

LOG OF THE FELICITY

TRANSCRIBER'S NOTE

Skipper of the Felicity was William Bean. His entries in the log during the Atlantic crossing are interspersed with those of the navigator, "Pete" Coggins. The sea did nothing to improve the skipper's wretched scrawl; I did my best to read it and sometimes failed.

Aside from inserting commas here and there, I tried to remain faithful to the manuscript: When Fidelity sailed from harbor to harbour, I sailed with her; and when Tristan became Tristram, I went along with that. Sometimes I changed spelling and hope not to be caught out.

Much of the log is written in the third person. "Dad" usually is the skipper, and "Mom" is his wife, Barbara. As the skipper's father insists on being called "Robert," and his mother is "Possum," this should confuse no one.

RWB



Southwest Harbor : Shelburne, Nova Scotia

Felicity was built at the Henry R. Hinckley yard in Manset, Maine, during the winter of 1982–1983. She was launched on a foggy, rainy day—May 2nd, 1983. She was christened by Barbara Bean.

5/10/83—Drove up to SW Harbor alone. Felicity was at the dock along with no less than three other new SW 42's. Don Doree on Andorra, Ray on Illusion, and Freya. The situation is best described as controlled confusion. Stowed gear in a locker & went off to the Seawall Motel for the night.

5/11/83—Spent the day reading manuals and poking around. Traced all of the plumbing, which was no mean feat—there are ten seacocks. Almost everything appears to be in good order; there are a few minor glitches, but nothing irreparable.

5/12/83—Loaded gear. Took all day, and it's still not done. There is plenty of storage space, but a lot of it is hard to get at. The space underneath the forepeak berths is huge, but will be miserable to get to at sea with extra gear on top of the berths.



Spent the night on board on a mooring. I can use a different berth every night for a week!

5/13/83—Loaded up the last of the gear, & got the most urgent items on board repaired. Inflated the Zodiac, which is a fair chore.

John mounted the radar reflector—I think it is going to be just fine on the backstay. Outboard hasn't arrived, but Rusty says he'll swap if necessary. Went sailing with Rusty & John in the afternoon. John found the key & all seems well. Again a few minor things, but nothing major. She sails beautifully! I have now docked her twice. Not very elegantly either time. Am now back out on the mooring &

am going to make some spaghetti sauce for tomorrow's dinner.

5/14/83—In a.m. John came out and we went into the dock to get the last bits & pieces repaired. Rusty dug out Hinckley's 7 1/2-horse outboard, which he is trading with me. It seems just about right on the Zodiac. Bob & Carol arrived about noon, and we went to the Happy Crab for lunch. Spent the p.m. doing odd jobs on board. George & Torpey arrived about 4:30. I went up the mast to check, but all was well. To bed about 10:30 after spaghetti dinner.

5/15/83—Bright sun and no wind in a.m. Forecast is for rain, southerly wind 15–20, thunderstorms, northerly wind 15–20, and possibly snow. This seems very funny. Set out at 9:00 with genoa & full main. By mid-afternoon are down to working jib & double-reefed main. Night is cold, rainy & miserable. Do indeed get thunderstorms & all of the forecast winds!

5/16/83—A little sun in the early afternoon. Set the staysail & MFS. Landfall on Cape Sable. Power around to get to Shelburne before dark. Shelburne is very beautiful. Harbor is big, easy to enter, & well-sheltered. Dinner of steak, mashed potatoes, peas, and gingerbread with whipped cream. Felicity has done very well. Most of the problems are of a very minor nature, & we are getting rather picky. The genoa is very big, and am doubtful that it will be of any use to us after the crossing. To balance this, she sails rather well under the working jib even in light air. MPS is manageable, and the same is true of the main, although it will be hard work.

5/17—Went into shore, with George in AM, and cleared customs. Shelburne is a beautiful town, more like Maine than Maine. After clearing customs, we all went ashore and walked around the town. Lunch at McGowan's—good fish chowder & fish and chips with vinegar. Good anchorage off McGowan's. Owner pointed out best anchorage:.

