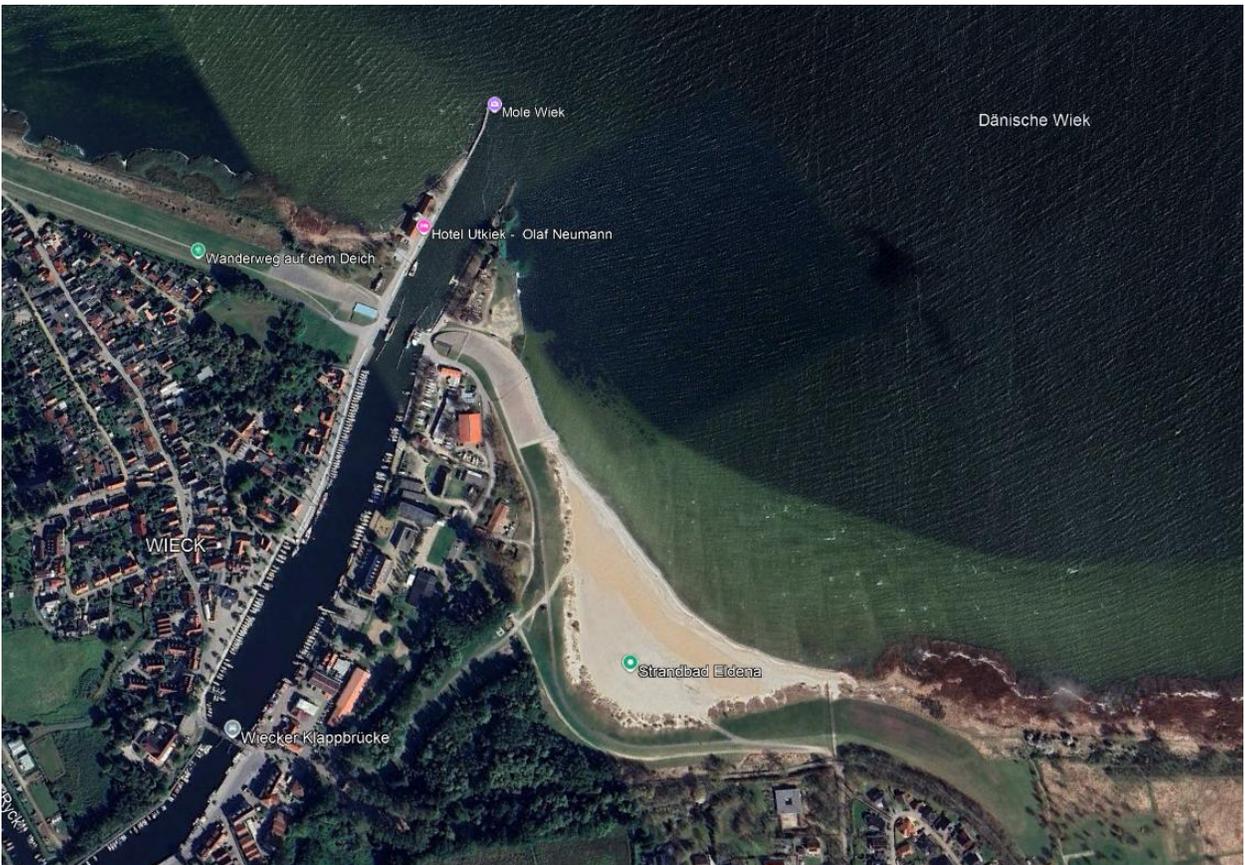
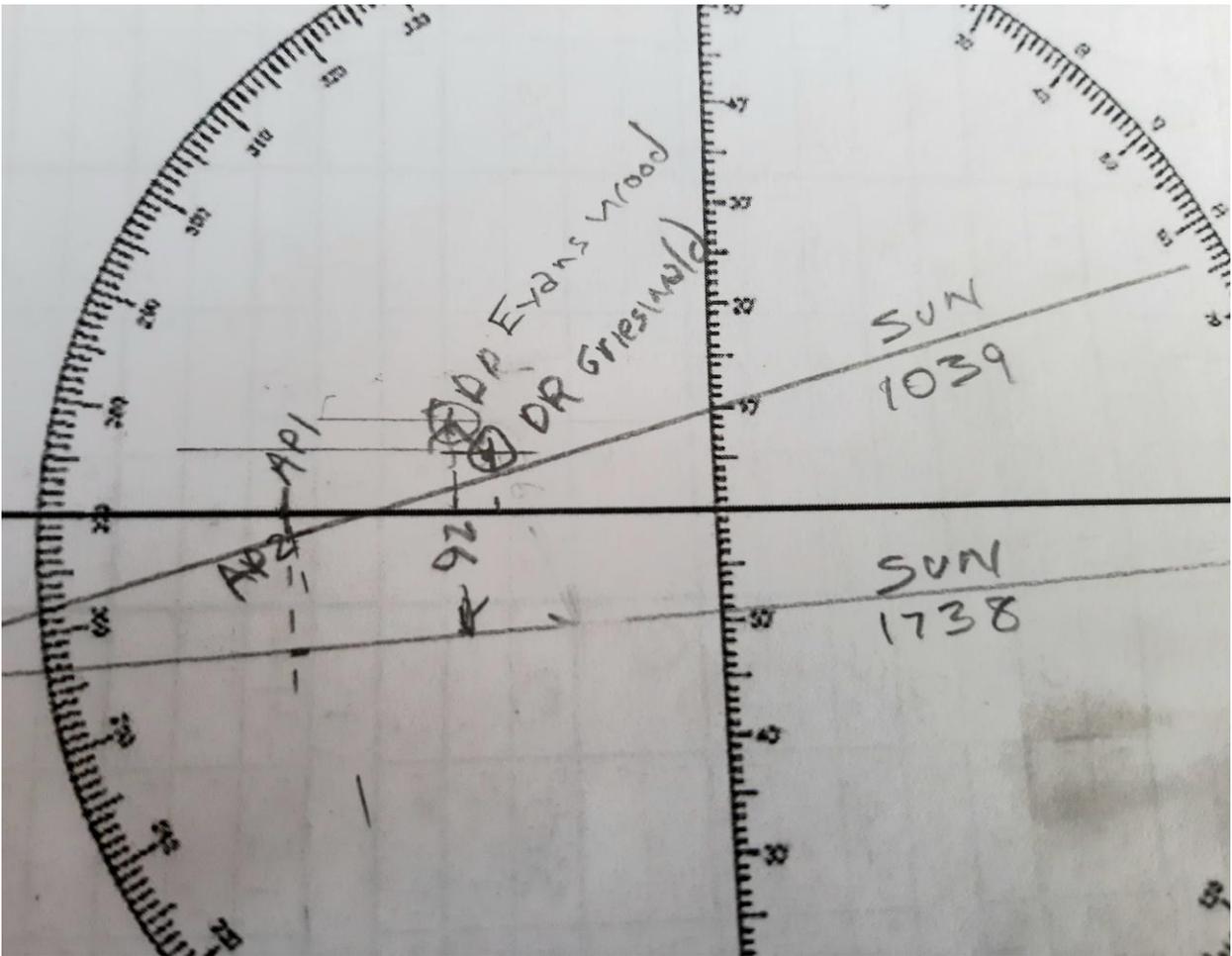








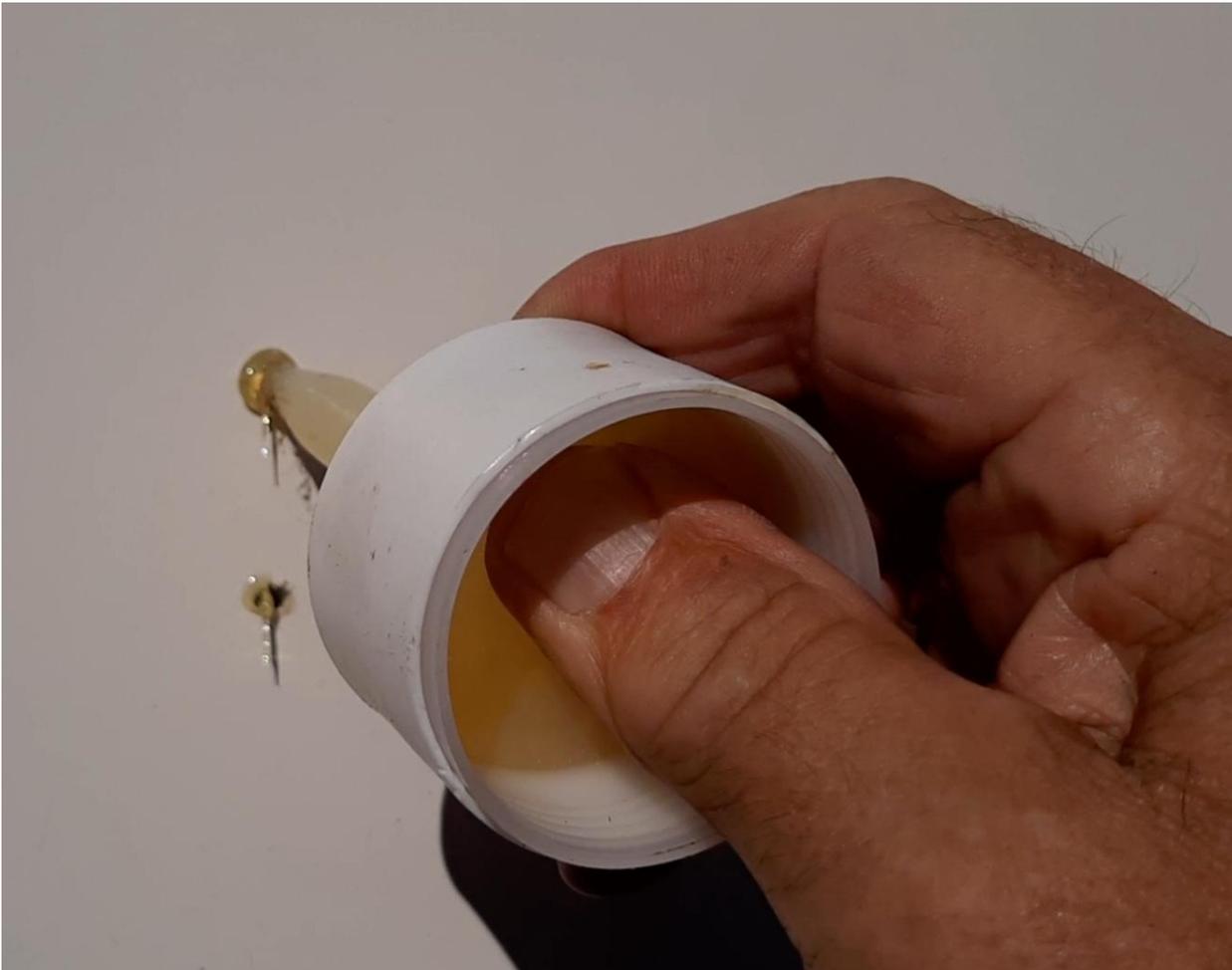




Wiecke a small village at the mouth of the Rych River



Our thatched roof hovel 1 block from ships on the Rych River, focus in on the right.



John arrived before his luggage. What a wonderful gam. Willard's site at the moon was better than mine! Began to patch the holes I drilled through the boat. Always scary but thinking through scenarios helps. Still fanbergasted the converter works after being exposed to the elements. Never again will I leave anything outside that's important.

Adapted caulking gun syringe worked perfectly. I bought a blank one years ago just to be sure and sure it was. Even able to reuse! Big gap in the hull where rocks hit it. A 1/8" seam needs to be filled with G Flex. Lot of heavy fiberglass left and perfect for patching the most vulnerable part of the hull. Lengthy dripping here after bring pulled out last year. Patch should put the kibosh on that!

John Jack Connell, John's son, master chef in Tahoe.

