

Summer 1987

- "Tusindfyd" in The Stockholm Archipelago *

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* Transcript from Rosemarie's diary with a few comments [in brackets] originally written in English as inspiration for article written to the Nicholson 32 Association and later awarded the 'Seawolf Trophy' for 'Best Long Cruise of the Year' (see: http://www.troidand.dk/userfiles/downloads/Baltic_summer_cruise_in_TUSINDFRYD.pdf)

Introduction

I do not know how others prepare their summer cruise, but I certainly know how the crew of "Tusindfryd" does: The last week before we start, we use all our energy and concentration on weather forecasts and alternative plans; if we had used all that energy on our work, to clear our desks we might have been able to do just that! But as usual we left work with the feeling that we had not finished there, but with the feeling that "Tusindfryd" was well prepared. Had learned from the weather forecasts that the gods of the weather was not in favour of our original of going east very quickly, as they published gale warnings for the first two days. So we had to change plans, in order to please the weather gods, as we were going on a month cruise and did not want to jeopardise our relationship with them. So we went slowly and easily together with our friends Uffe and Ester in Troldrosen [a Swedish 32 foot double ender of Olle Enderlin design)

Friday July 24th 1987

Left our home port Skudehavnen, Copenhagen at 08:00 hrs in the evening. The wind was SW 10-12 m/s. Our only plan was primarily to get out of the Metropolitan bus- and train area, as we can't get the feeling of holidays, knowing that we can get home [by bus] in half an hour. Sailed to the Falsterbo Channel to prepare to go through the channel [from the Sound] to the Baltic when the Weather-Gods changed their minds. The channel was built in 1943 to make a [protected] passageway to the Baltic for the neutral Sweden. It was an uncomplicated run of 24 NM and the current ran almost one knot and helped us to reach the Falsterbo Channel before midnight.

Saturday July 25th 1987

Listened to the weather forecasts, no news, - still gale warnings. Decided to wait it out and use the time to have a look of the surroundings. Falsterbo houses 2000 inhabitants, but in the middle ages it was a very industrious area with more than 7000 boats fishing for herrings in the season. While we were waiting the rain came and with the rain hails, so we postponed the our walk and dug into our second best holiday entertainment: Reading. The rain stopped and we went for our walk and walking made us hungry, - and eating made us sleepy so we had a nap, - it was nice . All the while the gale was making an awful lot of noise outside.

... and in that lazy way the first day of our cruise passed and finally we had accustomed our selves to the feeling of relaxing

Sunday July 26th 1987

Departure: the Falsterbo Channel 12:20 hrs

Arrival: Skillinge 19:00 hrs

Wind: SW 12-14 m/s

Weather: cloudy

Distance: 55,5 NM

This is the first day where the forecast only indicated 15 m/s in periods, so we left Skillinge. The course was due west, which called for a pole in the genua. There were quite enough wind and the waves were very impressive. Now we really felt what kind of sea the Nic 32 was built for! We had taken in a reef and was carrying the jib. Was just our kind of weather: up we went over the waves and... down again. After an hour or so, we engaged our "third member of our crew": 'Mr. Thomsen' (an Aries Wind Wane), a highly appreciated crew member, as he does not do much talking and is cheap in beer.

Monday July 27th 1987

Departure: Skillinge 09:20 hrs

Arrival: Kristianopel 22:00 hrs

Wind: W 10-12 m/s

Weather: cloudy / rain

Distance: 89,7 NM

The weather forecast seemed to be "a tape recording" of the one we heard yesterday. Of we went over the Bay of Hanö. Our course was 60°, we took in a reef and wore the genua 2, as we decided to believe in the meteorologists promise that the wind would decrease to 5-10 m/s. I didn't but we continued with a lot of wind and waves. At the southern point of Öland, we later learned that two meter high waves had been registered. That was very much in accordance with our observations. At half past eleven and half past two we checked our measured position with the position on the AP-Navigator [At that time a top of the line navigational aid based on Decca radio signals but made for pleasure boats] and it still seems to show the right position. Ten past six we passed Utklippan in half a mile's distance, which meant we had crossed the bay, and soon would come into an area where we were in shelter for the waves. So we did and at 21:30 we saw the lights leading into Kristianopel and at 22:00 hrs. We were moored in Kristianopel.