Store on Water St. a couple of blocks toward center of town

CANADA CUSTOMS REPORT
17 May 1983
SHELburne, N.S. (N. 43)
MV Felicity
508496
CANADA CUSTOMS REPORT
HIGHWAY
Vehicle
Entry No. _____ State _____
 TRAILER CAMPER OR MOTOR BOAT
Class: _____
 VESSEL AIRCRAFT
 INWARD OUTWARD COMBINED
Owner/Operator: William Bean
Address: 458 Glenroad, Weston MassUSA
Reg. No.: 655195 State: Mass
This permit is valid for _____ month(s) _____ Other permit _____
CONDITIONS OF TEMPORARY ENTRY ON REVERSE SIDE

Shelburne : Southwest Harbor : Somes Harbor

has excellent-looking meat. After lunch Torpey taught me to play gin. We could get in real trouble with a month to play.

5/18—Left Shelburne about 9:00 a.m. Nice sailing conditions. Wind from the SW, predicted to go NW. Took long tack past Cape Sable, & wind went to W so were able to carry the course direct to SW Harbor.

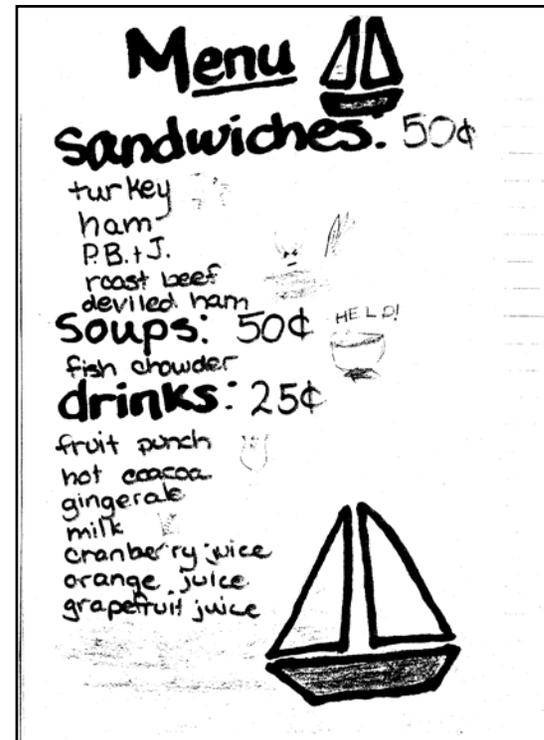
5/19—Beautiful sailing day. Arrived SW Harbor 3 p.m. and cleared customs by phone. Took genoa ashore & folded it on the dock. Set storm trysail, which sticks in track.

6/15—Drove up from Boston, arriving about 2:30. Jeff Johnson came up a little later to do the condition survey for the insurance. Dinner at The Moorings. All very tired.

6/16—Day at Hinckley's dock. Bits & pieces being attended to. Meg, Amanda & Dad took dinghy across to SW Harbor and walked to Oceanarium to find out if it was open—which it was. Dinner at the Happy Crab. Stowage is a nightmare, & we are all still very tired & have a cold to boot.

6/17—Another day at the dock. Went to Oceanarium in a.m. Stowage is beginning to be reasonable & our temper improves with it. Converted iCOM to general-coverage transmitter. Meg & Amanda have been running a restaurant for lunch. The next day's lunch is bought with the profits from the previous day's lunch. The prices went up steeply the second day! Timmy still misses home. Every once in a while he gets a wistful look in his eyes & says "home." Meg & Amanda have stuck stars to fore-castle ceiling. They are of the glow-in-the-dark variety & are rather spectacular.

6/18—Started out for Buckle Harbor, but fog persuaded us to turn around & head for Somes Sound. Anchored in Valley Cove & went ashore. Kids ran the dinghy by themselves. More trouble with the windlass—suspect it needs a new casting for the piece that supports the stopper. Late in the afternoon sailed up to Somes Harbour under jib alone. About 5 knots with 13 knot following wind. Anchored near second can in the harbor. Went ashore & walked to the grocery store. Everyone seems more content today. Meg still has bad cough. Dad & Amanda have it too, but not as badly. Both Meg & Amanda took turns sailing



the boat on the way from Valley Cove to Somes Harbor. In the evening fog has come all the way up the sound & radio reports heavy fog on the coast.

6/19—Spent the day at anchor in Somes Harbour. Went into town in p.m. Tried out ham radio, but have decided that tuner will not work with vertical whip & that I need a SWR meter to tune the antenna. Will have to install an antenna switch to allow use of the radio with either the whip or a dipole.

