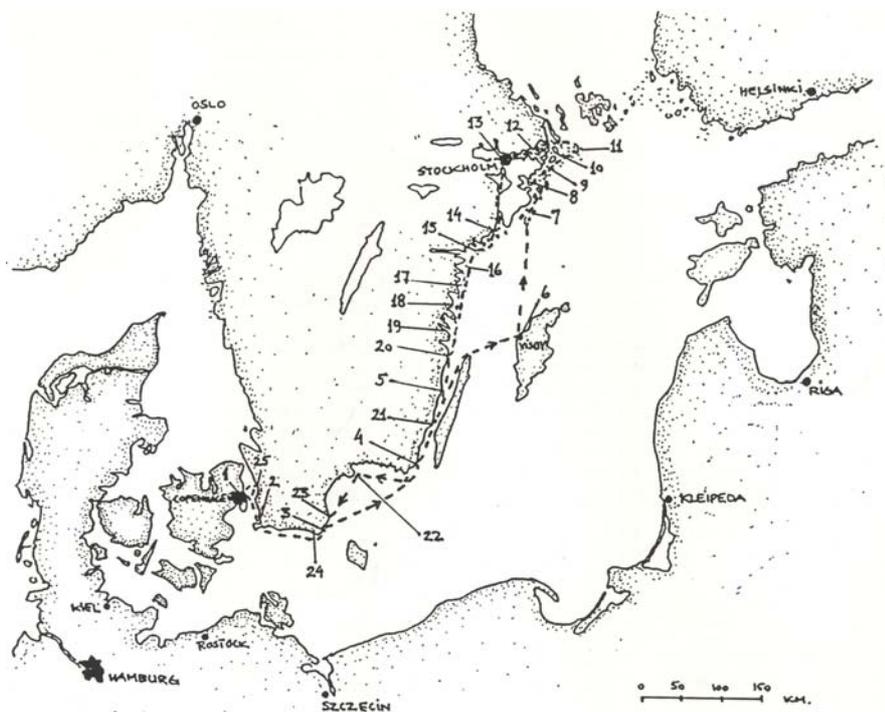


Baltic summer cruise in TUSINDFRYD

by Rosemarie Boeck & Sten Engelstoft

Awarded 1987 Seawolf Trophy (Nicholson 32 Association) for 'Best long cruise'

I don't know how others prepare for their summer cruise, but I certainly know how the crew of Tusindfryd does: The last week before start we use all our energy and concentration on weather forecasts and alternative plans. If we had used all that energy on our jobs i.e. to clear our desks, we might have been able to do just that. But as usual we left our desks with the feeling that we had not finished what we should. However, we also left with the feeling that Tusindfryd was well prepared. (from Rosemaries diary).



Friday 24th to Monday 27th of July Copenhagen – Kristianopel

The weather forecasts seemed to be tape recordings. Repeatedly the same every day: Westerly winds 20-26 knots and with warnings of gusts of up to 32 knots. In order to make a short cut we went through the Falsterbo canal. Constructed in 1941 the canal made it possible to make a passage from the Baltic to the Sound, avoiding the mined areas. The first days were characterised not only by

strong winds but also by an awful lot of rain and at times even hail! On Monday we rounded the south easterly corner of Sweden (3) and our course was altered to 60°. One reef in the main and genoa 2 as we decided to believe in the weather forecasts which were promising decreasing wind. Off we went. Lots of wind and sea. At 1600 hrs Hanö (22) reported 31 knots and Christiansø 35 and at the southernmost point of Öland 2 meter high waves were reported. These observations fitted well with our own observations during

the exhilarating reach. The Aries wind vane did a remarkable job however, at one occasion it failed and we experienced an unintended gybe, tearing some of the rivets that keep the track to the lower part of the main boom (a preventer guy had been fastened here). As a result we had to make a temporary repair with our cordless drill and some machine screws.

At 1800 hrs we passed Utklippan and would soon be in more sheltered waters. Finally at 2130 hrs we saw the leading lights into Kristianopel (4) and at 2200

we were safely ashore. Kristianopel is an interesting place to visit. One may recognise traces of Scandinavian wars of the 17th century as the remains of the fortification build by the Danish king Christian IV may still be recognised. This and the typically danish church are the only remains of a once striving town which today is a small Swedish wooden village.