We are not the first Danes to set foot in this part of the world. As a matter of fact: this is old Danish country. In Kristianopel you can see the reminiscences of a border conflict in the 17th century, as the remains of a fort built by the Danish King Christian IV is still to be seen. The wall around the fortress still exists. The church is a typical Danish village church. The rest of the town was burned during one of the conflicts.

Tuesday July 28th 1987

Departure: Kristianobel 12:30 hrs
Arrival: Revsudden (north of Kalmar) 20:00 hrs
Wind: changing less than 5 n/s
Weather: first sunny, later rain with thunder
Distance: 36,4 NM

Woke up in Kristianobel in sunshine! It as really beautiful. Had breakfast on the terrace (ie. our cockpit) in glorious weather. The tiny harbour is so sheltered that we had no real idea, we of how strong the wind was. But after three days with exhilarating down wind sailing in rather hard winds, we really enjoyed the silence of very little wind and sunshine. Went for a walk to see the picturesque place and to find the place where to buy smoked fish. Found it and bought fish for our supper. Then: Of we went! Started out with full main and Genua 2 as it was wet from yesterdays rain and we wanted to dry it out. As we were moving slowly north Kalmar Sund, I said (looking towards the sky) " that looks like a good-weather-sky!" Sten looked the other way and said " but that looks like oil-skin clouds!" and alas, he was right! A little later after having passed the east-mark on Utgrundet, we heard thunder and saw lightning. Down the main, and we continued slowly for the genua (which was now dry), waiting for the rain and what wind it might bring. It did not bring much wind, and soon even that disappeared, - but the rain came and went and came and went and....
As there was no wind we started the engine for an hour, and found the wind again, but not so much ESE 4 m/s, so we changed to genua 1. As the wind changed, we ended up having two wet head sails. At 18:30 we sailed under the Kalmar Sund Bridge which connects the isle of Øland with Sweden (wind SW 5 m/s). Entered a small fishing harbour, Revsudden north of Kalmar at eight o'clock had a delicious meal consisting of those smoked fish we bought this morning in Kristianobel.

Wednesday July 29th / Thursday 30th 1987

Departure: Revsudden 11:00 hrs, Wednesday
Position at midnight: N: 57°27'6 E: 17°35'o
Arrival: Visby 05:15 hrs Thursday
Wind: changing, less than 5 n/s
Weather: clouds and some sun
Distance: 90,3 NM

Took our time in the morning as we were set to leave for Visby, Gotland, well knowing that we would have to be sailing through the night. So we left and up went the mainsail and genua 1. Course was 25°, the wind WSW 4 m/s. After an hour the wind turned more westerly; down came the genua and up the genakker. It was very beautiful sailing going north in Kalmar Sund and we had our lunch (still had some smoked fish). During the afternoon we had some rain and the wind turned more nort, so we had to replace the

genakker with the genua. Passed the "Blue Virgin" (Blå Jungfrun) and, in still decreasing wind had our dinner, before we reached northernmost Öland at 9 o'clock. Here we expected more Baltic-like waves, and we certainly got them and then the wind disappeared. There we were - bound for Visby, big swells and 50 NM to go. There were only one thing to do: Use the "iron genua", and so we did for almost all the night. Soon after dark we saw some quick flashes, which we thought might be flashes marking trout fishing which occurs in these waters. These nets can be up to eight miles long. So we called on the radio to get in contact with the fishermen, to guide us through the nets. No reply from fishermen in this area? A coaster answered and told us that no trout-fishing was going on that night? We wondered.. and slowly realised that it had to be racon-masts at Visby, we had spotted 40 miles away. After that realisation steering and navigation was no problem. Ten miles from Visby we tried to go under sails again, but the success was limited as there was too little wind to pull us through the waves. We motored into Visby Harbour at 05:15 in the morning, slept for some hours before we had a closer look at the place.

Visby as a city dates back to the 12th century, when it was one of the centres of the trade in the Baltic. It [Hanseatic League] extremely rich in those days, and had to protect itself from the by a great citywall. This wall still exists as does ruins of many of the churches that was built by the different communities that gathered here in this industrious age. Some of the houses of the merchants still exist.

The sun was out all the day and we took our coffee at the terrace of a little cafe overlooking the roofs of Visby and on to the sea.