6/20—Sailed down Somes Sound in a.m. Had light following breeze, so set main & MPS. It's a real thrill to sail with the MPS. The sail is spectacular & it really moves the boat along. Went into SW Harbor & picked up a mooring for lunch. Took boat into dock after lunch to have windlass checked. While we were in,

Southwest Harbor

the refrigeration failed, so we ended up staying for the afternoon. (Problem with fridge was a bad high-pressure switch—luckily Hinckley happened to have a replacement.) After supper Meg, Amanda, Timothy & Dad went for a walk in the yard. Then we sailed over to NE Harbor, where we picked up a rental mooring (red balls with green floats) and went into town for an ice cream. Lots of mosquitoes. As the menus show, Da & Meggie's restaurant is a great success. The food is good & the menus are great. Meg &



Amanda both sail the boat & help out. Amanda handled the MPS halyard when we lowered it & Meg picked up the mooring in the harbor. Altogether, we seem to be adjusting well to the boat.

6/21—Kids went shopping in NE Harbor in a.m. Motored over to Seal Harbor, but didn't much like it, so continued over to Islesford. Anchored off channel to wharves. Had picnic lunch on board & then went for walk across the island. Mom found a crab. Stopped at playground on the way back. Timothy tried everything—slide, swings, bars, etc. Lamb chops for dinner. After dinner discovered anchor was dragging. When we tried to reset it, it was covered with seaweed. Four tries with two anchors later it was getting dark, so we motored back to NE Harbor & picked

up a mooring. Kids did a super job of taking care of Timothy during all of this. They took him up to the forepeak & built a slide. When I went down to tell them what we were doing, the only question was why NE Harbor rather than SW! After the excitement was over we all had cocoa & discussed emergency procedures.

6/22—Went into shore to have showers in a.m. Very hot day, so just sat around on the boat, which was the coolest place around. Meg & Amanda went into town in p.m. About 4:30 left & went for a short sail out the western way & back into Hinckley's. Meg tacked the boat three times & did a beautiful job. Amanda made blueberry muffins for breakfast. Went to the Seawall for supper.

6/23—Into dock at 7 a.m. to have saltwater wash installed on fore deck. After breakfast went into Ellsworth for SWR meter and to do the laundry. Lunch at McDonald's. In the afternoon we went to the beach at Echo Lake. Timothy loved the beach. All of the 42's have been here in the last few weeks. As best I can reconstruct them, they are: 1) Sophia, 2) La Mouette, 3) Beachcomber, 4) Ecstasy, 5) Andorra, 6) Frøya, 7) Warpath, 8) Felicity, 9) Illusion, 10) Waki Waki. Tonight, desperate to win, mother played the word "anus" in a game of Scrabble. When told that this was disgusting, she replied, "But I won." Had a Pre-Raphaelite sunset with streaks of pink radiating into the sky and Venus shining to cap it off.

7/2—Spent the last 10 days doing the final fit-out. Loading the food was a little like a reverse circus act where the clowns get out of a car. We kept putting on more & more food. Torpey arrived Tuesday evening & helped with the stowage. Meg & Amanda were a great help. They made baggywinkle, took care of Timothy, & prepared meals. Big dinner party Friday night with Hungate's, wives, Possum & Robert, etc. Left 9:30 a.m. Saturday. Light winds as we left. Started to set MPS, but that brought up the wind and did 7+ knots for next 24 hours. Bay of Fundy had big swells & was thoroughly miserable. All of us sick to some degree. Pete & I are the worst. He was using Transderm, but it didn't seem to help much. I put one on, and it seemed to help after a few hours. Jeff says they work well for him. No one ate very much.

7/3—Everyone feels better, although the wind has died (11:00).

Atlantic

July 2, 1983
Day 1

Felicity—Southwest Harbor, Maine, bound for Falmouth, England

Left dockside 0940, and took departure from Baker Island at 1021. Course 127(t) 145(m) all day to 0230. Changed to 118t, 137m.

Barometer steady at 1020.

Wind varied 10–22, southwesterly.

Fog—limited visibility all day.

Datamarine log at 9:40 472.0

Walker taffrail log set at 0 at 1021.

Heard—Boats on German Bank—saw no one
Horn at Cape Sable.

Day's run 146 at 0800

43° 05' N } Loran

65° 32' W }

C. Coggins Navigator



July 3, Day 2

Continued fog and light air. Wind predominantly SW 0–12 knots. Prolonged calm 2000–0500; drifting with steerage way under bare poles. Heard distant engines on 2000 watch. Schools of fish breaking surface on the 2300 watch.