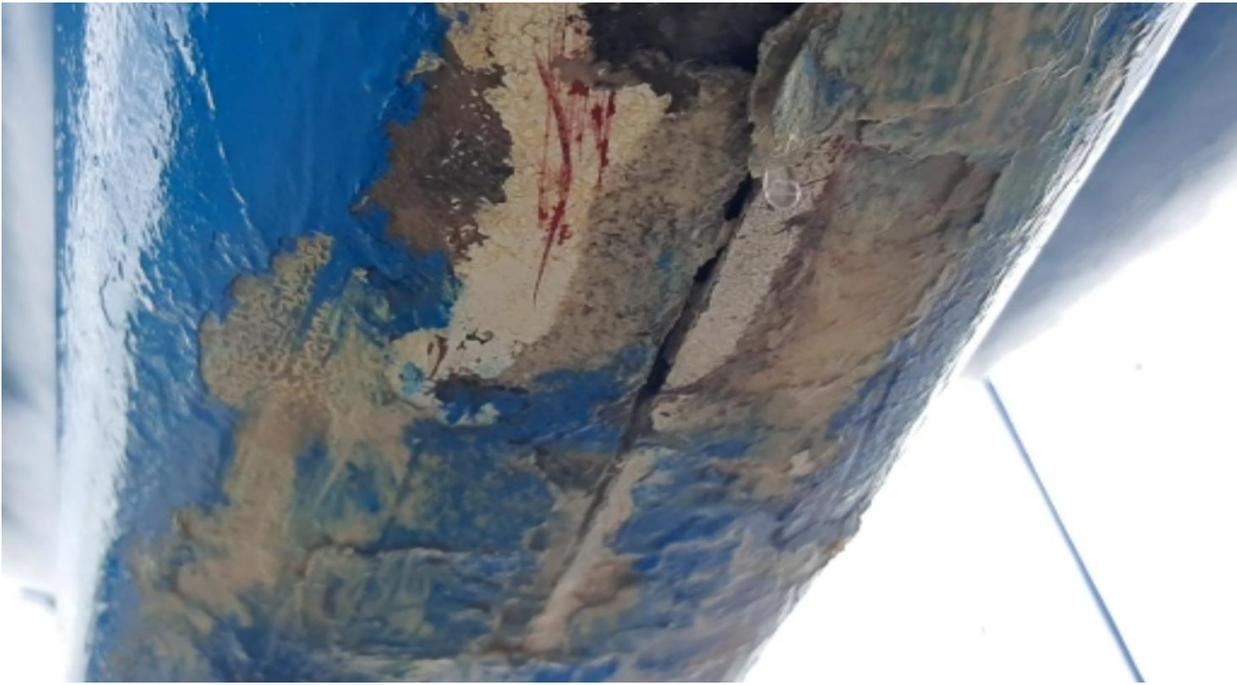
Met the owner of the B&B at his attached restaurant attached to the hovel we stay at.

[anke.wenzig@gmx.de](mailto:anke.wenzig@gmx.de)

Met Josh and Anke at the B&B's owners bar

So perfect to meet you and Josh. Please send an image of your boat and social media page!

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### Fixing That Leaky Hull

After hitting a rock, cutely, we took a long look at the split in the bow. It looked like the Bayfield was molded in two halves and glued together. It must have leaked two gallons. Back in the yard we patched the area after grinding out a lot of loose fiberglass. Applying a double layer of heavy fiberglass blanket, the leak we'd experienced for years went away.

Video of the leak discovered when coming out last summer.

[https://youtu.be/0MZGA9\\_Vx8I](https://youtu.be/0MZGA9_Vx8I)



Hull patch complete. Though we ran aground off Dirami, we never worked on this part of the boat even after groundings on Lake Erie. Water would drip for hours once out of the water. Not any more. Lots of grinding, and inhaling fiberglass though I did grind up wind. My nostrils have been running but I think it's coming to an end. Use most of the very heavy 1/8" matt fiberglass in a patch work from all the leftover pieces from making the engine rails. G-Flex, West System eeH8sAAOSw4Apecocupoxy, started the layup because it's the strongest bond between old and new, then West System Epoxy with filler to lay up the second layer. It'll be interesting to see if the bilge becomes dry!

Finished painting the hull.

Blew out the converter by cutting a live ac line for the old Frig. Captain Tom has been taken down several notches. Luckily the fuse blew and we were able to buy 2 replacements. Got the AIS working by remembering to also turn on the GND10!

Turning in the car today. Got the hovel for two more days. Inside Clio things are getting stowed and the enclosure will go up giving lots more room for moving around.

Filled 8- 2 gal and 1- 5 gal polypropylene fuel tanks.

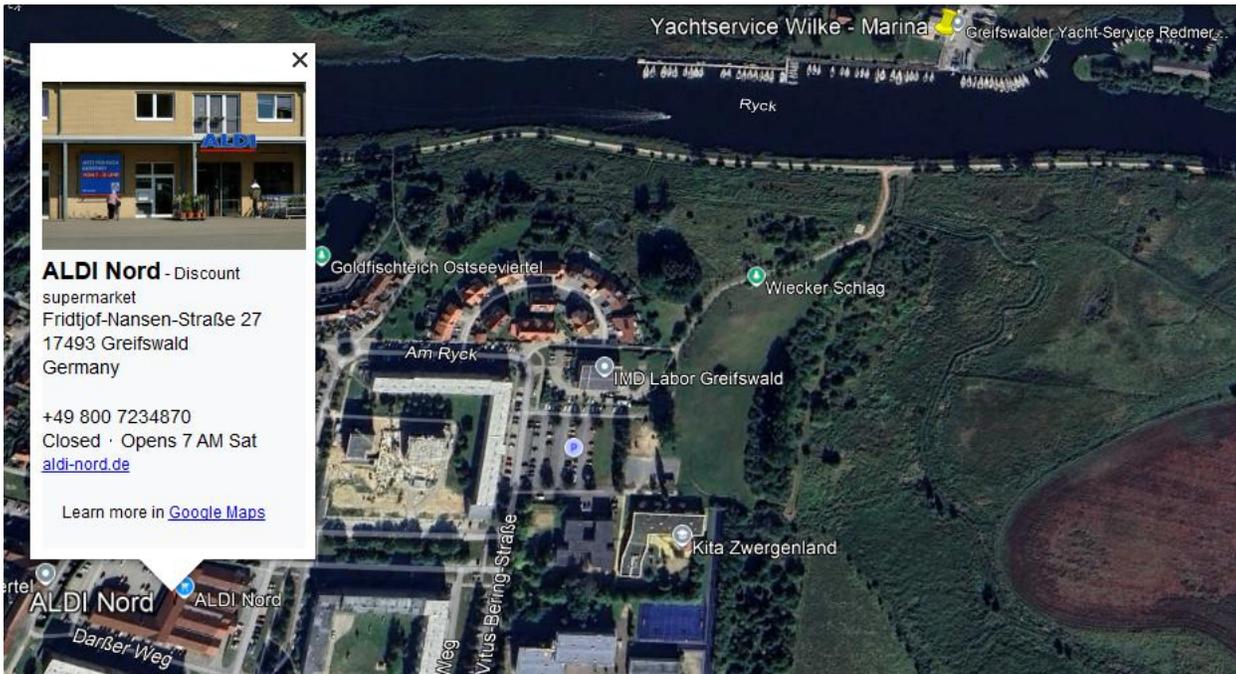
Safety First!



The one lane, special permission to cross, bridge over the river Ryck, is up to allow a old time schooner to go up the river with its cargo of tourists.

One more night in the thatched hovel. Clio will be ready for sleeping by then!

Started playing guitar on our evening walks. One lady motioned for me to stop. Another couple in the home across the street gave us two beers! I think the lady who frowned did so because I had not tuned my guitar, yet!



ALDI Nord - Discount supermarket  
Fridtjof-Nansen-Straße 27 17493 Greifswald Germany  
+49 800 7234870 Closed · Opens 7 AM Sat [aldi-nord.de](http://aldi-nord.de)

Saturday, July 5, 2025

Frig is working! Had all the fittings needed! It's about half the size of the old one. A perfect retro-fit.

Thank God we bought the small extra pack of connectors. After blowing the fuse on the converter, we constantly covered each other as we did the install. It's half the size and running well off the new house battery. Thank you, thank you, thank you.

Walked into the little village of Wieck, across the bridge, then back along the River Ryck to the Aldi's about two miles we hiked with backpacks. On Monday, we go in the water then use the two free bikes in the yard to go back for perishables.

Sunday, July 6, 2025

Here, everyday seems like we'll never get underway but we do move the ball down the road everyday. Sunday, is a break day, for a few minutes. Will prepare the self steering servo pendulum today for it cannot be installed while Clio is in the water. Spent the first night in my little 18" bunk, very comfortable like a cocoon.

We put into the water today and immediately had to tighten the stuffing box. Probably loosened because the shifter cable holder loosened up and made the shaft turn when we started the engine on the hard in gear! Bending sail now and off we go tomorrow for Dartmouth. Nobody told us the winds in the North Sea and Channel are always SW in July:(





Monday, July 7

Boat put in. Tightened stuffing box. Bending sails, shopping for leaving for the Keil Canal. Could make it in three days not stopping.

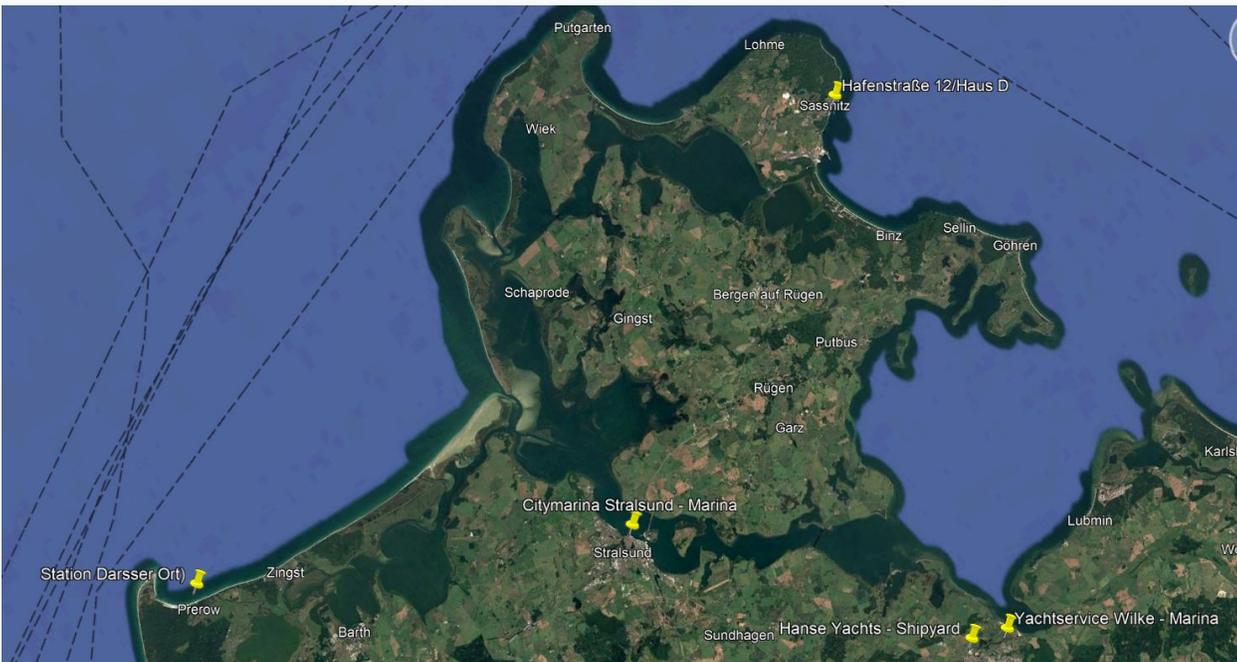
Early turn and early wake up.

Nervous, careful, diligent, apprehensive, cautious and safety first make up the final preparations for disembarking.

Tied down dinghy & solar panel, filled up water, tightening back stay, updated chart plotter, made route, verified systems are updated, turned on InReach (it'll be on for the rest of the voyage.)

