

S/V Montauk Light: Lagos, Portugal – St Thomas

8 Nov – 6 Dec 2014

3,200 nm

Departed Lagos, Portugal 8 Nov

Arrived Funchal, Madeira 12 Nov:

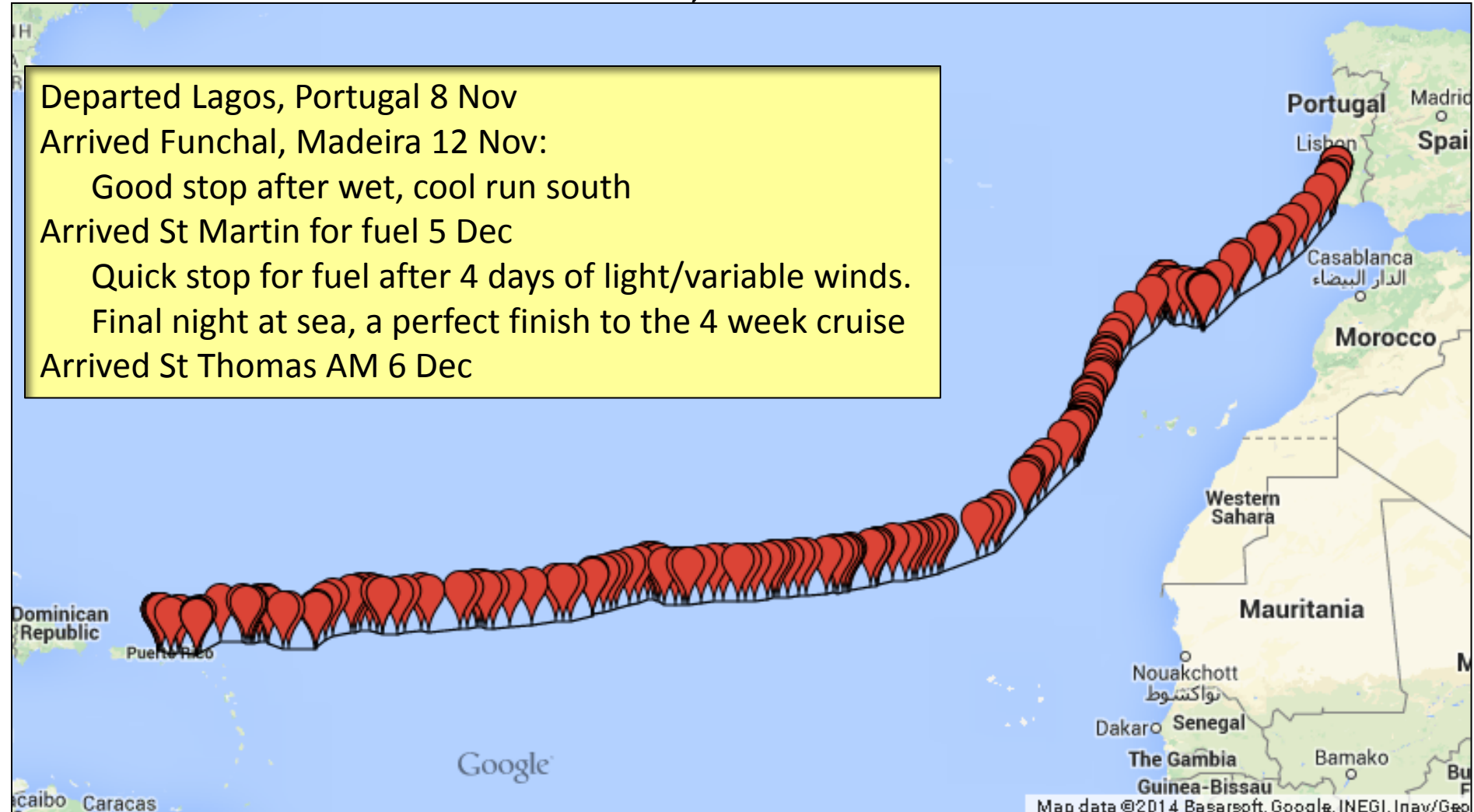
Good stop after wet, cool run south

Arrived St Martin for fuel 5 Dec

Quick stop for fuel after 4 days of light/variable winds.