Day's run 58 miles, 24 hours.

Cumulative 204 to 42° 30' N, 64° 29' W.

CHC



July 4, Independence Day
Day 3 of voyage.

Continued fog and variable wind from S to SW. Fog all day. No celestial observations until 0600 7/5. Heard steamer pass from ahead to starboard. Could not see her or raise her on channel 14. July 5 cleared at dawn. Accompanying porpoises. Crew healthy. Entered Gulf Stream with water temp 67° F.

Day's run 124 miles. Cumulative 328 miles to 41° 44' N, 61° 56' W.

CHC

July 5, 1983. Voyage day 4.

Third day on same tack. Clear, sunny, hot (83°) with fresh SW wind steady all day at 15 kts until 2300—rising to 20–22—took single reef. No ships seen. Porpoises accompanying. Crew healthy. Day's run 183 miles (!) by both mechanical logs, but will check with a good fix. (Correction = 164 miles, by L & Lo.) Loran faded, then strengthened.

41° 04' N, 58° 20' W by Loran. Cumulative distance 492.

CHC

July 6, 1983, Wednesday.
Day 5 of voyage.

Clear, sunny, warm day and starry night. Remains quite calm with seas 4–5 ft. Averaging about 7 kts in winds about 15. Distant ship sighted in the evening. Crew healthy, eating well, good spirits. Moved clock ahead one hour.

Day's run (23 hrs) 161 miles to 40° 52' N, 54° 49' W.
Cumulative distance 653.

CHC

Thursday, July 7, 1983. 6th day of voyage.

Another clear hot day (83°F). Hove-to for addition of baggywinkle to port shroud. Otherwise 5th day on same tack. Seas 4-5 ft., larger swells from SW. Winds variable around 12 kts, SW. Met Norwegian (?) [Swedish?] LNG carrier, bound for Mobile, Alabama. Day's run 125 miles.

Cumulative run 778 miles to
40° 49' N, 51° 49' W

CHC

Friday, July 8, 1983. 7th day of voyage.

Fourth clear hot day, remaining in warm (78°) Gulf Stream. SW winds 8–15 kts. Gentle swells. Barometer steady, then falling slowly. Passed south of "Point Charlie" and began great circle course to Falmouth. Sighted a ship off to starboard, porpoises, and a whale.

Day's run 163 miles (by Loran; by sun line 157 miles) to
41° 30' N, 48° 21' W. Cumulative log 951.

CHC



Atlantic

Colin trying to call home. Bill went up mast to put on more baggywinkle. Refrigeration went out again this morning. Jeff put a jump across the high-pressure cut-off switch to get it running again. Chicken pie for dinner. Wind died down at night & we took down the sails & drifted for almost 9 hours.

7/4—Some wind, but light & variable. Still foggy. Charcoal-broiled steaks & bad champagne for lunch. Water temperature is up to 63°, so we must be in North Atlantic drift. Made more baggywinkle after lunch. Shrimp stew for supper. A gourmand's day!

At night we saw dolphins playing around the boat. They looked like white ghosts flying through the water. Passed two ships in dense fog. We could hear the props but couldn't see them. A Whistler radar would have been a comfort.

7/5—Fog gone & have a beautiful day with 12–13 knots of wind. Blueberry muffins for breakfast. Set the genoa. All had washes, using the salt-water deckwash. Glad we put it on—it's a great help. Watch system seems great. Steering isn't arduous with short watches & there is plenty to do off-watch. Jeff made magnificent ham dinner & brownies. Bill & Nils had a hard-fought Scrabble game, which ended in a tie when it tipped over during a sail change from genoa to working jib.

7/6—Another magnificent day. Deck wash drew lots of power, so had to run engine for 1 1/2 hours today. In future will use it when we are running engine. Water temperature is 76° F. Are making great time in about 14 kts of wind on a reach. Rather hot below since we can't leave the hatches open because of spray. Chili & hot gingerbread for dinner. Night is magnificent with a fantastic view of the stars. Pete is getting regular sights on Venus



& Jupiter in the evening. They are in the perfect position. Had to lower main to reset slide. Jeff & Bill checked engine & saltwater strainer. Set clock ahead one hour at noon.