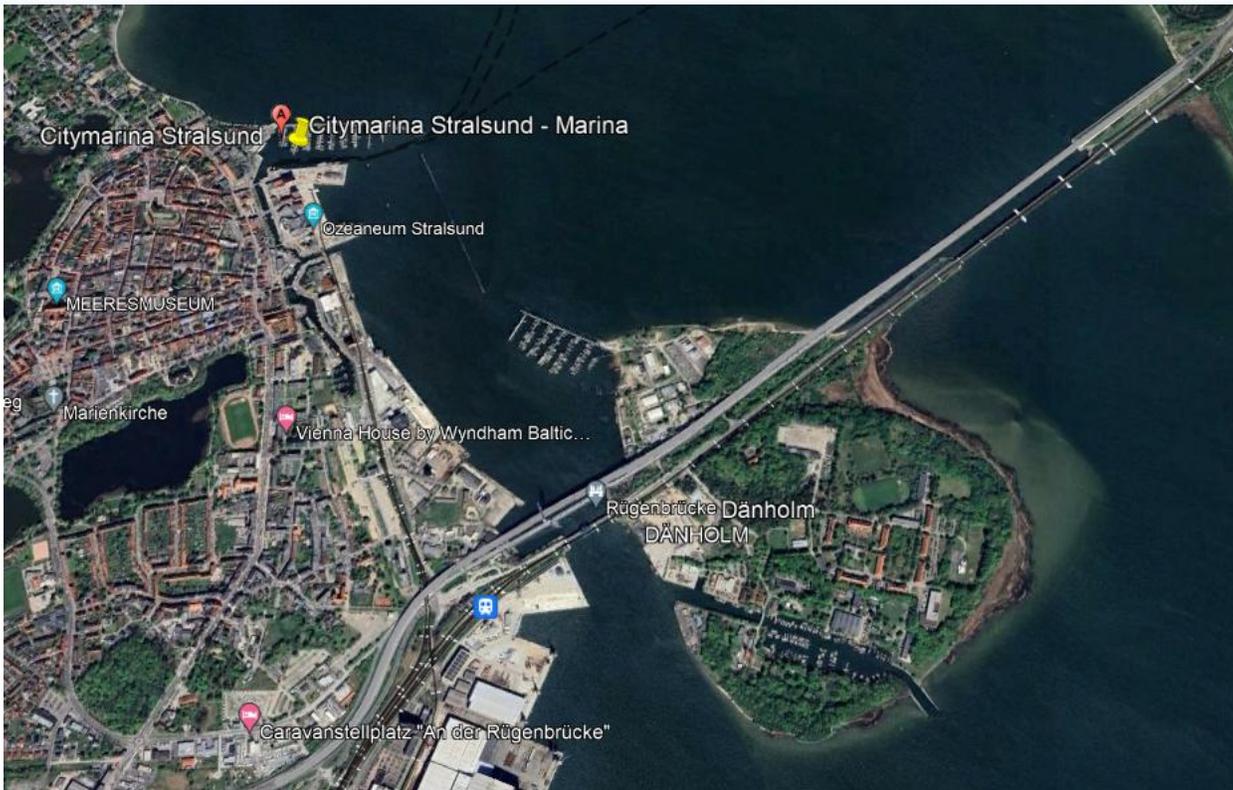


The little town at the entrance of the Ryck River. Waiting for the bridge to open.



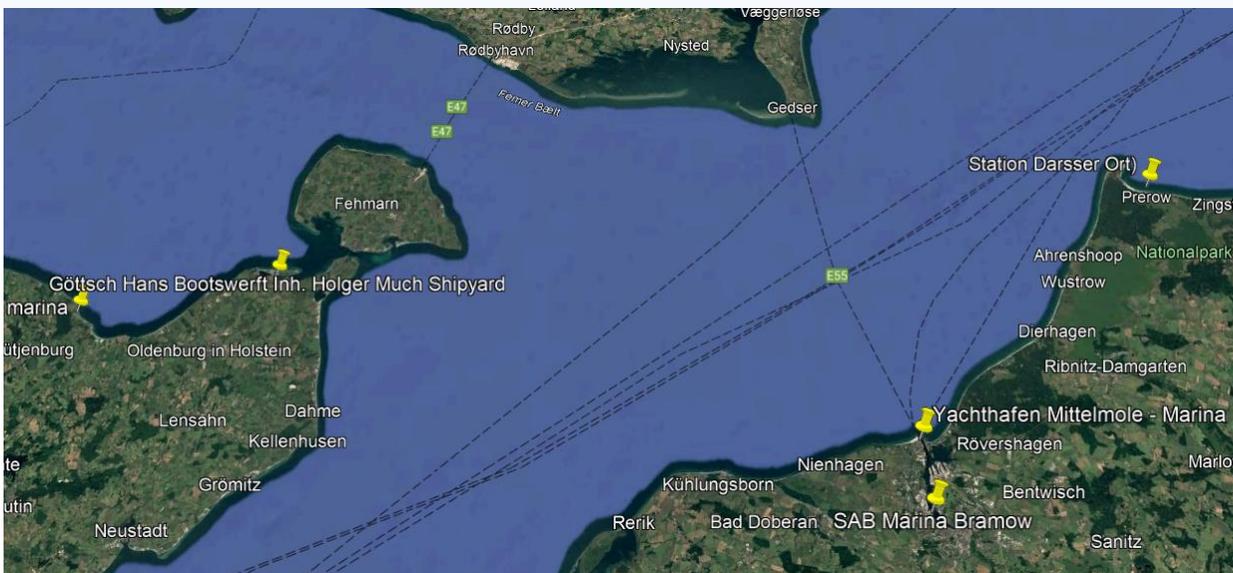
Tuesday, July 8

Underway at 11:30. Delayed by Wiecke Bridge till 1 pm.



Made to the bridge opening between the islands at 7:30.

Finally sailing at 8:45 then again motoring at 12pm. Sea state calm enough for a straight course to our next island cut through 65nm away.

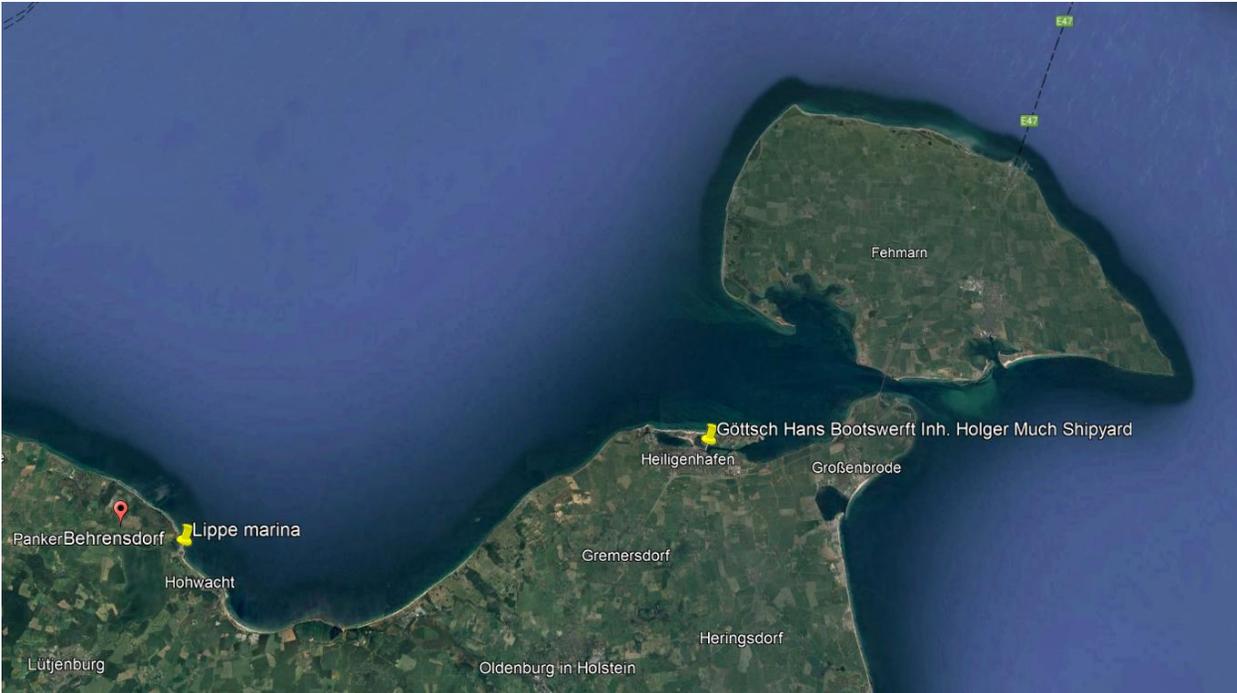


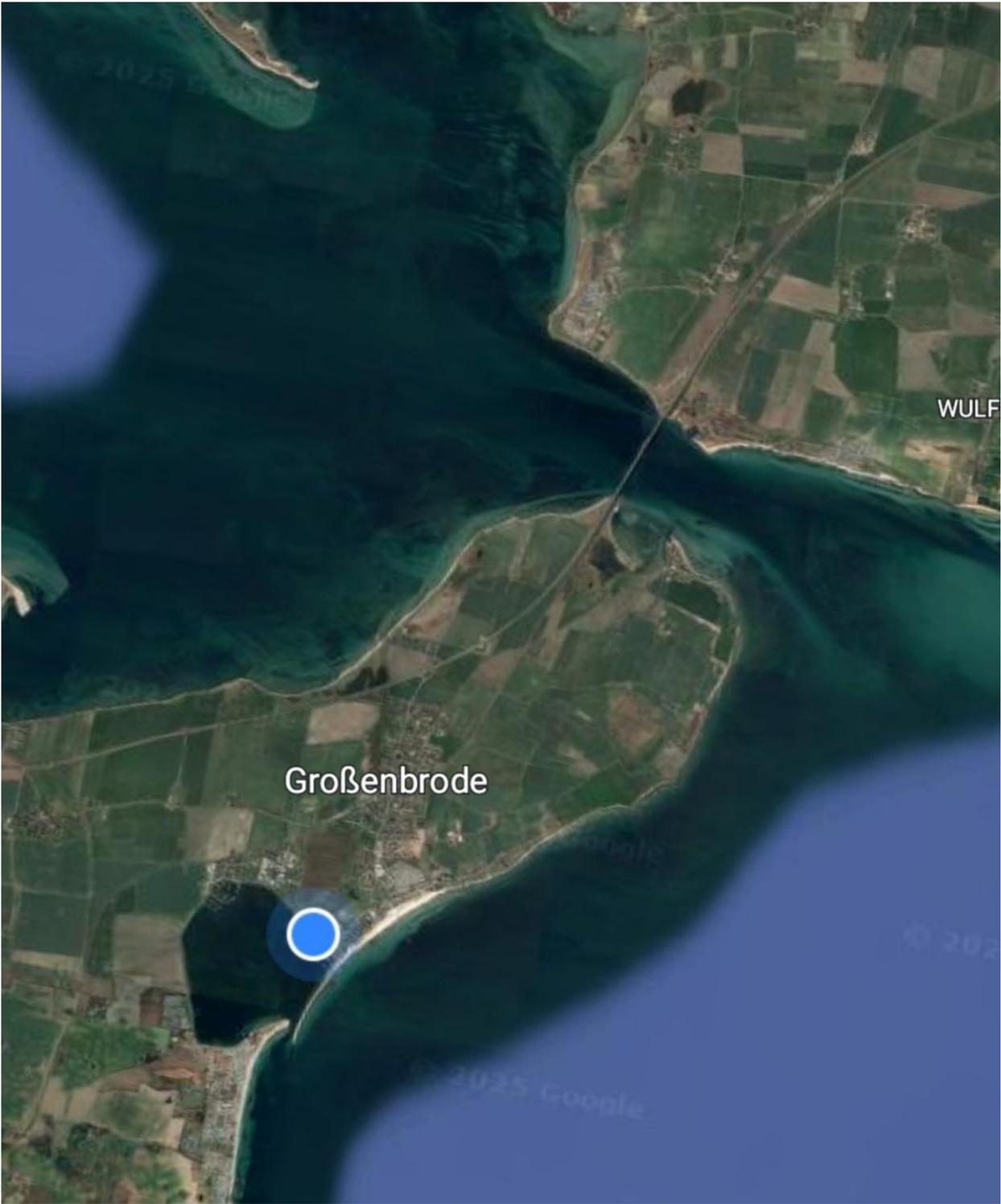
The wind died and we started the engine to a rising full moon. Willard took the midnight to 4 watch and I did the 4 to 8. We activated the auto pilot but not before Willard and John did a full watch holding the helm.

Wednesday, July 8

I did the 4 to 8 watch with the autopilot running the engine.

John took over the 8 to noon watch but head winds steadily picked up slowing us down to a crawl making using the auto pilot no good.