Friday July 31th 1987

The rivets fastening the track under the boom had loosened. Made a temporary solution on our way to Visby, but now we wanted to repair it permanently. Used the morning and afternoon to see the rest of Visby and repair the boom.

Friday July 31th 1987 / Saturday August 1st

Departure: Visby 17:00 hrs, Friday

Position at midnight: N: 58°15'3 E: 18°07'4

Arrival: Rånø 11:30 hrs Saturday

Wind: first NNW 0-3 m/s, later W - SW 4-6m/s

Weather: dry

Distance: 89,03 NM

Once again we were going to sail overnight. This time because we wanted to reach the Stockholm archipelago in the morning. Now we wanted to roam the archipelago for the next week.

Started very optimistic by sailing under the mainsail and the genua 1, but after three hours we still could see our point of departure, so we took down the genua and exercised

the engine for two hours. Then the wind picked up from the west, but as we were heading 252° we were fine. In the beginning there was not too much wind, and it was beautiful sailing, very relaxing and we both got our "beauty-sleep". I went down first, at 22:00 as I have the 'gift' of being able to sleep under almost any circumstances (only exception is down wind in big waves). After I had my two hours sleep Sten went down for two hours - and so on. All in all we were alert when we reached the archipelago at Gunnar-stenarnene, which we passed at 08:50. We then had some very nice sailing among the skerries in the daybreak - in cloudy but dry weather. Found a sheltered bay in the northern part of Rånø, and at 11:30 we dropped the anchor and set lines to the rock. (We had the information of this place from the Swedish Cruising Club). After a very nice lunch we had a nap and enjoyed the quietness of the archipelago. That is with some modifications of a gale warning. We started to feel the wind again, but now we are inside the archipelago and here one can always move on, and will have no problems as long as we in that kind of weather stay away from the outermost part of the archipelago.

Sunday August 2nd 1987

Departure: Rånø 12:30 hrs,

Arrival: Smadalerø, Røndal 16:30 hrs

Wind: SE 12 m/s

Weather: rain

Distance: 17,9 NM

It was very gloomy weather but we were set to enjoy it, and so we tried to do as the rain was pouring down! Using only the genua gave us plenty of opportunity to enjoy the scenery, which we had sailed 350 miles to see. After four hours we found a little bay in which we anchored and waited for the rain to stop; which it did after a few hours. During the rain I gave the teak in the cockpit a thorough rub down. Still not through with that project though. The project is: removing all old varnish and oil from teak surfaces. It was a very nice anchorage and we had a very quiet night.

Monday August 3rd 1987

Departure: Smadalerø 14:45 hrs,

Arrival: Skarpø, Kungsholmsfjärden 19:30 hrs

Wind: first SE 5 m/s later SSE 3 m/s

Weather: clouds and some sun

Distance: 25,5 NM

We have a Swedish friend- well we first go to know him because he is doing exactly the same thing in his work in Stockholm as Sten does in Copenhagen... and in his spare time he is also doing the same thing: sailing. A couple of years ago we spent a week sailing with him in his boat here in the Stockholm Archipelago. That was the week where we got to know the beauty and variety of this part of the world. With the very narrow and

sheltered inner part-, the more open middle part- and the wild outer archipelago. In this wild part you only go to when the weather is at its best. Since then out friends have often asked when we would come on our own keel and visit him in his little house on his little island. Now! Today was the time! Left our mooring just before mid day and I a south-easterly wind we sailed up to his island. In the channel of Strømme we had to await the opening of a bascule bridge and we used the time to do some shopping in a little grocery. These kind of shops facing the waterfront you find many of in these waters. As they are used by many people living in their cabins on the islands in the summer, as the waterway is the only way to get around in this miniature world of it's own. After having passed the channel we continued towards our friends, Bertil's, place. Unfortunately we could not anchor of his island but we found a nice sheltered bay in the vicinity. Bertil picked us up here in his little dinghy and we had supper at his place.

Tuesday August 4th 1987

Departure: Skarpø, Kungsholmsfjärden

Arrival: Ramsmoraöen

Wind: SE 4 m/s

Weather: sun !!