Tuesday 28th to Thursday 30th of July Kristianopel – Visby

Waking up in Kristianopel, sunshine. Breakfast on the balcony (i.e. the cockpit), listening to the weather forecast reporting winds to be changing and under 10 knots. This was strange to hear after days with hard down wind sailing. Departure from Kristianopel in beautiful weather just before midday. We were heading north very slowly. Once when I looked at the clouds I optimistically declared 'this looks as good weather clouds'. Sten however looked the other way and declared 'but those looks like oil-skin clouds'. Alas he was right. At the end of the day we had three wet sails: Mainsail and genoa 2 from yesterday, and a light genoa 1 from today. Tacking in a Nic 32 in light winds under 10 knots is quite a job and as we wanted to see Visby (6) this summer we decided to use the iron genoa to reach Revsudden (5) in Kalmar sound. This would make a perfect point of departure for Visby the next day. (from Rosemaries diary).

And then on Wednesday 90 nm ahead and changing winds of less than 10 knots. At first the wind was WSW 8 knots and we were able to use the cruising chute, but gradually the wind veered towards north and finally to disappear completely. As we rounded the northern point of Öland changing our course to 25° towards Visby at Gotland, we had expected some swell and we were right. There were absolutely no wind but the last days had left a trace that suited the wind very badly, and we had some 'not very funny' hours as the engine brought us to Visby.

Visby however, was worth it all: the rain, the hail, the long hours on engine in the swell. It's a town from the 12th century at which time it was one of the main centres of commerce in the Baltic. In those days it was an extremely rich city surrounded by a wall which has been preserved until this day. Also many of the churches of the different communities of the past have been preserved.



The medieval walls of Visby

Friday 31th of July to Monday 3th of August Visby – Skapö

With almost 90 nm ahead and as we find it best to make land at dawn when lighthouses may easily be identified, we decided to leave Visby in the late afternoon (this also gave us an extra half day in the beautiful town). There wasn't very much wind as we started at 1700 hrs, so once again we had to exercise the engine. As the wind gradually increased, up came the sails. Course 352° and quietly reaching along in the westerly winds. As it was a rather easy sailing we both got our 'beauty sleep' as we went along; what an extraordinary experience it is to sit alone in the cockpit just watching the stars. In a state of excitement we reached the entrance to the archipelago (skaergaard) at Gunnarstenarna at 0850 hours. At last we were there.

It was beautiful cruising along the skerries in the cloudy and chilly but dry morning. At 1130 we found a sheltered bay at the northern part of Rånö (7). We dropped a stern anchor and secured the boat with lines ashore. The wind increased but who cares now that we were within protected waters.

On Sunday it rained. However, we were set to enjoy the beautiful scenery. Of we went; genoa 2 alone as we had 18-20 knots wind from ESE and we were in no hurry. After 4 hours we found a completely sheltered bay in which we anchored, waiting for the rain to stop. While we were waiting Rosemarie gave

the teak a thorough rubbing, quite a normal pastime on Tusindfryd when it is raining, as it is an enormous job to remove 20 years of varnish and oil.



Tusindfryd moored at Smådalarö

To day (3/8) was the day for a reunion. We have this Swedish friend: Bertil. A couple of years ago we spend a week with him in his boat in the Stockholm archipelago. That's how we got to know the beauty and the variety of this part of the world the narrow and sheltered inner part, the open intermediary parts and the completely unsheltered outer skerries which are for fine weather sailing only (from Rosemaries diary).

Apart from his boat, a 26 foot Scandinavian double ender, Bertil family owes a small island in the very middle of the archipelago. That's where we were went and spend a memorable evening in his cottage with him and his daughter.

Tuesday 4th to Friday 7th of August Skapö – Stockholm

The next morning as we were sitting in the cockpit in the beautiful sunshine enjoying our breakfast, Bertil and his daughter came out in their boat to say good bye. We told them about our plans for the day and they looked at each other..... and the decided to join us as they had no definite plans for the day and the weather was perfect.

We crossed Kanholmsfjärden and sailed north between some small islands and through very narrow channels. As the wind was very light we did not make much progress. It didn't matter much though as we just enjoyed sailing with our friends. In the afternoon we found a spot at Rams Moraön that looked exactly as if it were the spot for our evening barbeque. We anchored with the bow right towards the rocks and had a beautiful evening barbequing while watching the sun set.

We were now in a position where we could reach some of the outer skerries, moreover we had the weather, and even better the weather forecasts, in favour of that project. The wind was ENE 4-12 knots and we were bound for Ängskär (11). After saying good bye to our friends we took of. For the first time during these holidays we had to tack and so we did (from Rosemaries diary).