Großenbrode

WULF

© 2025 Google

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GroBenbrode, Germany

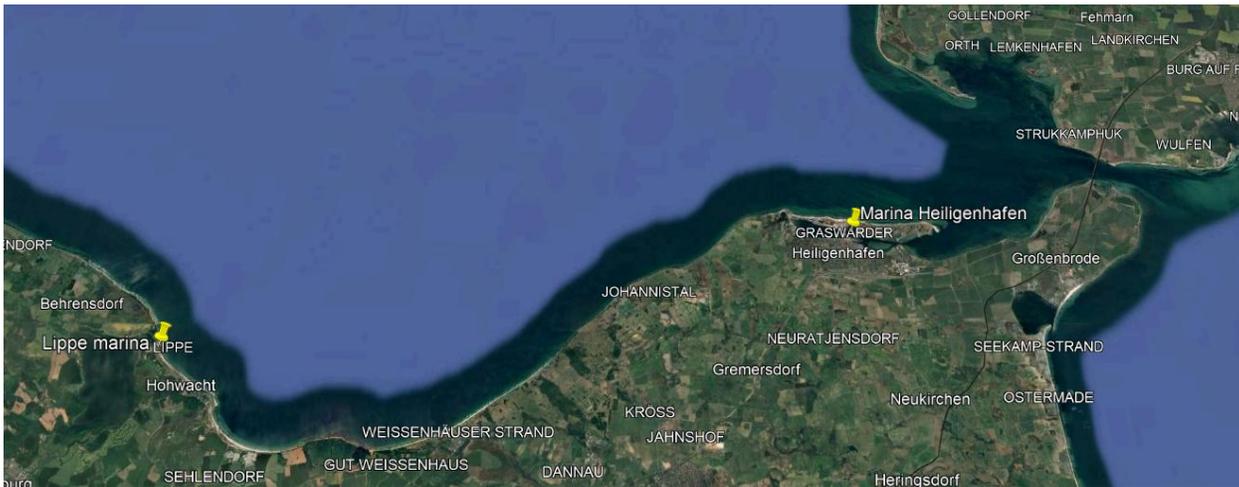
Contrary winds made us decide to put onto a cute harbor before the island cut through. But not before I took a sighting and got to within 10 nm! Then the Garmin chart plotter, AIS, depth finder and wind indicator died, very unusual and incredibly expensive. Luckily we had Navionics on our tablets and was able to navigate into a berth without a depth finder. Now we're trying to troubleshoot this massive problem.

The problem was the house battery went to 0. The starter battery maybe was okay. Working on it tomorrow. Thinking the main switch is faulty. We were running the engine with batteries on all.

Hope we discover the problem. Connections on the battery switch need cleaning. Voltage to the house battery was 12V and needs to be at least 13.

Also the solar panel was disconnected. Boy, what dropping of the ball.

What difficulty and freedom. What seems the end quickly becomes doable.



Thursday, July 10

Left the Großenbrode harbor at 2 pm going through the cut between the island and under a high bridge.

I witnessed the rising full moon while John had an easy watch from 8 to midnight with a calm sea, clear sky and rising full moon with the auto pilot. Willard took over at midnight with the sea state rising where he had to disconnect the auto pilot and hand steer his 4 hour watch to 4am.

I came on at 4 am to a setting full moon.

Everything was turned off since the engine alternator was not working. Using the tablet running navionics and turning on the chartplotter 5 minutes on the hour.





Pulled into the waiting dock for the Kiel Canal Lock at 6am.

Landed at Kiel-Holtenau marina at 6am.

We took a chance to turn off the engine. The batteries were dead. The engine runs by itself.

After a brief nap, we started working and now have the alternator out of the boat going to the marine shop to get a new one and a marine starter battery. We'll parallel the two standard batteries to make the house battery system.

We worked the problem till we got exhausted. Discovered 13.6 V coming from the alternator. We think we have a diode or voltage regulator problem. We will see. After taking an Uber to replace the alternator, which did not fit, we rented a car but discovered we did not need it. We called it quits and enjoyed a nice evening in Kiel. Tomorrow we motor to a marina with experts and wifi. Hoping to Crack this nut.





Many large sailing excursion boats along the Kiel wharf.

Saturday, July 12

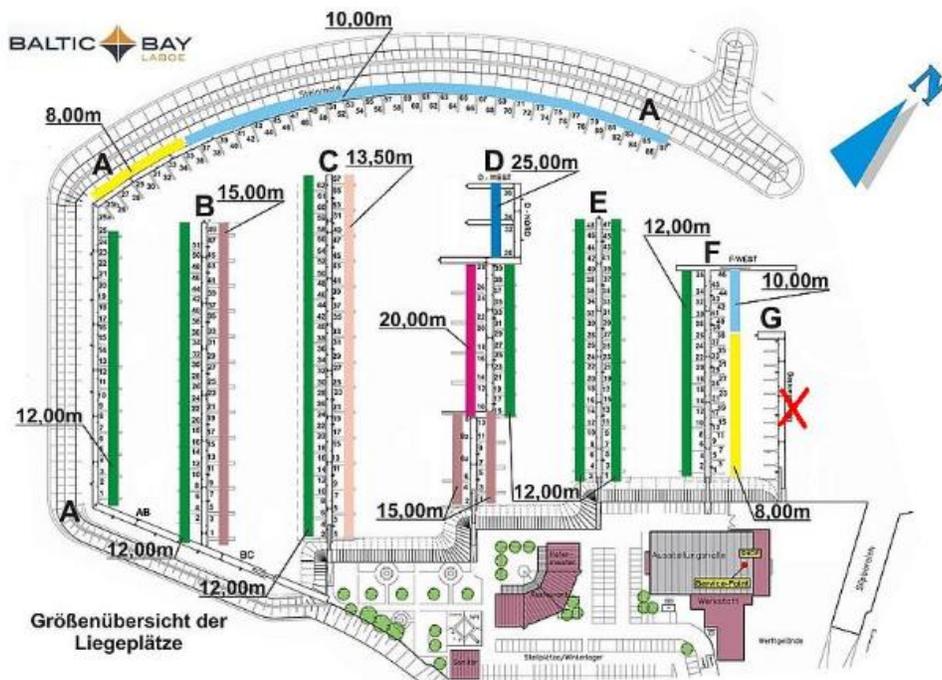
Willard got up early and did some grocery shopping. Emailed Laboe Marina.

We leave for Laboe after returning the car. Getting ice since the frig is not allowed to run.

Learning a lot. It's great to have three heads instead of one. Sunny, light breeze, cool.



Met Captain Ron  
60' Schooner Charwill  
<https://www.charwill.nl/>



Schiffswerft Laboe Marina  
Börn 17 24235 Laboe Germany  
[hafenmeister@schiffswerftlaboe.de](mailto:hafenmeister@schiffswerftlaboe.de)  
Telefon: +49 4343 / 4211-51  
+49 4343 42110  
<https://www.yachtzentrum-laboe.de/en>

N 54°24'7.776 - E 10°12'50.744

Baltic Bay  
Wlan4Free

Landed 4:30  
Slip 1B

---

Sunday, July 14

Thanks to the charger manual and Internet access we changed the battery setting from lithium to AGM. All readings look good. It was expensive buying a new starter battery. Rather pay for renting a car and taking Ubers than paying 100 Euros an hour for specialists at the marina.

Forgot to tie up the servo pendulum while not in use. It swung to the starboard and almost came off. It has a lifeline! Will tighten up bungee while here since the stern is against the dock making it easy to do. Won't have to get into the immersion suit.

We solved our electrical problem by moving to a marina with wifi! It's great to have three heads working the problem.

We were able to change the battery selection to ADM, which is what they are and now they are 83% charged using a TBD-SmartShunt.

Our big question is: did we hurt the Yanmar 120 amp alternator?

Luckily Laboe Marina is a Yanmar dealer, and we'll probably get a new alternator tomorrow.

Now to cross the North Sea or motor sailing through the vast Netherlands canals. Will get the guide book before leaving. Things are looking up. Thanks to the internet and three brains.



Monday, July 14

Laboe, Germany

In the distance is the fancy Italian Restaurant, Marina office and ship's services where we got good advice.

The specialists came over and gave us lots of good advice and declared the alternator good. We just have to straighten out the wiring. Will be spending the next two days learning everything about our simple system while we wait for a part they recommended.

We walked into town to buy groceries.

I stay around the boat most of the time. This wiring thing is the last thing we had to learn. I have three threads going on Facebook groups querying for information. Everyone is so kind. I make up images in PhotoShop and post them to get verification. I suppose the same thing would happen if I was on Mars. We never mastered the wiring system; just made it work and work it did! Now there is another level of expertise. This new part we ordered will get rid of the big red switch, the one that changes from battery one to two. Experts are so kind to help. We hope they get paid by the company whose products they represent.

We hang out in the cockpit at the turn of the docks with everyone saying, "Moin." Many stop to hear about Clio's voyage.

What does moin mean?

German knows many greetings, and many have their own interesting origin story. Moin simply means "hello", and it is used mostly informally, but it wouldn't be weird to hear it in more formal settings, too. It is that widespread! Moin is common in the northwest of Germany.

We got hooked on Greg Brown, singer poet. Willard turned him on to us. We played his YouTube late into the night. Our other stations WOBO out of Batavia, Ohio, John's favorite station, old country. Mine are WVXU NPR out of Cincinnati and Album 88 out of Atlantic. We play them all on Radio Garden a web app. They sound great on the JPL speaker the excursion boat company gave me for Christmas.



The **U-Boot-Ehrenmal Möltenort** (Möltenort U-Boat Memorial) in [Heikendorf](#) near [Kiel](#) is a memorial site belonging to the [German War Graves Commission](#), commemorating the sailors who died serving in U-Boat units during the [First](#) and [Second World Wars](#), along with all victims of submarine warfare. The memorial also honours U-Boat sailors from the [Bundeswehr](#) who have been killed in service since. The memorial site is an emblem of Heikendorf.

Definitive Wiring diagram created after three days of study. Was verified by an expert boating friend. Hope to install and leave tomorrow.

Feeling a lot better. We had a fine dinner at the Italian restaurant part of the marina. John has been hanging out there in the evening.

There is no comparison to what this voyage is like. Being able to fix everything is key. This electrical problem is one of the last things we had to wrap our heads around though we did get this far!

The trip is coming together. So many systems have to work. Our last hurdle was electrical, next hurdle: weather!

Tom, Willard and John here. We enjoyed visiting your fine craft. I could kick myself for not having you look at our electrical problem. We are here tomorrow Wednesday waiting for a recommended part from the yard but would like to have you stop by to help. We've been studying everything about our problem. We made it 4744nm so far so it can't be so much of a problem.



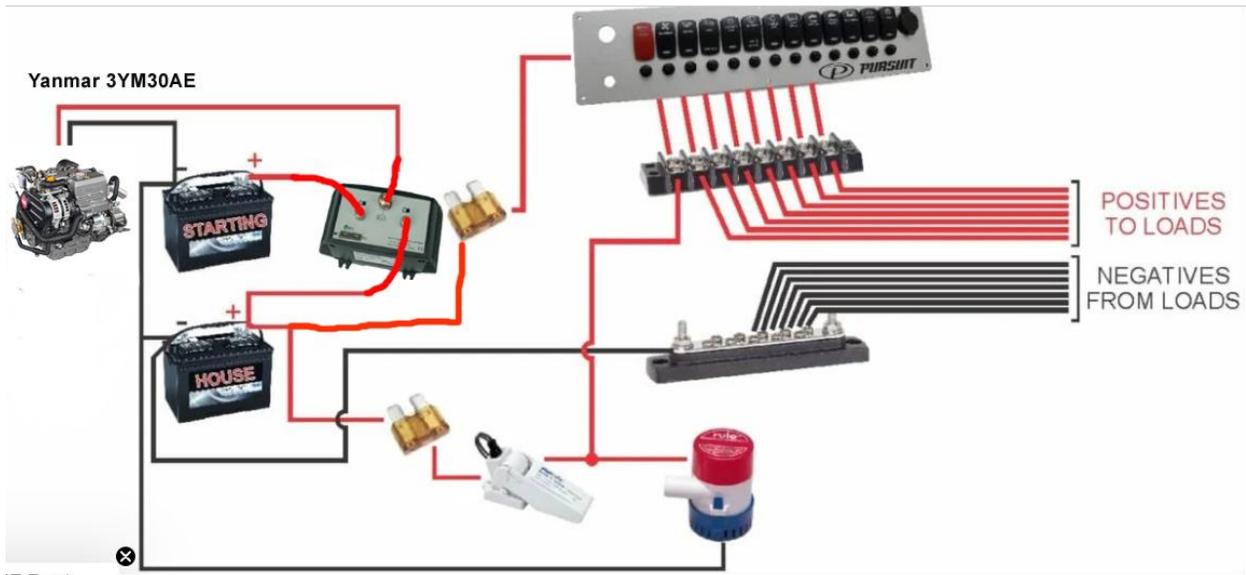
The founder and owner Edgar J. Kaiser holds a Master of Science degree in physics. He studied in Munich and Freiburg. The professional focus is on applied physics in material science and medical technology. In both fields he specialized in electromagnetic and radio frequency applications. This is reflected by our know-how focus in electromagnetic simulations in COMSOL Multiphysics.