Distance: 7,5 NM

Welcomed the sun and having our breakfast in the cockpit for the first time on this holiday. While we were sitting enjoying out breakfast - but mostly enjoying the sunny weather, Bertil and his two daughters came out in their sailboat to say hello. We talked about our plans for the day, - Bertil and his daughters looked at each other, and accepted our plan and decided to join us! The rest of the family were elsewhere engaged, -so as the weather was fine they could just as well do that, .. and so they did. We crossed the Kanholmsfjärd, which is on the main waterway to Stockholm an then in between some islands where we found a nice little spot, made exactly for barbecuing in the evening. Had our supper on the rocks while watching the sunset.

Wednesday August 5th 1987

Departure: Ramsmoraöen kl. 12:00

Arrival: Ångskär kl. 19:00

Wind: ESE 2 m/s later NE 3 m/s

Weather: cloudy with some sun, but colk!

Distance: 23,9 NM

Took our time in the morning as we wanted to see our Swedish friends of, on their visit to some relatives, so this time it was good-bye.

We were now in a position where we could reach some of the outer archipelago, and moreover we had the right weather conditions, and even more the forecasts were on our side as they mentioned light winds N → NE less than 6 m/s. Of we went and for the

first time on this vacation we had to tack.... and so we did. Navigating in this part of the archipelago is quite different from the inner parts, as it is more open. At 13:00 we left "farleden" [the authorised, boyed route] and set our course at a bay that would make a good departure point for Ängskär [a well known mini archipelago] chartered by the Swedish Cruising association]. At 18:30 we reached Ängskär and enjoyed some beautiful sailing between the rocks. At 19:00 hrs. the anchor was dropped and we had "contact" to land. Again we enjoyed our supper on the rocks having a barbecue.

Thursday August 6th 1987

Departure: Ängskär kl. 19:30

Arrival: Storöen, Bockholm kl. 17:00

Wind: NE less tha 3 m/s later WSW 5 m/s

Weather: sun and really nice

Distance: 30,5 NM

Finding your way in and out of the outer archipelago is a fine navigational exercise, as it is something quite different from the other parts of the archipelago. But we found some good skerries to use as "marks" and quietly sailed under the mainsail and genua 1. towards the inner archipelago. The closer we came towards Stockholm the more intensive the traffic became. Within a distance of 15 miles from Stockholm it is difficult to find a quiet mooring, so we found one 20 miles away from the capital, as we did not want to sleep for more than one night in a marina. The mooring we found was in a tiny bay and we got the stern to the rocks and had a nice evening.

Friday August 7th 1987

Departure: Storöen kl. 9:00

Arrival: Stockholm , Wasa Hamnen kl. 13:30

Wind: NE 2 m/s

Weather: cloudy

Distance: 22,6 NM

Now we had, what we call, some "transport-distances" in front of us. As I had not been to Stockholm before, we had to go there. Sten has a brother, Jakob, who lives in Järna [some 50 miles SE of Stockholm], and we also had to see him. Close to our mooring there was a little shop, so before we left for Stockholm, we topped the tank with diesel and some shopping. Then of to Stockholm, as there was very little wind we exercised the engine. Though we entered Stockholm using the engine, I found it fascinating to arrive by the waterway, especially in the case of Stockholm. I understood why the town is situated here, as in the days when ships was the only way of communication it was a perfect place. Had a nice entering and found the little marina close to the Wasa. As I mentioned this is my first time in Stockholm and I granter two half days. In the afternoon we went to see the warship Wasa, a ship built 1628 and capsized after a few

miles on her maiden voyage. It has been rescued from the bottom of the archipelago and a huge restoration work is going on. I was fascinating to see this, as it gives a good idea how ships was built then and how sailors and seamen lived. But in the back of my head I couldn't get of my mind that as a ship it was a disaster! Couldn't even make her maiden voyage! In the evening we took a "boat bus" to the old part of Stockholm (Gamla Stan).

Saturday August 8th 1987

Departure: Stockholm kl. 12:00

Arrival: Järna kl. 19:00

Wind: first N 2 m/s later NNW 6 m/s

Weather: rain-rain-rain

Distance: 35,9 NM

In the morning we went to see some of the newer parts of Stockholm, and did a little shopping in some of the Market-buildings (Salu Haller). As it rained we were all dressed up in oil-skins, so when I had spent my two and a half days in Stockholm we were already dressed for leaving.