Final night at sea, a perfect finish to the 4 week cruise

Arrived St Thomas AM 6 Dec

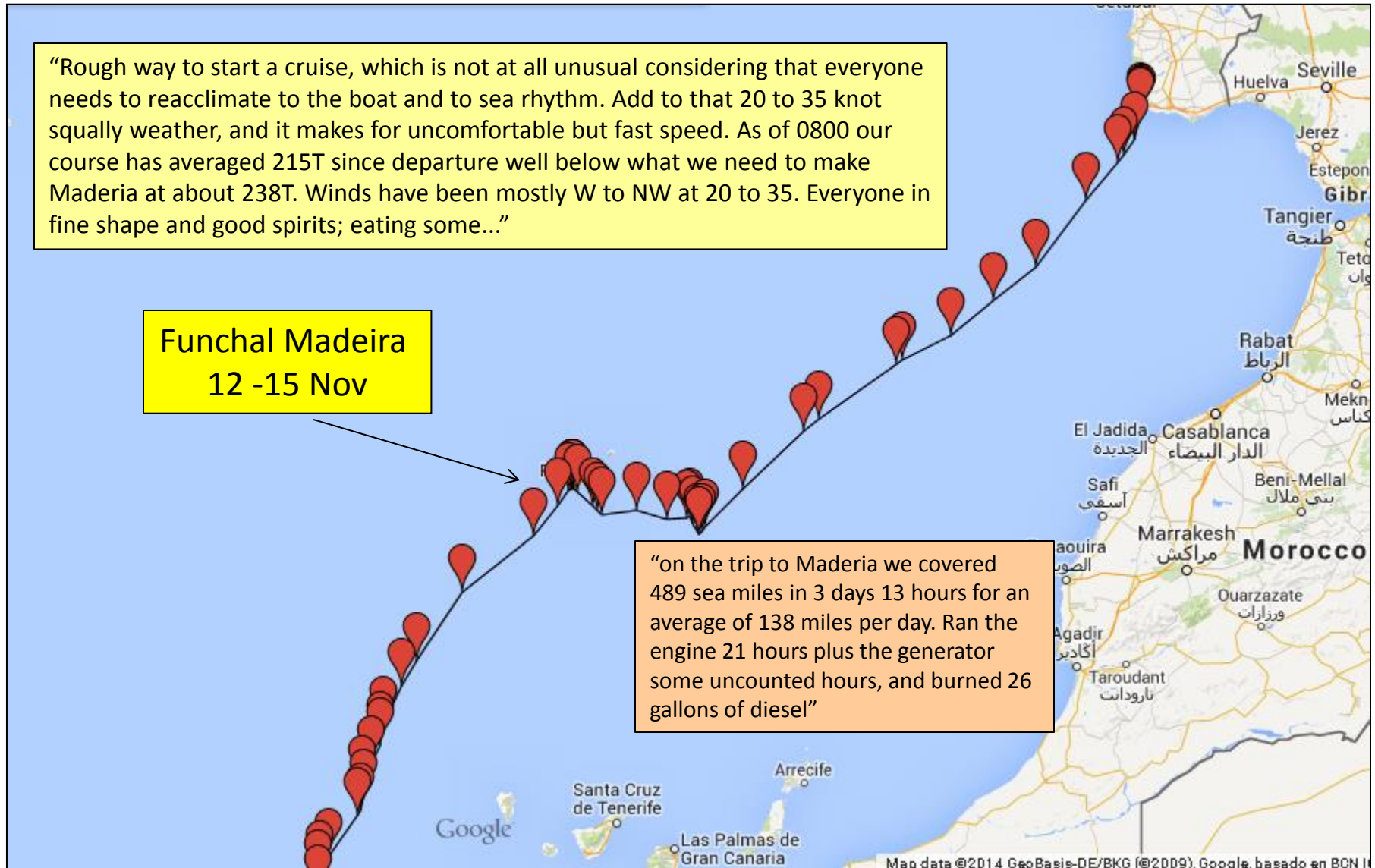


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“Rough way to start a cruise, which is not at all unusual considering that everyone needs to reacclimate to the boat and to sea rhythm. Add to that 20 to 35 knot squally weather, and it makes for uncomfortable but fast speed. As of 0800 our course has averaged 215T since departure well below what we need to make Maderia at about 238T. Winds have been mostly W to NW at 20 to 35. Everyone in fine shape and good spirits; eating some...”