Navigating the outer part of the archipelago is something quite different from the inner parts as it is more open and there is almost no buoys. At 1300 hrs we left the 'authorised route' and set the course towards Ängskär (11) and at 1830 we arrived. It was fascinating sailing around this mini archipelago almost in the middle of the Baltic Sea. Without the guidance of the detailed descriptions from the Swedish Cruising Association (SXX) we shouldn't risk it. At 1900 hrs we moored bow to rock and again the weather allowed us to enjoy our evening meal on the cliffs having a barbeque.

On our way out from Ängskär, guided by SXX, we found some good skerries to use as marks and we had an easy cruise back towards the inner skaergaard. Some 20 nm from Stockholm we found a little bay to spend the night. it was a nice evening and we could feel that we were close to the city as we did not have the bay entirely to ourselves, but the Swedes have a very nice way of not disturbing each other, so it was not a problem apart

from the fact that we had gotten used to be on our own.

One afternoon and one evening was all that I was granted in Stockholm! On Friday we left early to enjoy a long afternoon in Sockholm. The wind was against us so once again the wind had to do the work. The weather was gloomy and the closer we came to the city, the more the harbour activities dominated the landscape. But nevertheless we always find it fascinating to reach a town from the seaside. At 1330 hrs we reached Stockholm and found a mooring in the marina just close to the VASA exhibition; i.e. the building where they keep the warship 'Vasa' (build 1628). Our first priority in the city was to see that as it is a real five star attraction. I actually find it strange to walk around this old disaster of a ship it never went into action as it capsized on its maiden voyage in the middle of the Stockholm harbour. (from Rosemaries diary).



The detailed SXK map of Ångskär

Saturday 8th – Wednesday 12th August: Stockholm – Krokö

Our visit in Stockholm took place in pouring rain. It never stopped for more than 40 hours. It rained all the way through the canal south of Stockholm through to Lake Mälaren and further south.

On Monday (11/8) the sun came out at last and we anchored at Harstena (16).

Harstena is an old fishing community, and in earlier times the main income was production of seal-oil. Hunting seals was a pretty bloody affair since the seals were killed by clubbing them on the head. At the end of the 1930's 30.000 seals were killed in one year! As the seals disappeared from the area the community declined. The remains though, are still to be seen and it's really a fascinating place. From there we sailed on to Tallholmen (17) in very light winds. With mainsail and genoa I we had the pleasure of tacking through a very narrow sound (50 – 150 m) in very little wind. It's always funny to do a thing like that with a Nic 32 because look and wonder. You are simply not supposed to do that sort of thing with a 6 ton long-keeled boat. At Tallholmen we found a nice place. Finding mushrooms and wild raspberries added a lot to our dinner: smoked eel bought at Harstena, steak with mushrooms à la crème and for dessert wild raspberries with cream. We even found enough raspberries and some blueberries to make a jar of jam (from Rosemaries diary).

The next couple of days were much the same: nice weather, quite chilly and more beautiful than had it been Technicolor. It was very gentle sailing so there were plenty of opportunities to bake bread for the freshly made jam.

Tuesday 13th – Friday 21st August: Marsö - Copenhagen

Realising that everything comes to an end, we soon had to leave the wonderful Swedish cruising grounds. Our last night in the

skaergard the winds were very light. At first the chosen place seemed tricky to navigate; but using the excellent SXX descriptions we had no difficulties entering a narrow and shallow mooring close to a few houses that constituted the small society at Marsö.

We went ashore and met a man who lived there. he told us that in winter time only three families (i.e. 7 persons) lived there. It didn't take us long to convince him that we needed something for our dinner and we bought two eels, that we pan fried. In this part of the world eels are rightly considered a great delicacy (from Rosemarie's diary).

The 14th of August we left the skaergard with fair winds that made it possible to go outside the skerries and make a quick run southward as we were more or less in a hurry. From the cruise south of Sweden and back to the Sound there is not much new as it is waters we knew from earlier cruises. It is worthwhile noticing though, that one day Rosemarie's diary says (on the weather): *Everything!! you name it, we had it except for snow and icebergs.* That was the day where we improved our mainsail handling capabilities leaving the genoa alone to do the job in the strongest winds occurring during several thunderstorms. At times we ran 6 – 8 knots under genoa alone. Furthermore we had three days with fog. We do know that fog is a challenge to your navigational skills but we would rather be without it. Give us big waves, strong winds but spare us the foggy experiences (even with a Decca navigator). We feel that one loses contact with the real world. seeing shadows and hearing things that do not exist we feel that we are sailing in circles in the bottom of a saucer. As a matter of fact we had no real problems; we 'doubled' the watches and arrived where we wanted.