Left Stockholm by an other route than we entered, so we sailed south of Södermalm and into the lake Mälaren, which meant passing bridges and a lock. Had a problem as our "leisure-sea-charts" did not show the height of the bridges, but using the VHF we soon learned, and at 12:50 we entered the Hammarby-lock. The difference in the water levels between the lake and the sea was not more than 30 cm. As there was very little wind, and a lot of water from above, we used the engine all day, even though some wind came during the afternoon. For the first time in the period we have had Tusindfryd there ran plenty of fresh water through the cooling system of the engine. In Stockholm we were in contact with Stens brother and promised we would be at Järna south of Södertälje in the early evening. At 17:15 we were in the locker at Södertälje and back in salty waters (which btw. is not very salty in this part of the world) and we steamed south-wards and found a very little marina at Järna at 17:00 hrs. Now we had a little problem as the area around the marina was encircled with a two meters high fence topped with barbed wire and the gate was locks. Two ladders solved the problem and we had a very nice evening with my brother in law and his family. Especially as Sten saw his first niece Elinor for the first time, which was one of the reasons we wanted to have a stop-over here.

Sunday August 9th 1987

Departure: Järna kl. 9:10

Arrival: Akrö kl. 19:30

Wind: NNW 2 m/s

Weather: rainy

Distance: 52,2 NM

No wind, lots of rain, so now the outside of Tusindfryd is washed thoroughly with fresh

water. The engine was set to work again as we had to catch up with our friends in Troidrosen.

Caught up with them as they had a late morning and as they had our cigarettes (we are on a ration), and we had bought the pipe-tobacco in Stockholm they had needed so badly for several days. We exchanged goods on our way going south. Around noon we thought the engine had done all the work we needed so we set sails. The wind was WNW 2 m/s. Tried to get the log to move for more than two hours, but had to realize that the wind was too sparse to get us further south. So down came the Genua 1 and again the "iron-genua" had to work again. Steadily we moved south and the rain never seemed to stop. In the afternoon though, after 18 hours continuous rain it seemed to have seized. We moved further south and left the "main road" and found a narrow passageway between the rocks. Troidrosen was a 100 meters in front of us. Sten said "down there we have to make a sharp turn. "I knew 'course as I'd seen the chart and replied " yes it seems like Troidrosen clacked it's heels together!" Three minutes later we with a great bang, found out why! We had a very close encounter with the Swedish underground, - it was a blunder! But that we in two boats had done it ...was too much! We had mistakenly taken a red buoy on the wrong side !! Stens first reaction was "thank God it is a Nic 32 and not a fin-keeled boat". The rest of the followed without further exiting experiences. Found a nice anchorage neat Akrosund, where it started raining again!

Monday August 10th 1987

Departure: Akrö

Arrival: Harstena

Wind: ENE 2 - 4m/s

Weather: sun

Distance: 18,9 NM

We needed diesel, all these days motoring had lowered the level in the tank, so we sailed to Akrö to top up the tank and to do some shopping. Were also lucky to get some ice to the "fridge". As the sun was out we got a sense of summer, though it was still very cold. In Järna my sister in law, who keeps honey-bees, said among honey producers they talk about the coldest summer in 40 years. No wonder we only wear all our warm clothes. In this sunny weather we set the Genakker and in the northerly wind sailed very slowly southwards. As we had to go around an island, we unfortunately had to replace the flying sail with genua 1. Our plan was to go to Harstena for the night We turned on the engine at half past four and at six o'clock we had moored at one of SXX- boys of Harstena. Harstena is an old fishing community - and one of the main incomes used to be production of seal-oil, and hunting seals was a bloody affair. As the seals disappeared from these waters the community declined. Now it is mainly summer guests in the houses and sailors that lends life to the place. It is a fascinating place as many of the

remedies still are to be seen. Went for a walk on the island and managed to get some smoked fish.

Tuesday August 11th 1987

Departure: Harstena 11:30 hrs.

Arrival: Tallholmen NE of St. Askö 17:30 hrs.