Radio frequency technology is a passion. Since he was a young fellow the founder was playing with radios, transmitters, receivers, antennas and anything about radio frequency technology. The frequencies increased continuously. From shortwave to microwaves. The current upper limit is the S-band at 2.5 GHz, X-band up to 12 GHz is on the short term agenda.

[https://www.emphys.com/Allgemein/English/Profile\\_e.htm](https://www.emphys.com/Allgemein/English/Profile_e.htm)



Claire and her dad, who teaches history at the German officers college in Hamburg, is a colleague of Willard's. Eight year old Claire mostly speaks to her parents and brother.



The final wiring diagram okayed by Edgar who drove us to SVB to get the charging isolator we needed though the big + cable was not connected strong enough may have been the problem. The end came right out when we had the Yamar specialists from Laboe over to test the alternator. The alternator was fine.



Running down all batteries to Zero and



Celebrating my birthday with a competent electrical system, leaving the Baltic and heading straight for the North Sea.



Steffan introduces us to Rebecca & Roger. Their brand new boat got hit. Now almost a year and half will be needed to sort things out. John and I stopped by before setting off to gain Roger's vast knowledge of the Netherlands and North Sea.



Hello Rachael & Roger.

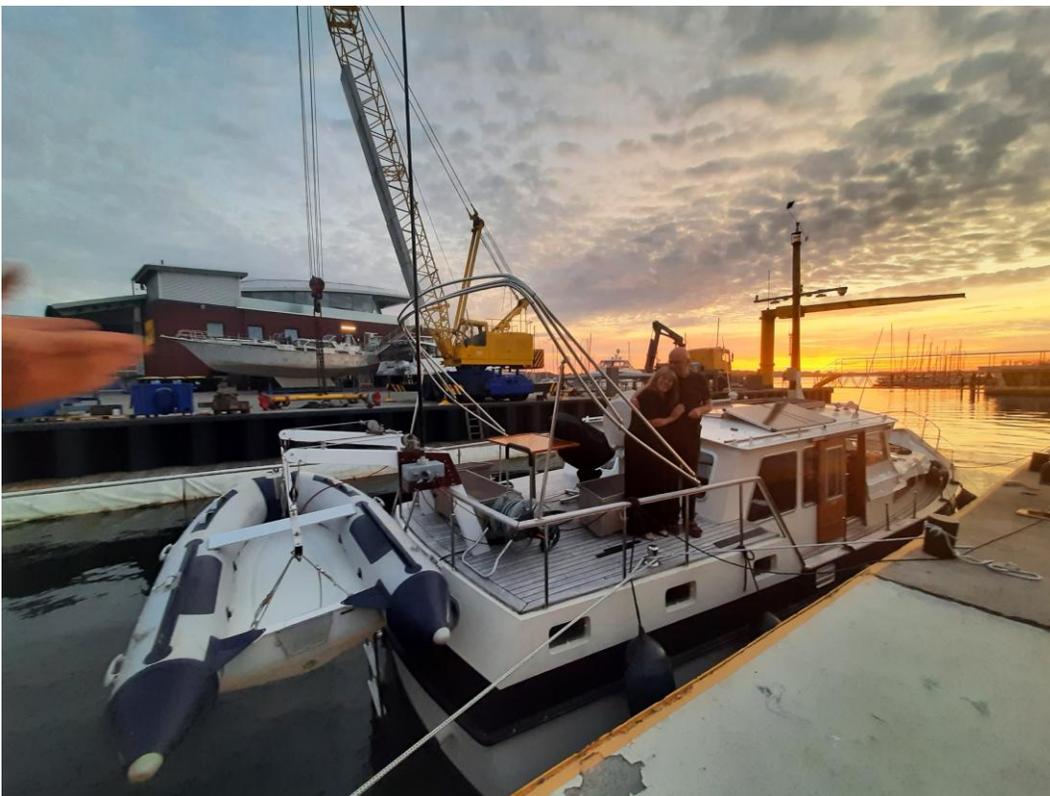
Crossing the North Sea was much like all the other large bodies I've crossed. It's the sailing in unknown waters that gets to me. We set off next year to bite off a chunk of the return. We arrive back May 1st with the hope there are good weather windows that time of year. Will be researching all winter but all the research in the world is no substitute for the real thing.

UK is definitely special after spending time in Germany. Very much like the US here dirty, trash on the road, homes not taken care of. The language is quite curious, if the nuances here are anything like German, I missed out on a lot not knowing German.

Fair winds and a good result for repairing your fine craft



A tasty dinner of tapas. We took the leftovers with us.



Imke & Edgar's trawler Krypton



Edgar is a master in Short Wave Radio and Morse code. You read one character per second by listening. The small box lower left is a fancy clicker, one tab dash one tab dot.



Inside the Nord Osee Kanal Lock



Inside the Kanal



Tied up at a free berth at a lock on a side river. Lots of boats.



Brunsbüttel Marina (km 1.8) 53° 53.75' N, 9° 8.80' E mouth of the Elbe River inside the canal, one lock left  
Liegestelle für Sportboote - Marina 25541 Brunsbüttel Germany  
+49 4852 885374

<https://www.navily.com/port/brunsbuttel-yachthafen/4736>



The crew walked two miles to get 9 gallons of gas to top us off.





Before we set off, we looked at the self-steering and rudder quadrats and lines. The rudder wire nuts hit the cable at the end of its travel. Best not to turn the wheel all the way to stop.



Everywhere are these chairs.



A 32' rafted out to us in the crowded marina. The rafter people walk around the front but in our case they just walked through the cockpit.



Saturday, July 19

Left Germany with a calm sea motoring. Winds too light to sail. Out of the Elbe River cruising alongside the Fuchsian Islands half Germany half Netherlands. Swell from the northeast caused by the light NE winds. 240 nm to Lowestoft UK. Rigged red cabin lights and fresh batteries for the flashlights but the biggest hurdle was replacing the broken end of the whisker pole. Broken by stressing it too much hoisting the dinghy. By good chance we had another in the boat house. Fitting it was a pleasure since we have all the tools and parts needed.

Sunday, July 19

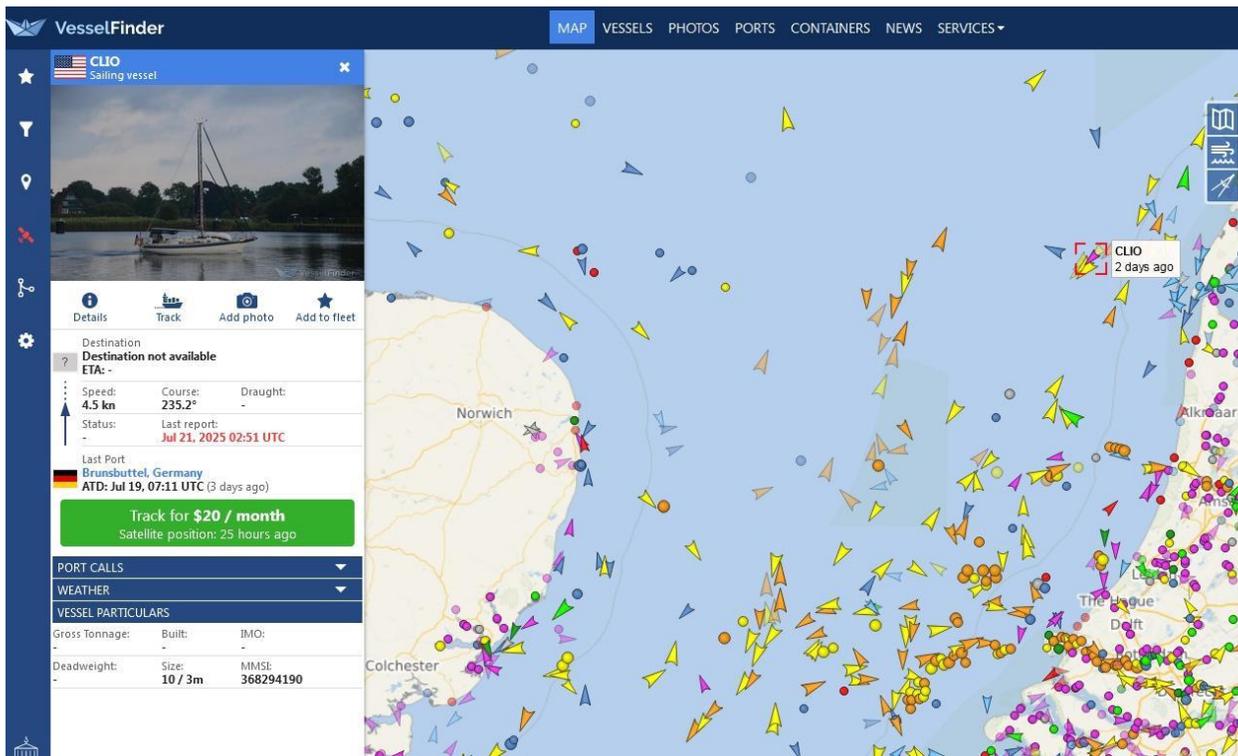
We've spent two overnights at sea so far and this will be two and hopefully three or four taking us to Dover and beyond.



Using a wind vane for self steering because we fried the Raymarine auto stick. Turns out as long as there is a wind you can steer the boat with the wind driven self-steering. After we get the Raymarine auto stick repaired we will only use it for glass like water.

Transferred fuel, filling the tank 8 gallons in reserve.

Two squalls passed over with max winds at 21 kts.



## AIS Report

Hi Tom,

so good to hear that you guys are doing fine. I must confess something. I was really concerned about the missing AIS reports. I send the map showing the last report position in the attachment.

Did you switch off your AIS on purpose or is it possibly faulty?

So I called MRCC Bremen and asked them to help locate you guys. They in turn asked the British Coastguard and JRCC Den Helder for assistance. The British Coastguard even called back by phone about details. A little later MRCC Bremen called me and told me the British Coastguard located you in Lowestoft. They said they could locate you through your Garmin device. Is that the satellite based device you were talking about?

I hope you don't mind my activities, it obviously was a bit of overreaction.

So maybe the coastguard will be contacting you when you appear back on AIS. I apologize in advance if this causes any inconvenience.

What is your next plan? Sailing into London or north or south of the British islands into the Atlantic?

Anyway, have a good time and talk to you soon. Kind regards also from Imke.

Cheers

Edgar

---

Sent 250811

## US S/V Clio Reported No AIS Signal Off Germany

[infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)

I received a voice mail call after I arrived home, since my cell phone was not activated, and wanted to reach out to thank you for your kind diligence to Edgar's concern about our AIS not being noticed on Saturday, July 19.

At no time did we not get information about surrounding ships. We saw no change in the Garmin system.

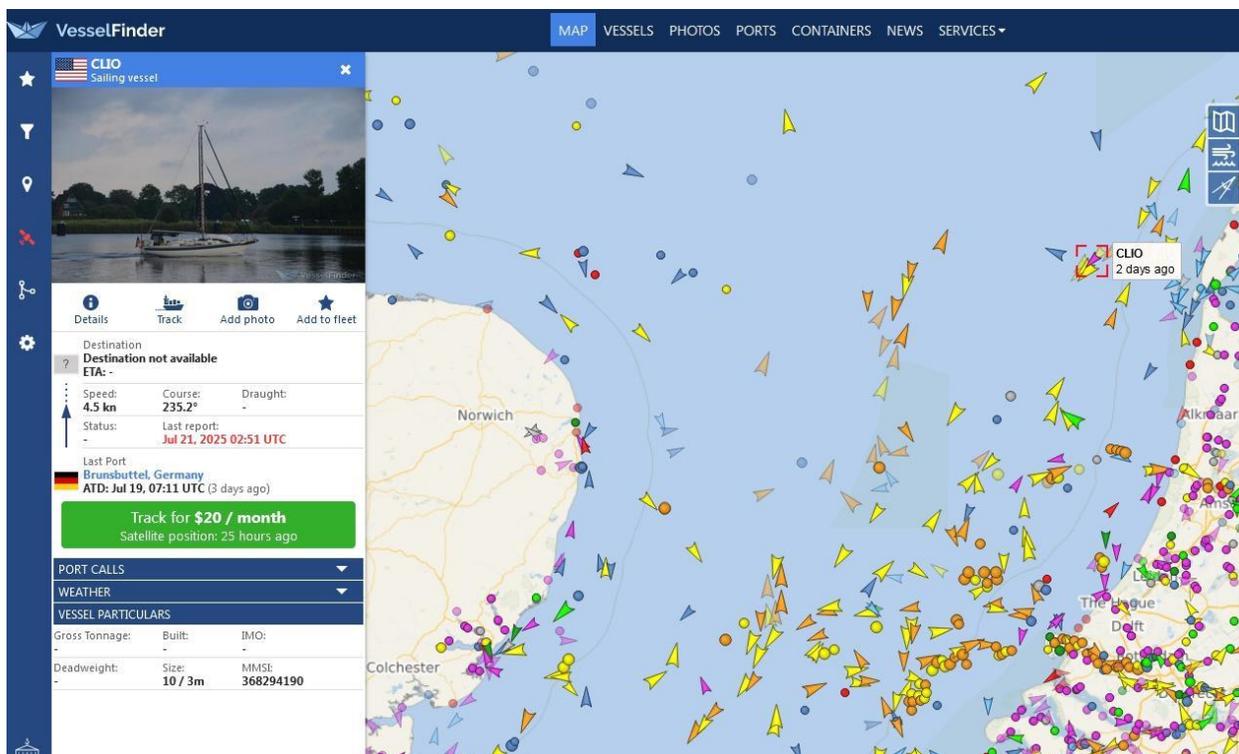
This anomaly has not been cured. I heard this effect from another follower so this is an important anomaly.