Crossing the Bay of Hanö we visited the Island (Hanö). The small island has an interesting small cemetery in which English sailors, who died here during the campaign of

1810-12 where the English used Hanö as a base for Baltic operations, are buried.

Back again in the Sound (20/8): Sunshine but very little wind and on Friday the 21st of August we sailed into our home port after 980 miles.

Navigational aids of Tusindfyrd during the 1987 cruise

Decca navigator MK IV

Seafarer echo sounder

VDO sumlog

Seastrel Major compass

Hand bearing compass

Nautical charts:

Båtsporskartor 1986-87 serie A, C, D & F

Cruising guides:

Armén, Å & Sven A. Hansson (1981):

Segelhamnar på ostkusten. SXX, Stockholm.

Armén, Å & Sven A. Hansson (1978):

Båtledar på ostkusten

The summer cruise of 1987: Facts and figures

<i>Departure place</i>	<i>date</i>	<i>time</i>	<i>Arrival place</i>	<i>date</i>	<i>time</i>	<i>Wind (knots)</i>	<i>Engine (hours)</i>	<i>Distances (nm)</i>
Copenhagen (1)	24/7	20.05	Falsterbo	24/7	23.20	W-SW 18-20	-	21,7
Falsterbo (2)	26/7	10.20	Skillinge	26/7	19.00	SW 22-26	-	55,4
Skillinge (3)	27/7	09.00	Kristianopel	27/7	22.00	W 20-26	-	89,7
Kristianopel (4)	28/7	12.30	Revsudden	28/7	20.00	SW-ESE 8-10	2	36,4
Revsudden (5)	29/7	11.00	Visby	30/7	05.15	var 0-10	8½	90,3
Visby (6)	31/7	17.00	Rånö	1/8	11.30	NNW-SW	1½	89,0
Rånö (7)	2/8	12.30	Smådalarö	2/8	16.30	ESE 18-20	-	17,9
Smådalarö (8)	3/8	11.45	Skarpö	3/8	19.30	SE-SSE 5-10	2½	12,1
Skarpö (9)	4/8	12.15	Ramsmoraön	4/8	14.15	SE 7-8	-	7,5
Ramsmoraön (10)	5/8	12.00	Ångskär	5/8	19.00	ENE-NE 2-6	1½	23,9
Ångskär (11)	6/8	09.30	Storön	6/8	17.00	WSW-ESE 8-10	2	37,5
Storön (12)	7/8	09.00	Stockholm	7/8	13.30	N 3-5	4½	22,6
Stockholm (13)	8/8	12.00	Järna	8/8	19.00	NNW-N 6-12	7	35,9
Järna (14)	9/8	09.10	Arkrö	9/8	19.30	WNW 2-4	6	52,3
Arkrö (15)	10/8	10.30	Harstena	10/8	18.00	ENE 4-8	1½	18,9
Harstena (16)	11/8	11.30	Tallholmen	11/8	17.30	NNE-W 4-10	2½	20,9
Tallholmen (17)	12/8	09.30	Krokö	12/8	19.00	NNW-SW 2-12	3½	30,7
Krokö (18)	13/8	11.10	Marsö	13/8	15.30	SSE 6-8	1½	17,8
Marsö (19)	14/8	09.30	Påskallavik	14/8	14.45	SSE-SE 8-10	2	26,2
Påskallavik (20)	15/8	08.20	Ekenäs	15/8	18.15	NNE-W 1-24	5	47,6
Ekenäs (21)	16/8	08.45	Hanö	16/8	22.15	NNW-SSW 4-15	10½	75,2
Hanö (22)	17/8	11.10	Simrishamn	17/8	18.30	SSE 2-10	3	34,5
Simrishamn (23)	18/8	14.30	Kåseberga	18/8	18.00	NE 4	3½	19,7
Kåseberga (24)	19/8	11.00	Falsterbo	19/8	20.00	W 4	9	46,7
Falsterbo (25)	20/6	11.00	Lomma	20/6	17.00	var 0-6	3½	20,2
Lomma (26)	21/8	10.45	Copenhagen	21/8	13.30	S 10-12	-	16,1
Copenhagen	24/7	20.05	Copenhagen	21/8	13.30		8-0½	981,9