7/7—Timothy's birthday. Happy birthday, Timothy. Hove to & went up the mast to put more baggywinkle in place. Will need yet more. Torpey made pancakes for breakfast. This is the third day in a row of perfect weather. We are all a little bored with it. No doubt it will change soon! Made baggywinkle with Dacron in the p.m., as Manila rope had run out. About 3:30 passed close by an LNG carrier headed for Alabama (Brieger Jarl). Further showers in the late afternoon. Pete made a magnificent pineapple upside-down cake. Loran is getting shaky.

7/8—Re-stowed the lazarette this morning and examined the steering gear in the process. Then we cleared out the forecabin and moved some of the food aft to reduce the weight in the bow. Found the hose in the space under the V-berth. Used the deckwash to clean the decks & cockpit, & policed the cabin below. Have turned the corner & are now on the great circle course to Falmouth.

7/9—Yet another beautiful day. Made more baggywinkle in a.m. Russian grain ship (Marshal Zhukov) came by to see us. Passed much too close for comfort. Don't suppose they have any



Sat. July 9, 1983. 8th day of voyage.

More of the same—beautiful hot, sunny weather with quiet seas. Swells 4–5 feet. Wind SW 10–15, backing toward S. Barometer steady 1026 to 1028. Warm Gulf Stream temperature 74°. Approached by Russian ship, Marshall Zhukov, who failed to answer on channel 16. Out of effective Loran range

Day's run 168 miles. Cumulative 1,119 miles to
42° 29'N, 44° 50'W.

CHC

Sunday 7/10/83. 9th day of voyage.

More of the same, with sunny skies & fresh S–SW breeze until evening, when wind dropped. Night watches in very light winds and fog. Clocks advanced one hour to GMT-2h. Dolphins and whales sighted. Water temp 74° remains Gulf Stream.

Day's run 133 miles to
43° 20'N, 42° 02'W.

Cumulative miles 1,252. 1,559 miles to go!

CHC

Monday 7/11/83. 10th day of voyage.

Very light winds to calm all day. Mostly sunny. Swimming in afternoon. Air temp 80°, sea temp 74°. Bruzelius stung by jellyfish. More dolphins, whales. Over the night wind picked up from the northeast. First port tack of the voyage!

Day's run 48 miles. Cumulative 1,300 to
43° 12'N, 41° 00'W.

CHC

idea of the effect of the wake on us. Carried main & poled-out working jib all day. At dusk took down pole & set staysail. Bad weather off to NW of us & we keep expecting it to come but it never arrives. Jeff made peach shortcake for dinner.

7/10—Jeff & I tried to set the MPS by ourselves with very messy results. We were rescued by Colin & Nils in a scene which should have come from Monty Python. Coffee cake & scrambled eggs for breakfast. After breakfast, cleaned galley & cleared rust off from the bow fitting. Torpey went up the mast & installed new two-toned baggywinkle. Made contact with ham set on trans-Atlantic net in the morning. Colin is preparing roast beef for dinner. This is the sixth-straight perfect day. We are making excellent runs and would reach England in 20 days if we could keep it up. (Later, 7/10)—Roast beef was a tour de force: beets, beans, roast potatoes & gravy with onions! Saw a whale after dinner. Wind went light in evening & not much distance made during the night.

7/11—Light wind and fog in a.m. Cleared & wind died in p.m. Went swimming. Nils stung by a jellyfish, but not seriously. Saw a pod of small whales in morning & container ship in afternoon. Winds light at night & shifting to NE.

7/12—Wind has picked up from the NNE. Are sailing with double-reefed main & jib. Still beautiful weather. Spoke to Sydney via phone patch & gave her our position. Passing freighter in p.m. confirmed position. Are on port tack for the first time. Not too much chaos considering how long we were on starboard. Pans are beginning to smell in the locker under the sink. Need some sort of ventilation there. Cubbies in the cockpit pick up water from weather rail & pour it into cockpit. Have them plugged with a sponge at the moment.



Atlantic



If we continue at this rate we will have a great deal of food left. Some of the cans are beginning to rust. On a longer voyage varnish would be essential. Quarterberth is very stuffy & needs a vent into the cockpit area somehow. Steaks for dinner.

7/13—Spent the night hard on the wind in 20-knot wind. More of the same during the day. Furled jib & set staysail. Rove reefing line for 3rd reef, but didn't take reef. Need housecleaning badly. Tomorrow intend to wash pans in fresh water, clean head, & wash dish towels. Will also have a general pick up. Passed the halfway point today. Fixed leak in hatch over main cabin with duct tape.