Thank you, we loved tucking into Lowestoft. Next voyage we go to the Azores putting into Dartmouth before setting off.

Captain Tom Lohre

513-236-1704

<http://tomlohre.com/>



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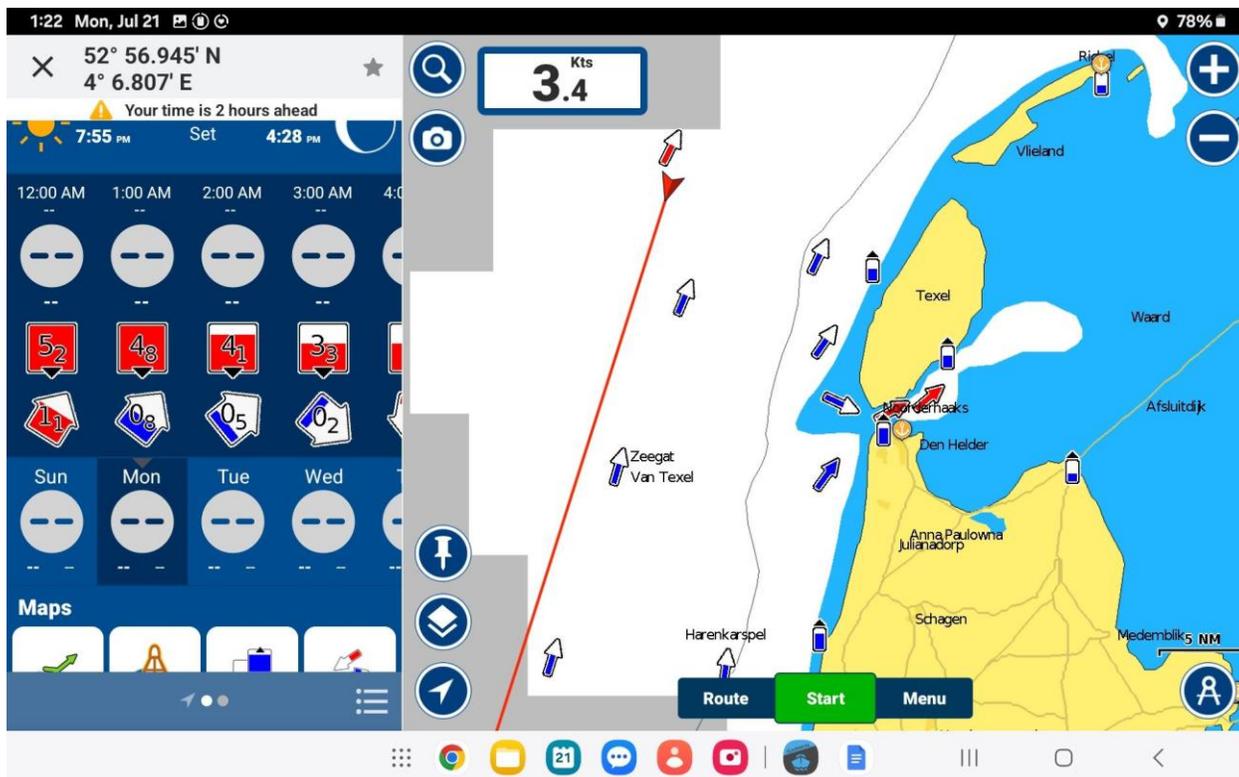
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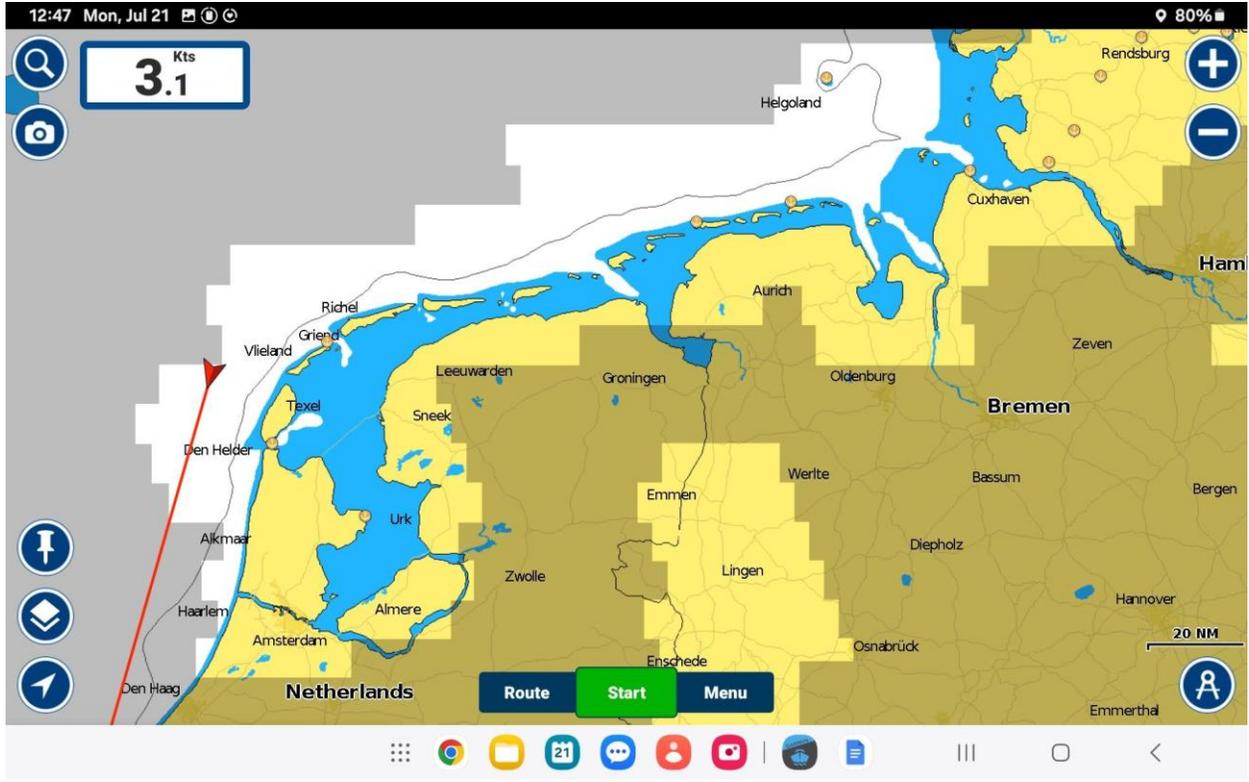
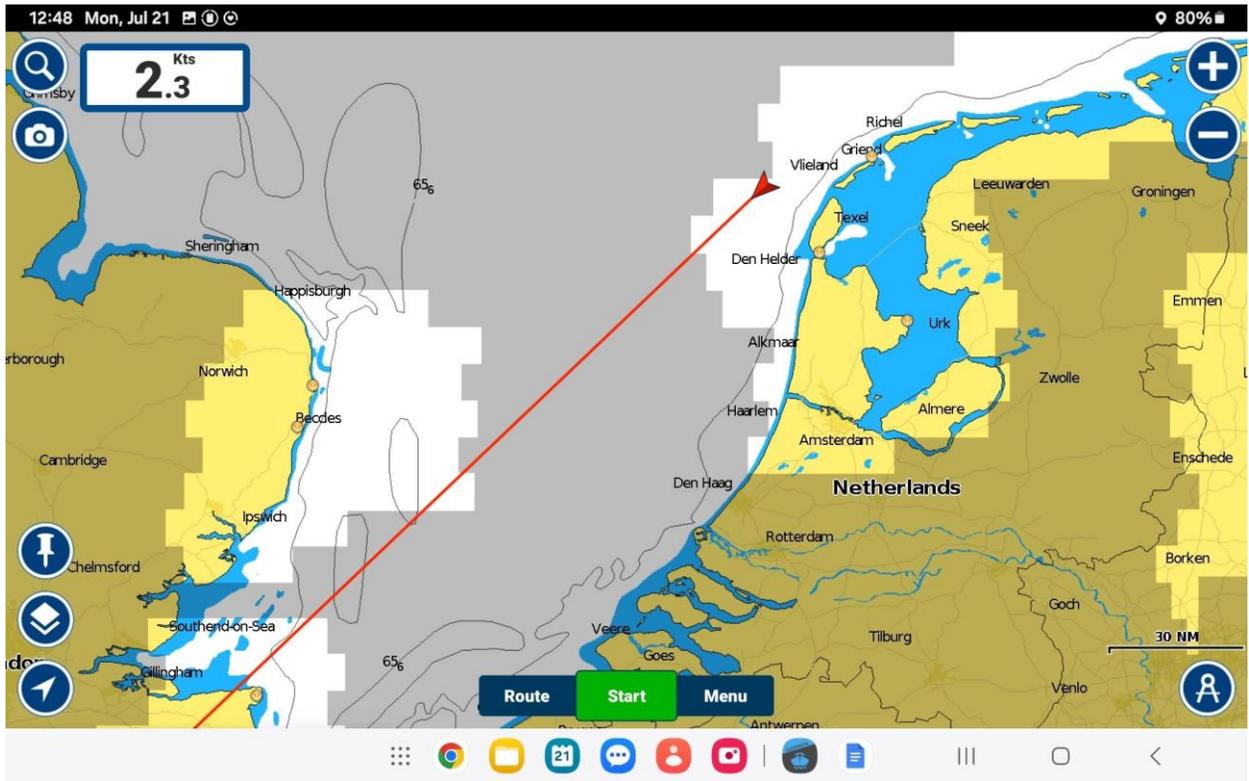
Edgar

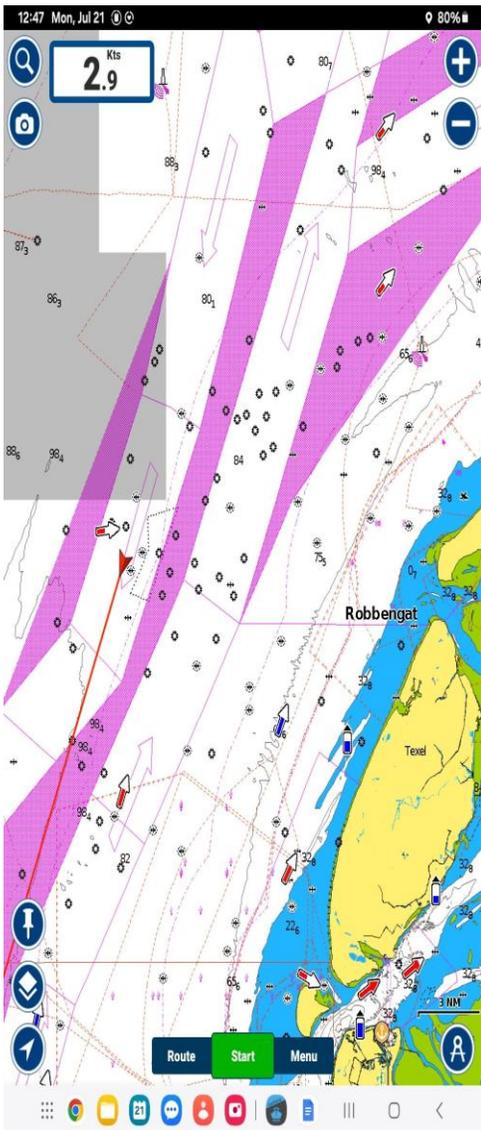
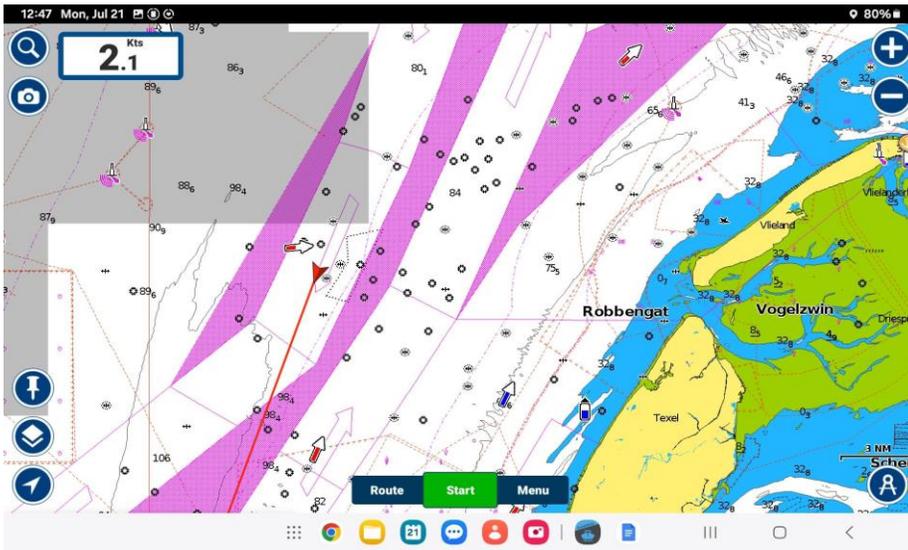




### Mon July 21







Making the turn away from the Netherlands was easy if only because we were motoring.