Wind: NW NE 2 m/s later W 5 m/s

Weather: first cloudy with little sun, in the afternoon rain

Distance: 20,9 NM

Looking back, we have only tacked against the wind once, and that was after ten days. Weather forecasts gives us no reason to believe that we will have to do that in the coming days, as we are mainly are going south south and the wind will stay northerly to north-westerly, with the variations the sea breeze and the closed waters will bring. In the light winds (NW-NE 2 m/s) we sat the mainsail and the genua 1. Had the pleasure of having to tack through a very narrow sound in very little wind, it is always funny to do a thing like that with a Nic 32, because people look and wonder; you normally do that with a "skaergaars-cruiser", not with six tonnes. At 14:45 after nine miles we motored just near Tanusskär because we did not move at all under sail. NE of Kvädö the wind returned from W 5 m/s and we sat sails and sailed further south to find a rock we could use for the night. Found a splendid place: Talkholmen north of St. Askö. At first we didn't know how splendid it was, but when - on the island - found mushrooms and wild raspberry we were happy. That night we had a beautiful dinner: smocked eel, bought at Harstena, followed by steak with mushrooms made with cream sauce and the pudding was the wild raspberries with cream.

Wednesday August 12th 1987

Departure: Tallholmen 9:30 hrs.

Arrival: Krokö 19:00 hrs.

Wind: NNW 4 m/s later SW 1 m/s

Weather: sun, later cloudy

Distance: 30,7 NM

As long as we had downwind sailing we made $2\frac{1}{2}$ knots, but we gave up tacking, as we now have to move southwards with some speed. On our way we found a nice place, south of Hultö, to enjoy our lunch, so we dropped an anchor. Although the sun was out, it was rather cold. Passed through the the very narrow sound at Spårö and found a lovely place to spend the night. When Sten jumped onto the rocks he said: "this is a nice place! I've found the first raspberries." Alas there was not that many, but I also found some blueberries, so I made a little jar of jam. On the way I had backed a bread, which we enjoyed with a coffee when we arrived. Our friends in Troidrosen are in a hurry to get

home to work now. This evening thus, was our last together so we celebrated the nice weeks we have had together.

Thursday August 13th 1987

Departure: Krokö 11:10 hrs.

Arrival: Marsö

Wind: SSE 3-4 m/s

Weather: first sun, later some clouds

Distance: 17,8 NM

As soon as I woke up this morning, I went a shore to find more blueberries, and made jam straight away. I also started baking a bread. The weather was really beautiful, the sun was out and everything was lovely, more beautiful than "had it been in technicolor". We had passes and seen this little place ten years ago when we were cruising here with a friend, but it seemed to tricky to go in there. Now we had found the SXX description of the place so we sailed in, very slowly and careful. Found an anchorage just opposite the village and went a shore. Talked to a man who lived there. He told us that in wintertime only three families lived here i.e. seven persons. When he told us that he did some fishing it did not take us long to convince him we needed some for dinner. We bought the eel which we intended to fry on the pan and eat with new potatoes, for our supper. (In this part of the world eel is considered a great delicatessen- which they really are!) Cruising down here was very undramatic, but for the second time in our holiday had to tack against the wind all the way. At Tunholmen lighthouse the waters became so narrow, that we felt we needed to start the engine; and it helped us feeling the the way into Morsø.

Friday August 14th 1987

Departure: Marsö 9:30 hrs.

Arrival: Påskallavik 14:45 hrs.

Wind: SE 5 m/s

Weather: cloudy raining, moderate to poor visibility

Distance: 25,2 NM

This was a very well sheltered anchorage, we slept as on a concrete floor, and everything was dry. Slowly we motored out from our mooring, and when we came out in "the open" we sat sails at Kråkelund pilot station. Had to tack against the wind, but we were lucky as there were enough wind and the "long leg" was the south bound one. Went outside the archipelago to get some "room to move". It was an uncomplicated cruise and at 14:05 we passed the green boy "Portklappen" and was on our way into Påskallavik harbour. In the middle of the harbour on a rock there was a statue... or something like that.. of a man in a red clothes.. we wondered! Later we learned that a sculpturist named Arvid Kallström had made it. He lived in the first half of Century (+ 1967) and the

statue is called... "the red man"! Here in Påskallavik we realised that the summer is almost gone" - what a deserted place! We are the only visiting yacht and we have the whole peer (100 m) all by ourselves, so of course we choose the place right by the freshwater-hose, as we needed to top up the tank. Did a little shopping and found a shower!

Actually there is something fascinating to the place like this out of season. Very quiet - and the mist that covers the collars over the outermost archipelago is beautiful in its own way.