7/14—Still have NE winds on the nose. Washed dishes, towels, & head this morning. Colin's curry last night was superb. Bulkhead-mounted chronometer is erratic. Probably it is because of pounding. Checked into TAN again this a.m. Last night opened Bob Colvin's surprise package. He had predicted the number of days to 1/2 way on the nose. The package contained some soap, etc., and a bottle of Grand Marnier!

7/15—Sea calmer & wind has backed to N. Making 7 knots on course for Falmouth. Replaced battery in chronometer.

Tuesday 7-12-83. 11th day at sea.

Wind built from the NE throughout the morning. By afternoon beating into steep choppy seas with winds about 20 kts. Wet passage. Started with main, working jib and staysail. Reduced to double-reefed main and working jib. Could not make intended course of 85 (m). Made good about 105(m) (83t).

Day's run (by log & DR—probably an overestimate) 155 miles to

43° 36'N, 37° 29'W. Cumulative 1,455 miles.

CHC

Wednesday, July 13. 12th day at sea.

Continued all day beating on port tack against steep seas and NE wind 20–25kts. Frequent rain showers. Could not do better than about 90° (t). Passed the estimated half-way point of voyage.

Day's run 124 miles to 43° 27'N, 34° 39'W. Total voyage 1,579. To go (GC), 1,271.

CHC

Thursday, July 14, Bastille Day. 13th day at sea.

Third day on port tack beating against stiff NE breeze. During the night seas flattened, and a course closer to intended 62 (t) was possible. No ship contact.

Day's run (DR) 142 miles to

44° 08'N, 31° 31'W.

Cumulative 1,721 miles (1,132 remaining).

CHC

Atlantic

Friday July 15. Two weeks at sea.

Continued port tack with fresh breeze, making excellent progress on intended course of 75° (m). Grey overcast most of day with wind N to N by E. No ships seen.

Day's run 161 to 45° 03'N, 28° 20'W.
Cumulative 1,882 miles (986 to go).

CHC

Sat. July 16. 15 days at sea.

Fifth day beating into choppy seas and N by E wind. Barometer steady—not much change in weather. Contacted four US Navy vessels at night—spoke to US Merrimac. Continuing on port tack under double-reefed main and alternately working jib or stays'l.

Day's run 146 miles to 45° 32'N, 25° 26'W.
Cumulative 2,028 (863 to go).

CHC

Sunday July 17. 16 days at sea.

Sixth day between high pressure system to the north and low to the south. Close hauled on port tack, making intended course of 60° t. Electrical problems with binnacle light and solenoid valve on propane line traced to corrosion in wiring—repaired, as were two batten pockets after lost battens. Contacted SS Melton Challenger on route to London. Barometer steady.

Day's run 121 miles to 46° 22'N, 22° 48'W. Cumulative miles 2,139.

CHC

Dolphins around boat again. Bad propagation on ham set this a.m. Jeff made blueberry muffins for breakfast. Colin & Torpey dancing in cockpit to ABBA this morning. Bilge has needed frequent pumping. Believe



water is coming in hawse pipe. Compartment behind dinette keeps opening itself. Mysterious, as it is fastened with two good bolts. Fridge takes over an hour to cycle. Perhaps because we persist in putting warm soda cans in it. Some things we forgot to bring: Clorox, paper cups, cheese slicer, brandy, cook book, milk container, Azores charts. Have too much gear on board without a home. It makes a mess of things in rough weather. Partly because of large crew. Watch system works well. In spite of three days going to weather in stiff breeze, everybody is still cheerful & not exhausted. Another time I would be certain that everything has a definite stowage place. No loose gear in the cabin. Much of the stainless on deck is rusting. The lines are beginning to turn grey. Have had some damage to starboard weather cloths. They needed longer pieces of shock cord so that they have more give. In future would tie them with a loop. This would provide plenty of give. This a.m. we were about 240 miles from the Azores & 180 miles south of our original intended course. Are hedging our course towards the north to avoid being becalmed too close to the Azores.