Image from Brands Marina, Port Clinton, OH yard while we put the engine in.



It took us 7 years to rebuild the Clio.

Monday, July 21

Second night at sea and the stars are out taking the midnight to four watch. Taking the beloved spot standing on the engine box looking forward to a starry night. Only thing that could make it better would be sailing.

Enclosure sealed except for roll up zippered window in front to look forward.

Closely following shipping lanes. Seas light bounce not bad for engine running at 1,800 rpm 4.5 kts. Currents add or subtract.

Turned on Radar, all looks well.

148° wind 7.2 TWS 11.4 AWS

Speed 2.58 kts Engine 1,800 rpm Course 211°





Monday, July 24

Finally sailing. Close hauled with all three sails out on my noon to four watch. Crossing shipping lanes was called off by research ships in the area. Arriving Lowestoft 2 hours before high tide 6 am. Put up a quarantine yellow flag.



On the last leg to Lowestoft.



8 am Tuesday, July 22

Arrive in Lowestoft docked waiting for bridges to lift.

Proceeded to the fuel dock.

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The Third Crossing - Seafood restaurant

Haven Marina 6 School Rd Lowestoft NR33 9NB

Relaxed restaurant serving chargrilled steaks, local fish and seafood in a snappy modern setting.

01502 583596 Closed · Opens 9:30 am [thethirdcrossing.co.uk](http://thethirdcrossing.co.uk)

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Lowestoft Beacon Marina

52°28'27.25"N 1°43'8.41"E

School Rd Lowestoft, NR33 9NB, United Kingdom

+44 1502 580300

<https://www.beaconmarinas.co.uk/>

Sent 250608

Ahoy From US S/V Clio

[owestoftbeacon@abports.co.uk](mailto:owestoftbeacon@abports.co.uk)

Ahoy Zack,

Thank you for your kind attention to our possible visit. We are trying to move Clio from Greifswald, Germany to Dartmouth, England in the month of July. Studying the strong wind in the North Sea, we may not make it further than Lowestoft. Is it possible to have Clio taken out and stored until May of 2026? If not can you recommend a marina nearby?

Canadian Bayfield 32' monohull sailboat, 10' beam, 3.5' draft, 6 tons

Fair Winds,

Captain Tom Lohre

250609 Answer about request to have boat stored.

Good afternoon Captain Tom,

That is not a problem, you are more than welcome to store your vessel ashore here. I have attached a copy of the price list for you so that you can see what the rates will be.

Once you know more about dates please let me know.

Kind Regards,

Allan, Lowestoft Marina

Sent 250608

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Canadian Bayfield 32' monohull sailboat, 10' beam, 3.5' draft, 6 tons

Fair Winds,  
Captain Tom Lohre

Emailed 250530

Thank you Zack,

We have the form and will send it before we leave Cuxhaven. We will arrive back at the boat in Greifswald, Germany June 29th and will be getting her ready. Expect to be through the Kiel Canal early July. Will send the form once we know about when we will arrive.

The wind has been blowing like the dickens for the last week in the wrong direction. We might be in Cuxhaven for a week waiting for a weather window.

Fair Winds  
Captain Tom

Lowestoft Beacon <lowestoftbeacon@abports.co.uk>

Aug 6, 2024, 6:45 AM

Good morning,

Yes we would be happy to accommodate yourself in our marina while travelling the UK, I have attached a visitor form if you could complete and return. The harbour operates on VHF channel 14, you will need to speak to Port Control at least 15 minutes prior to arriving in the outer harbour to allow your passage through the Bascule Bridge and Gullwing Bridge.

Once you have completed the visitor form I can add you to our system and send over some more information. Naturally given this much notice I will assume there might be some movements around your dates of arrival.

Kind regards,

Zach Burden | Marina Supervisor

Lowestoft Beacon Marina | School Road | Lowestoft | NR33 9NB

01502 580300

[www.beaconmarinas.co.uk](http://www.beaconmarinas.co.uk)

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Wednesday, July 23 given a boat and now learning everything about live aboards which is a Took the boat out of the water. Walked to a big box store. Gammed with 33 year Charlie who was given a 36 foot sailboat and now lives on it. He is recovering from something. Lot's of live boards here.

---

Thursday, July 24

Got my Bayfield sailing for the year in Greifswald, Germany to Lowestoft, UK 500 nm.

We carry 8-2 gallon polypropylene tanks strapped down on the lazarette shelves and one 5 gal next to the Through-Hulls. Thinking of getting another 5 gal.

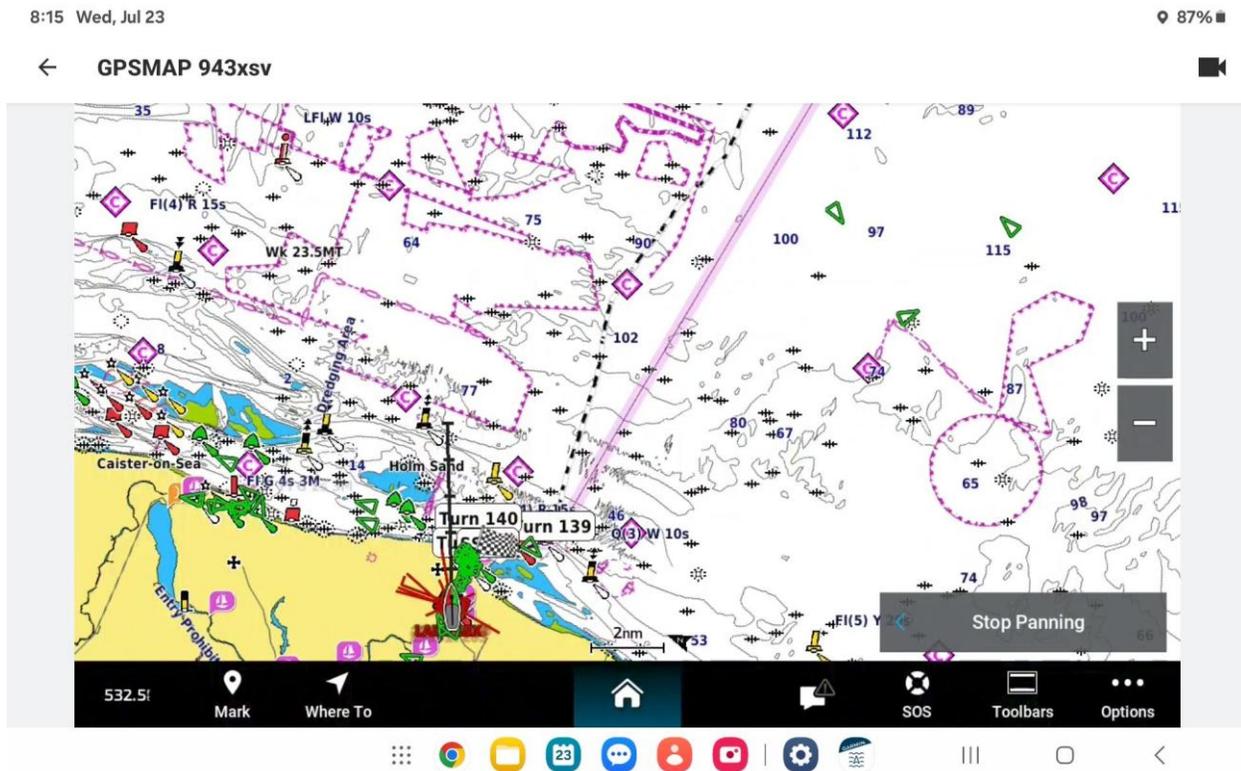
You get the picture, lots of motoring. 294 nm from Brunsbüttel, Germany to Lowestoft, UK only 4 hours under sail in four days, three overnights. But the three day weather window was calm for motoring! You can be laid up for weeks waiting since the prevailing winds are strong from the SW driven by the jet stream above the English Channel.

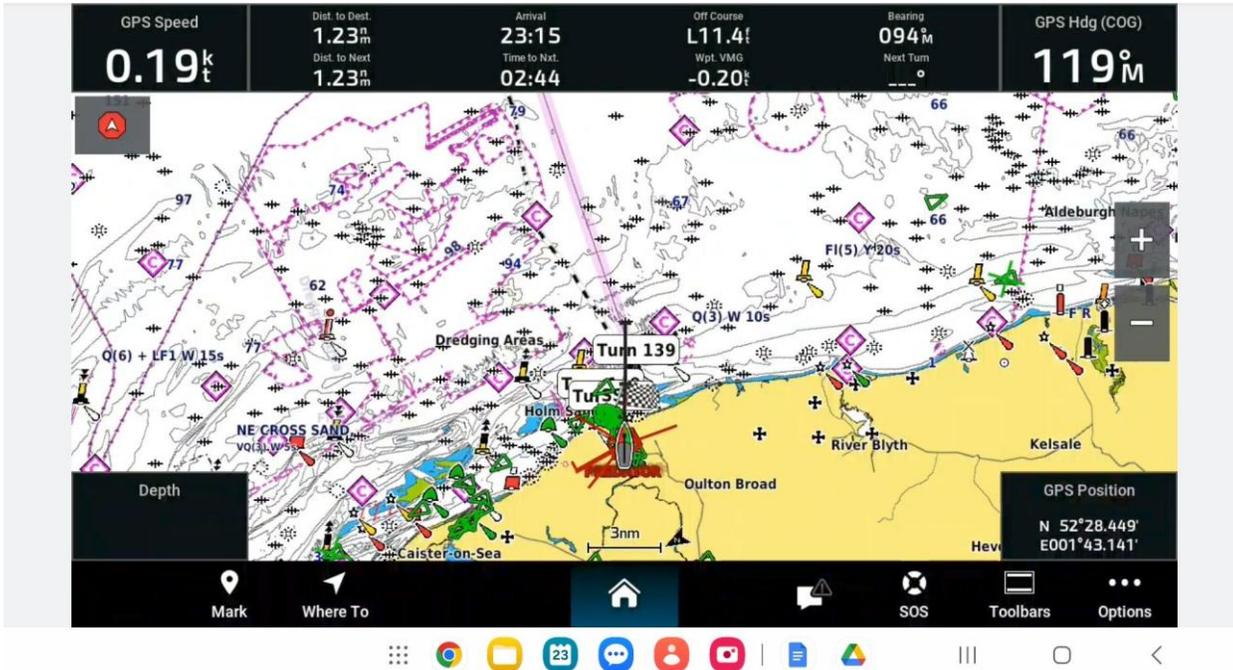
Thinking the internal tank holds 20 gals.

7 nm per gallon! I think in calm water we could get 12 nm per gallon. We made it with three gallons left with a 30 Yanmar.

I must have been nuts to set off but I thought it was fine.