Saturday August 15th 1987

Departure: Påskallavik 8:20 hrs.

Arrival: Ekenäs 18:15 hrs.

Wind: first W 4 m/s later N-> NE 8-10 m/s

Weather: everything- you name it-we had it except snow and ice

Distance: 46,6 NM

Sitting here in Ekenäs looking in the log book for to day, I realise how hard we had to work to get here. First the cruise out of Påskallavik was very beautiful under the blue sky and the warm sun. As the Swedes had a gale warning coming up, we had the genua 2. But when we left the Archipelago, we realised that it was not here... and not now there was a gale, so we changed to genua 1. At noon the sun was still out but the wind disappeared, so we started the engine five miles north of Slotsbredan. At 14:00 the wind returned , - and we saw Kalmar Sound in the same way as when we were going north: clouds, showers and thunder. In this kind of weather we have learned to take down the main sail and go just under the genua..... this was what we did three or four times today. Going like this under the genua alone, we made 5-6 knots. In the late afternoon we decided to trust the warnings of a gale (as both the Danish and the Swedish meteorologists insisted it would come down upon us during the evening and night). Chose a little marina which isn't mentioned in any our books, but was in the chart. As we entered the marina, we realised we had timed our arrival in Ekenäs very well, with the arrival of the gale. Tried to "dry-out" everything while we kept an open eye on the sky. Ekenäs is a very little marina clearly built as there is a little yard building and repairing fishing boats.

Sunday August 16th 1987

Departure: Ekenäs 8:45 hrs.

Arrival: Hanö 22:15 hrs.

Wind: first N-NW 2-8 m/s later SW 4-6 m/s

Weather: first sunny, later clouds

Distance: 72,2,6 NM

The day started lovely with sun and warm weather; we put the little "boom" in the genua and and started southwards, everything fine! I guess the world has many bays called

"Little Biscay"; the bay of Hanö is one of them! Hadn't decided whether to cross it or not; it is 86 NM) or go to the isle of Hanö in the bottom of the bay. When passing Utlängen, we decided to trust the forecasts, saying that the wind would turn to S-SW which meant that Hanö was the best objective. The wind then was SSW, so we tacked against the wind for mainsail and "iron genua". After an hour we discussed other alternatives as the waves in the bay of Hanö in this weather is NOT Tusindfryd-friendly. The alternative was the Karlskrona-skaergaard, which is very pretty, but has an awfull lot of restricted [military] areas [back then] in which foreigners must sail along certain routes, and we are not allowed to find moorings there. It is one of the Swedish big naval bases. A Russian submarine ran into / onto a rock in this area recently. This alternative was not realistic, and as the meteorologists said southerly wind for Monday. Hanö really was the best option, as it would be the best place to start from Monday. The pain of the crossing the bay now would then be "only" ten hours. Arrived Hanö late night, had late supper and tumbled onto our bunks.

Monday August 17th 1987

Departure: Hanö 11:10 hrs.

Arrival: Simrishamn 18:30 hrs.

Wind: first S-SE 4-5 m/s later 0

Weather: first a bit cloudy and moderate visibility, later fog, visibility 30-100 m

Distance: 34,5 NM

FOG! Fortunately we have not had any for this summer, until now! Fog is the worst I know. Wind and high waters,- I can cope with that,- but in the fog all the sounds gets distorted and you can't hold the course, because you seem to be sailing in the bottom of a saucer.

Had a nice morning, going under light sails and we could reach Simrishamn. We originally wanted to go to a little marina south of that, - but time... and wind would show. What the time showed was the wind disappeared and the fog came down on us. We 'doubled the watch' and kept our course, with the engine running. Saw one of the three markers of the harbour. Until then the AP-navigator had been a nice support,- but here we were in an area where only two Decca-stations are used, and the reliability is low. The helmsman and the echo-sounder was now working hard and the watch-out on the fore-deck to hear the fog-horn on the harbour. At this moment every idea of finding a small trickery place south of here had disappeared . Suddenly .. of course it was not suddenly because we expected to find it here, but it seems like suddenly... we saw the red mark, marking the entrance of the marina... 30 meters away, but we could not see the green right away. We took course 294° which should take us into the harbour, and when the fog opened for a minute when could see it all! And the fog horn of the marina sounded!! So loud that I was blown half a meter back-wards. Fog is a navigational challenge, and you are glad that you

*can cope with it, but you don't look it up! We hope it has disappeared tomorrow!
Before we left Hanö we went for a walk to look at the old naval cemetery in which
English soldiers who died here in the period 1810- 1912 were buried. This was when the
English navy used Hanö as a base for operations in the Baltic [Napoleonic wars]. On our
way we found a raspberry bush which we plundered, as the blueberry jam needed
something like this.*

Tuesday August 18th 1987

Departure: Simrishamn 14:30 hrs.