7/16—Wind has backed some, we are making good time, on course. Have less than 1,000 miles to go. Colin made another great curry for dinner. Wind very flaky in evening. Saw three/four



navy ships at about 2:00 a.m. Spoke to USN oiler Merrimack. They gave us our position, which agreed with our noon position



in putting us south of our DR. Bilges are filling up fairly regularly. Jeff & I checked all of the throughhulls & believe that the water is coming in through the hawse pipes (in addition to a number of minor deck leaks). Baked two loaves of bread. Log line fouled under boat.

7/17—This is our sixth day of going to weather and it is getting rather boring. We are all ready for a change. Have just spoken ship, the “___ Challenger” and they say we can expect at least 24 hours more of this weather. Jeff reports that the compass light flickers and we will have to track this down. Have used up the starboard propane tank & switched to the port tank. Jeff repaired the compass light. Water had got into a connector & the joint was bad. Turned out we had not used up the propane. The solenoid was cutting out because of a bad joint. Sea water comes up into the propane box & then leaks out down the electrical lines. It got at the connector &



Monday July 18. 17 days at sea.

Continuing as before but wind varying from NW to NE and from 6–20 kts. Hove to for about an hour while skipper went over the side to free the fouled log line from the propeller shaft. No ship contact.

Day’s run 135 miles to 47° 03’N, 19° 40’W.
Cumulative miles 2,274 (608 to go).

CHC

Tuesday July 20th [sic]. 18 days at sea.

Reefs shaken out; genoa up, continuing port tack against variable NE wind. Cloudy until midnight when it cleared for a few hours. Ship contact on VHF (not seen) for weather forecast (“more of same”).

Day’s run 130 miles to 47° 29’N, 16° 33’W. Cumulative 2,404. To Falmouth about 481.

CHC

Wednesday July 20th. 19 days at sea.

Tenth day on port tack beating into NE wind. Much the same as the last few days. Again our observed latitude is some twenty miles south of our DR position—suggesting southerly current of nearly 1 kt. (vs. expected about 0.5 kt). We are not quite making needed direct course to Falmouth.

Day’s run 120 to 47° 34’N, 13° 36’W. Cumulative 2,524 miles. Remaining 370 miles.

CHC

Atlantic



Thursday July 21. 20th day at sea.

Continued all day under mostly cloudy skies and against moderate chop—with triple-reefed main, staysail & working jib by afternoon. At night wind dropped, died for 1–2 hours and came up very light from E. At 0800 7/22 we are motoring at 069°t. Barometer fell from 103.7 to 101.9 in about 24 hours.

Day's run 126 miles to 48° 00'N, 10° 32'W. Cumulative miles 2,650 (to go 249).

CHC

rusted it out. Replaced the connector & taped it over silicone sealer & then used wire clip to tie it up out of the way. Solves the electrical problem but doesn't help with the seawater in the propane tank. Will see if two cross lead drains will cure it when we get to England. This problem also explains the water in the bilges as we have a steady stream leaking through the bottom of the propane locker.

7/18—Wind has backed & are making 7 knots under triple-reefed main & working jib. Reefing line exit block for third reef is too far off on the boom & boom sags as a result. May be able to cure this by tying a line through the reefing clew and around the boom. Put on wet suit and dove to clear log line. Was twisted round prop shaft. Cut it at each end of the twist and left the rest there. Managed to check into TAN for first time in several days thanks to a relay.

7/19—Wind has been very flaky & tiresome. Set genoa & making minimal progress against SE winds. Pete cleaned head last night.

Torpey says to look up: Ernesto & Francesca Raab (Nantucket), di E. Raab & Co., 20154 Milano, Via Lossanna N R, 318-2147, 2221, 2312.

Washed all pots in fresh water in p.m., Checked into TAN via G4FTO and another station at sea. Jeff pulled out grommet in 2nd reef in the night. Torpey is going to take a look at it. Nils cooked bread in a.m. We are all ready to arrive. Colin called blind & found a ship which gave us a weather report, but it wasn't much help since it called for SW winds 4–5, and we had NE 4–5 all day!

7/20—Wind has headed us somewhat & are sailing





about 110°. During night Pete & I sailed out of a dark cave of clouds into a glorious starry sky. Found that we could turn off the binnacle light & steer directly for the Pleiades which were rising. Washed up & took inventory of clothes. Now have penultimate set of clean clothes on. In a.m. Torpey & Colin took down genoa, which is now furled on port deck. Will have to flake & bag it before sunset. No luck with TAN today. Jeff is making ham dinner with scalloped potatoes. Looks like we might make it in by Sunday or Monday.