Our land crew demanded we get home to cut the grass. So we booked tickets home as soon as we landed. Had we not had the grass cutting, their was the perfect weather window to motor to Dartmouth in another three days after gassing up at Lowestoft, UK.





We might have had to anchor in 100' water waiting for someone to come out with some diesel.



500 nm

Next year starting May 1st we're off on another adventure. Lowestoft UK to the Azores, 1500nm.

It's so shocking to get back to running an ocean capable boat. One month a year is not enough to get your sea legs. All the planning is no substitute for doing. But we're going to get through this herculean mission.

Walked 3 miles to rent the car then to the Triangle Tavern.







Quick cut for Willard and then to the Slounge.



## The Slounge

Lowestoft's ultimate destination for great-quality cask ales and craft beers. Located in the heart of the town, our small basement bar boasts an ever.

London Rd N, Lowestoft NR32 1HB



Charlie's free boat Dream Catcher  
Double ended sailboat SSR 19368 may be a Shetland LM27

---

To wash clothes you take your clothes off and put them in the basin of the shower. Stomp on them as you shower.

Clothes

2 pair cotton shorts

2 pair of cotton boxers

1 pair light wool pants from thrift store suits

1 pair of heavy wool pants from thrift store suits

2 cotton T-shirts

1 wool beret

1 straw wide brim hat with lanyard, history has taught me never to wear a lanyard hat during violent maneuvers, you'll lose your hat!

1 pair light wool gloves

1 set of rain gear, I bought my first set in Saint John's Newfoundland while waiting for Fiona to dock. I had flown in late the night before. The shop did not have my size so I settled for a simple visitors to the oil rig suit for \$100. It's served me well, forever.

1 bathing suit

1 cotton short sleeve shirt

1 wool P coat

1 pair crocks

1 pair water boots

1 pair of rubber boat shoes

4 pair of socks, cotton, light wool, medium wool, heavy wool.

1 pair cotton pants

1 belt

10 cotton handkerchiefs

My clothes stay on the boat. Just the hat, wind breaker, cotton pants, long sleeve cotton shirt and boat shoes come home with the fancy anchor socks.

Everything is dried heavily in a machine and stored in a 6 mil plastic bag with a seal that us impregnable leaving the boat.

---

Saturday, July 26

Set up front cover, a methodical process of securing and protecting.

Retired Torqeedo battery at 74% after three days of running, our dinghy motor for winter storage. It's best to cycle a lithium battery to 74% and since we do not use it, this was it's time to turn the planet.

Pumping antifreeze through engine, measuring stuffing box for exact wrenches. Willard spent hours cleaning the interior.

Fixed all the enclosure snaps and toggles, a chore left unattended for two years.

---



My bunk 18" x 80" x 6" med+ geri mattress, excellent, waterproof!

I do not mind being in the coffin, if anything, I enjoy it. While being violently tossed here and there you needed to be contained. The bunks on the Acushnet, Melville's sister ship, had bunks where the only way to sleep was in the fetal position. Your body latched on to all sides of the bunk holding you in solid place giving you rest. Even in the 18" coffin bunk, I still need to curl up to be held in place. In the other two bunks, the boys stick extra sleeping bags and pillows to hold them in place in a rolling ocean.

Just by chance, I ended up with the narrow bunk. Initially part of a bench around a large galley table, you could fit in two mattress extensions turning it into a double.

Outfitting for the voyage we needed three excellent bunks. One already in the cabin was 31" x 80". The V berth could hold a mattress like that but the other was 18" wide. We bought the state-of-the-art custom geri beds from the local do it all for the old people store. The 6" sealed mattress with additional custom cover is the only way to go.

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TL;DR – Latitude is a celebrated music and arts festival set in the picturesque grounds of Henham Park in Suffolk. For four days each July, we create a playground complete with a wealth of music, comedy, theatre, poetry, dance, literature, wellness, food and a huge programme for children of all ages. If you really want to get a feel for it, let's deep dive...

2006 was the year it all began. Founded by Festival Director Melvin Benn, our first iteration took place in what was to be our forever home of Henham Park, and welcomed headline sets from Snow Patrol, Anthony and the Johnsons and Mogwai, not to mention a 30 minute afternoon set from a new talent, Paolo Nutini. From that very first edition Latitude was unique among its festival peers, hosting revered artists sitting outside of the mainstream, a wide range of comedy, poetry, literature, theatre, cabaret and a dedicated children's programme. It was a hub of curiosity, discovery and ideas; words that ring true to this day.

## [Latitude Festival | Henham Park, Suffolk, 24 - 27 July 2025](#)

Worked hard in the morning. Raining now. Fascinated by the Latitudes Concert nearby, it's a gigantic festival. We're not going but enjoy listening to Suffolk radio reporting as they review Ossy Osborne's legacy, which is solid as the day is long like you!

---



Sunday, July 27

Put the cover on. Emptied head. Willard is cleaning, cleaning, cleaning.



\$160

[Schatz Ship's Bell Clock Antique Maritime Clocks for sale | eBay](#)

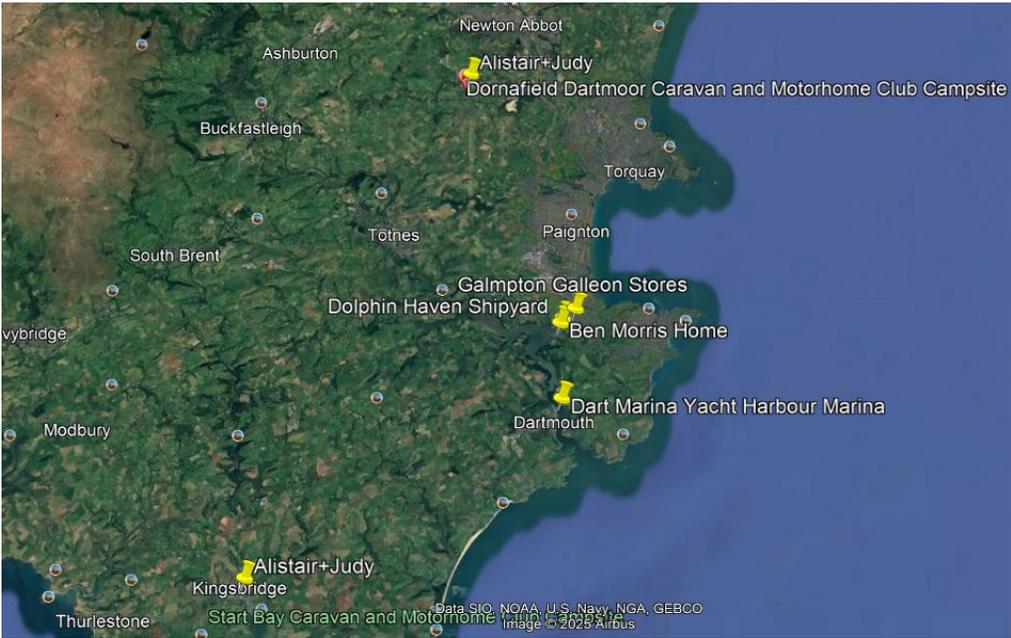


Monday, July 28  
Set up the interior for a long winter. All lockers opened.

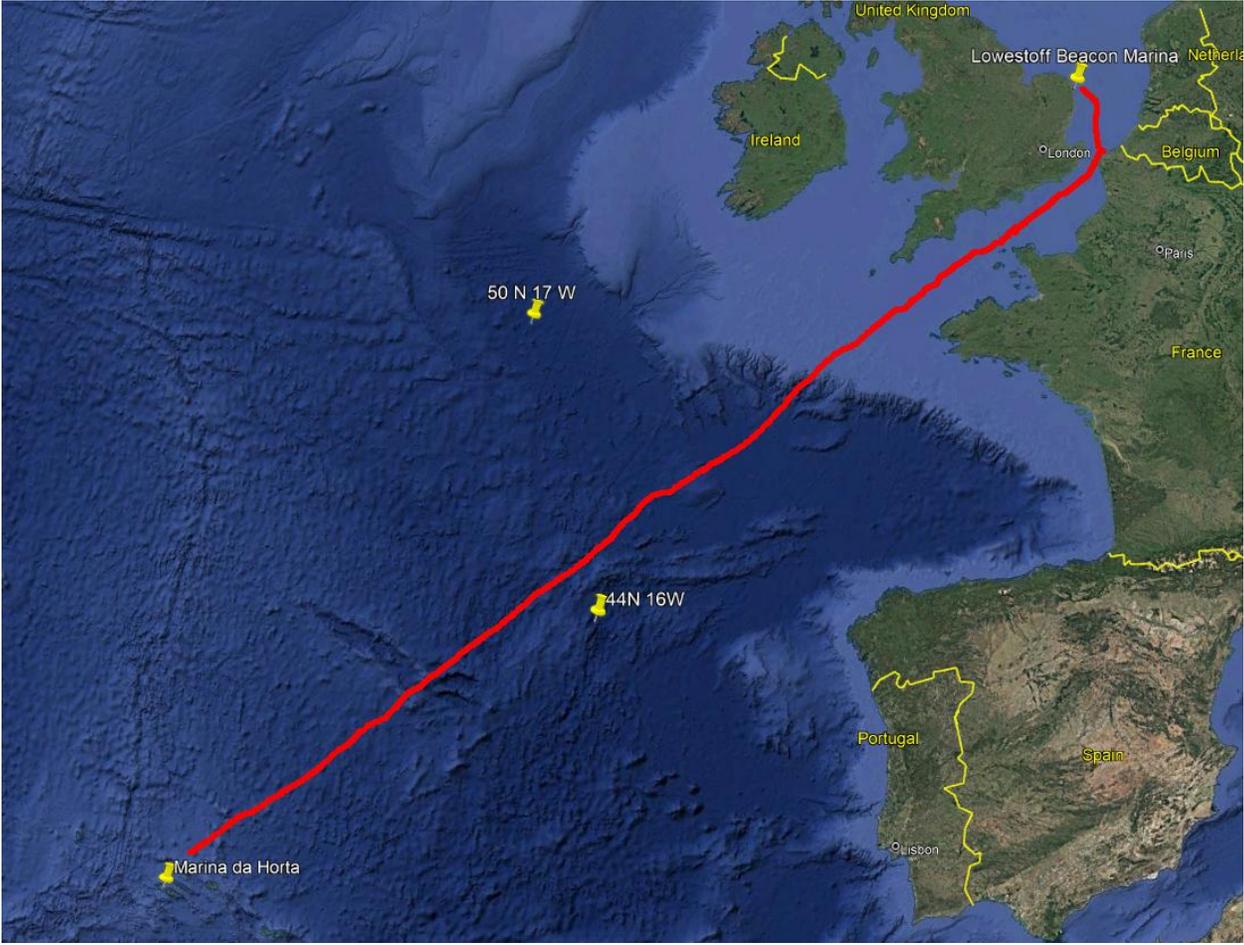


Staying at the Best Western.  
Designed by my architect client in Atlanta. He made use of his knowledge building silos to make round buildings.  
Having our morning beer and rightly so a breakfast stout!  
There'll be no more that once home. Going on a strict regiment of sacrifice and confession. Stoic happiness using nothing but my imagination.

---



Though we did not make Dartmouth we still had plenty of information about the harbors and take out capability. We also correspond with locals about possible meetings. You never know where you will spend several days waiting for a weather window. It's always more fun to hang out land, when a three gale moves overhead.





When I got home I needed to make a gown for Irene for the ball but when pulling out all the old sails I discovered they were good enough to sell! So I spent the day measuring and photographing them for sale.

---

Prolog

Cool, I need to get back to painting. Got lots to do and it always seems about me instead of our home and Irene.

Been home a week. Maybe in another week I'll have everything off my plate and can start waiting on Irene.

---

I got into my head that a Bowie song had Lowestoft High Heeled Boys in it but it was Traffic who had that as their title on the album "The Low Spark Of High-Heeled Boys."

This from IA which is funny:

Based on the provided context, the phrase "Lowestoft high heeled boys" is likely a colloquial or informal term referring to young men or boys in Lowestoft, possibly associated with a certain style, attitude, or group, as suggested by a Facebook post referencing "Lowestoft Fisher-boys" with their "suits, hairstyles, ear piercings and shoes" that were seen as intimidating by a commenter. Another Facebook post refers to "Dockside Dandies" walking along the quayside of the Trawl Dock in Lowestoft in 1962, further suggesting a local group with a distinctive appearance.

While there are references to Lowestoft Town Football Club and local sports teams like Kirkley & Pakefield F.C. and Lowestoft Ladies F.C., none specifically use the phrase "high heeled boys".