Arrival: Kåseberga 18:00 hrs.

Wind: 0-0-0

Weather: moderate visibility

Distance: 19,7 NM

*When we woke up the fog was still there, but the forecast gave us hope that it would
ease during the day, which it did, but it really never completely disappeared. Of we
went, following the 10 meter curve, with the echo-sounder going. Really no problem, but
not very exiting. Kåseberg is a very little place, with a huge megalithic monument, the
largest in Scandinavia.*

Wednesday August 19th 1987

Departure: Kåseberga 11:00 hrs.

Arrival: Falsterbo 18:20 hrs.

Wind: W 2 m/s

Weather: cloudy, one fog-bank

Distance: 66,4 NM

*Woke up early as we wanted to get back in the Sound today. But the fog came in again,
so we waited until it had eased. Made good of the time by visiting "Ales Stanar". The fog
was so thick that it was difficult to see from one end to the other of the stones. Now
the fog was beginning to annoy us, as we had an appointment to meet up with some
friends to night in the Sound, in Lomma a small harbour on the Swedish coast. As all our
others plans had succeeded, we were sorry this one seemed to go wrong. Fog, no wind
and 86 miles to go that seemed to be too ambitious.*

*At 11:00 hrs the visibility increased. The weather forecasts said that the better
visibility was going west, so of we went. The mainsail was up and the iron-genua was
working. Made shifts to steer to make it possible for us to reach Lomma. It was not very
exiting sailing, but we steadily made our way along the south coast of Sweden. Just
outside Ystad, the fog closed in again, and as there is an awful lot a commercial traffic
there, we doubled the look-outs. Once again the radio seemed to be useful as we heard a
commercial ship calling saying it was leaving Ystad. We called him to say where we were
and our intentions and that we had observed a yacht and its course, before the fog*

closed in. Fortunately the visibility was better nit seemed (which is almost always the case) so we saw him later. Having the engine running in a fog is a problem as you can't hear anything, and hearing is a very important sense under these circumstances. I do not know how many times we estimated out ETA at Lomma, but the wind did not return, we would arrive late in the evening, so we decided to wait to decide until we had passed the Falsterbo Channel. Then the self-call siren on the VHF sounded. It was our friends! They had no wind where they were, so they had given up to reach Lomma today! We persuaded them to go to Falsterbo, so we could meet there.... and so we did! I is their first cruise and they were very eager to tell us how well they had done. Had a very nice evening exchanging stories of our holidays.

Thursday August 20th 1987

Departure: Falsterbo 11:00 hrs.

Arrival: Lomma

Wind: NW - S 0-3 m/s

Weather: summary, warm!

Distance: 20 NM

Beautiful weather... for going to the beach, but not so much for sailing, as there was very little wind. At 16:00 hrs we had sailed 14 NM in 5 hours (and trying all combinations of sails) we decided to start the engine in order to get to Lomma to day! Lomma is a little harbour in the 'estuary' of a stream on the Swedish side of the Sound. Had a very nice evening with our friends.

Being so close to home (15 NM) we now longed to see our two dogs, so tomorrow is the day we return to our home port.

Friday August 21st 1987

Departure: Lomma 10:45 hrs.

Arrival: Skudehavnen 13:30

Wind: S 6 m/s

Weather: sunny, some clouds

Distance: 15,9 NM

The wind was with us, a nice southerly 6 m/s everything was nice without problems. Arrived home half past one... What a vacation! Was not like an ordinary summer cruise, as the weather was mostly cold. We did however, have a lot of beautiful scenery, but we do not recall ever having used the engine so much before. That however, I must admit proves that Sten is good with machinery: Just two weeks before we left we had to take the engine out for some repairs. Sten also put it back ad lined it up all by himself! And it never failed us since. It had to work about 70 hours on our 980 miles cruise