7/21—More NE winds. Baked bread & had eggs Benedict with real hollandaise for lunch. Clear contact on TAN & passed message for Amanda Cross with our position. Wind up in p.m. & had good 6-7 knot ride for awhile. Then wind died off.

7/22—Motored for about 3 hours in morning as no wind. RDF fix from Mizen Head and Round Island confirms Ioran position & DR. MPS for rest of day till about 2330 when Colin, Jeff, Torpey & I took it down in thunder squall. Spoke to oil rig safety boat & they passed message to Jackie Brown. Saw oil rig & safety boat during night. Torpey finished off baggywinkle in afternoon.

Datamarine electronic and Walker taffrail logs have been in

Friday July 22. 21st day at sea.

Began day motoring in calm. Light breeze developed from NW—set large multipurpose head sail. Lovely clear sunny day. Still on port tack (have not tacked yet during voyage). Contacted by radio and visually at night two oil rigs and a “seismic” boat;. No more southerly current apparent.

Day’s run 130 miles to 49° 13’N, 7° 50’W.
Cumulative miles 2,780. Miles to destination—124.

CHC

Saturday July 23. 22nd day of voyage.

Gentle seas, NW winds, a fine day. Entered English Channel with RDF bearings on Scilly Islands and Mizen Head. Buzzed by patrol jet. At night made Lizard Head by RDF and visual observations. Approaching Falmouth Harbour. Day’s run 128. Cumulative for voyage 2,908. To go about 10 miles.

CHC



Atlantic : Falmouth : St. Mawes

Sunday July 24. 23rd day of voyage.

Falmouth!

Day's 16. Total 2,924.

(Arrived 9:40 British Summer Time.—WHB)

Total voyage about 2800, 1/4=700, 1/3=933, 1/2=1400, 2/3=1867, 3/4=2100.

Voyage day	Ending on July	Miles	Cumulative	To go
1	3	137	137	
2	4	65	202	
3	5	119	321	
4	6	167	488	
5	7	160	648	
6	8	136	788	
7	9	163	951	
8	10	168	1119	
9	11	133	1252	
10	12	48	1300	
11	13	155	1455	
12	14	124	1579	
13	15	142	1721	
14	16	161	1882	
15	17	146	2028	
16	18	121	2139	745
17	19	135	2274	608
18	20	130	2404	481
19	21	120	2524	370
20	22	126	2650	249
21	23	130	2780	124
22	24	128	2908	16
23	25	16	2924	0

general agreement with each other within about 5% and average about equal. Usually overestimate distance traveled (by point-to-point calculation) by 5-10% depending on sea (probably about right).



7/23—Motor on again at 0800. All took fresh water showers & feel much better. Inflated fenders. Set jib about 1330 in order to use ham rig. Took cushions out to dry. Mattress covers are having accidents at a great rate!

7/24—Landfall on the Lizard at 2:10. Colin was the first to spot it. Lizard bore 35°. Continued on 45° until it bore 25°, at which point doubling of the angle indicated we were 6 miles off. Sailed all the way up into Falmouth Harbor. Spotted Mom, Dad & Sydney at the Greenbank. Everyone else was waiting at the marina. Arrived 9:40 (log 3,590).

7/25–7/29—Very busy commuting from St. Mawes to Falmouth & back. Managed to get propane tank filled in St. Austell and saw china clay museum. Falmouth marina was nice enough, but much like marinas everywhere. Managed to connect up to 220v/50 cycles without any trouble. Hinckley had shipped our packages by sea rather than by air, so they have not arrived yet. Mrs. Cadby has been cooking for Mom & the kids & is very nice & helpful. She will intercept the packages when they arrive. Have cleaned the interior and now have to get after the varnish. Visited Royal Cornwall Yacht Club. No mail has been forwarded, & Owen Maher is on vacation so we don't know why not.

7/30—Have moved onto the boat at last. Possum & Robert came down and we left Falmouth about 2:30 and sailed to St. Mawes. On way re-stowed anchor chain, which had shifted during the Atlantic crossing and wouldn't run free. Robert had given the wrong car keys to the marina when we left, so he couldn't use his car. Mrs. Cadby drove him over. We found this out when we saw Possum in swimming in the harbor with her clothes on! Charcoaled lamb chops for dinner & had Scrabble game afterwards.