Funchal Madeira
12 -15 Nov

“on the trip to Maderia we covered 489 sea miles in 3 days 13 hours for an average of 138 miles per day. Ran the engine 21 hours plus the generator some uncounted hours, and burned 26 gallons of diesel”



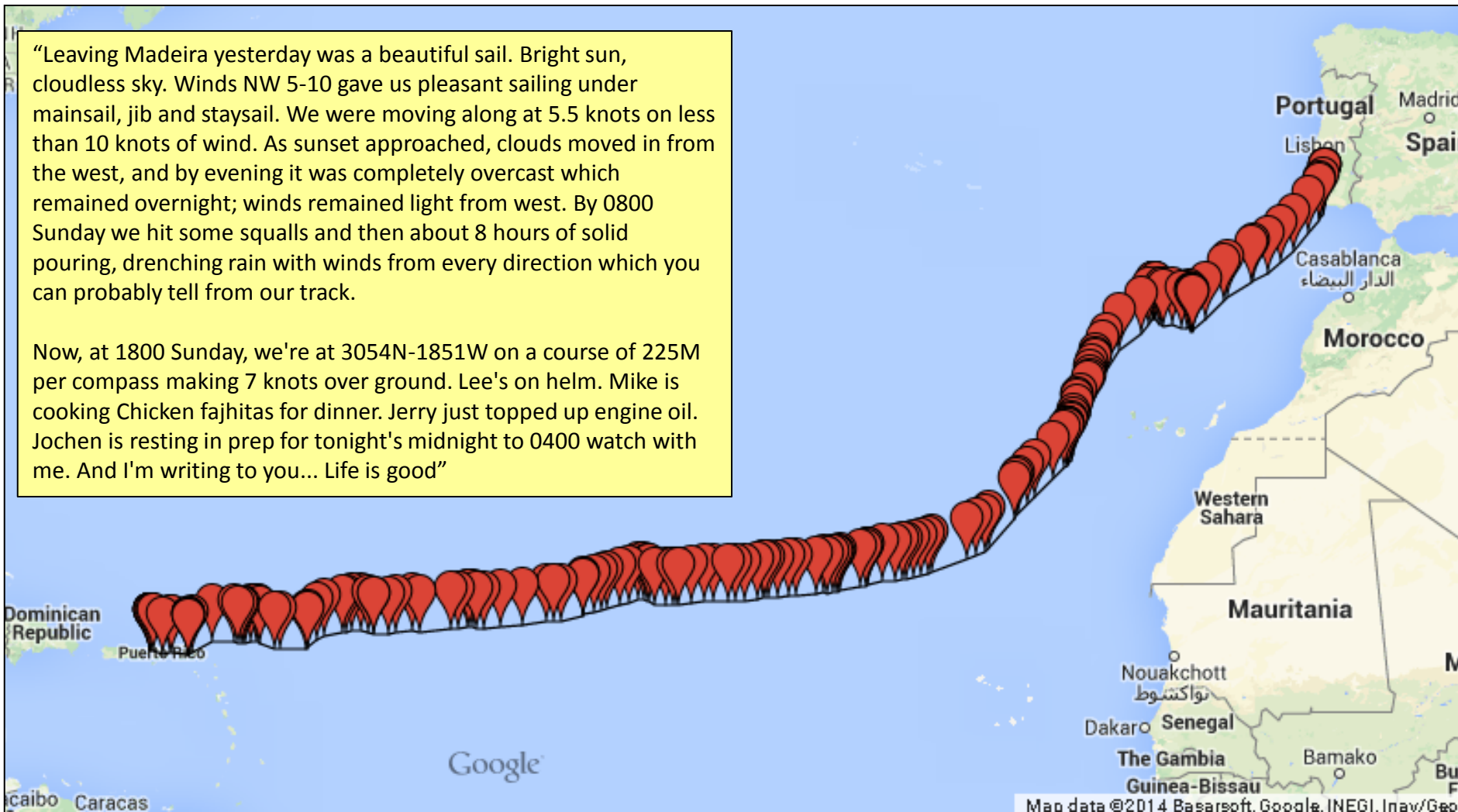
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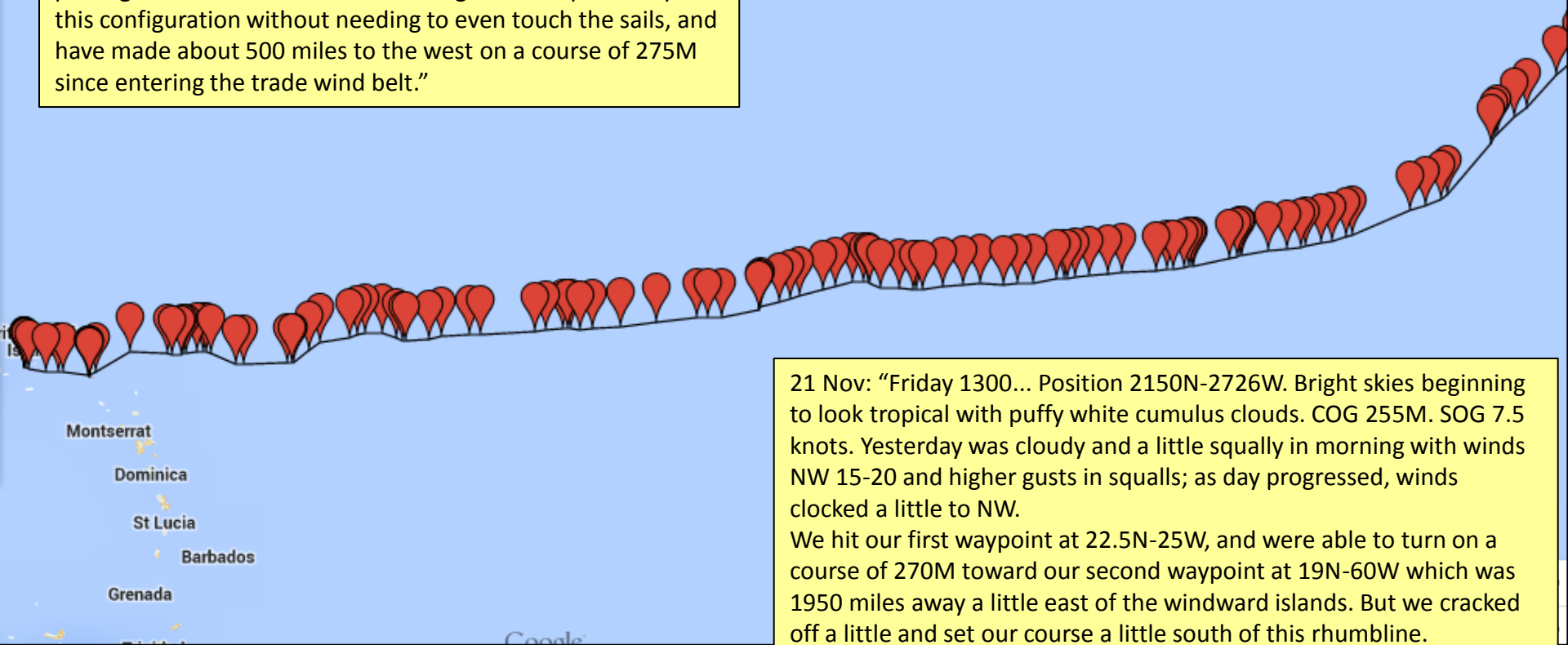
“Leaving Madeira yesterday was a beautiful sail. Bright sun, cloudless sky. Winds NW 5-10 gave us pleasant sailing under mainsail, jib and staysail. We were moving along at 5.5 knots on less than 10 knots of wind. As sunset approached, clouds moved in from the west, and by evening it was completely overcast which remained overnight; winds remained light from west. By 0800 Sunday we hit some squalls and then about 8 hours of solid pouring, drenching rain with winds from every direction which you can probably tell from our track.

Now, at 1800 Sunday, we're at 3054N-1851W on a course of 225M per compass making 7 knots over ground. Lee's on helm. Mike is cooking Chicken fajhitas for dinner. Jerry just topped up engine oil. Jochen is resting in prep for tonight's midnight to 0400 watch with me. And I'm writing to you... Life is good”



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24 Nov: "We continue to sail straight downwind in the trades wing on wing with poled out genoa and mainsail to port putting us on a starboard tack. We've gone a couple of days in this configuration without needing to even touch the sails, and have made about 500 miles to the west on a course of 275M since entering the trade wind belt."



21 Nov: "Friday 1300... Position 2150N-2726W. Bright skies beginning to look tropical with puffy white cumulus clouds. COG 255M. SOG 7.5 knots. Yesterday was cloudy and a little squally in morning with winds NW 15-20 and higher gusts in squalls; as day progressed, winds clocked a little to NW.

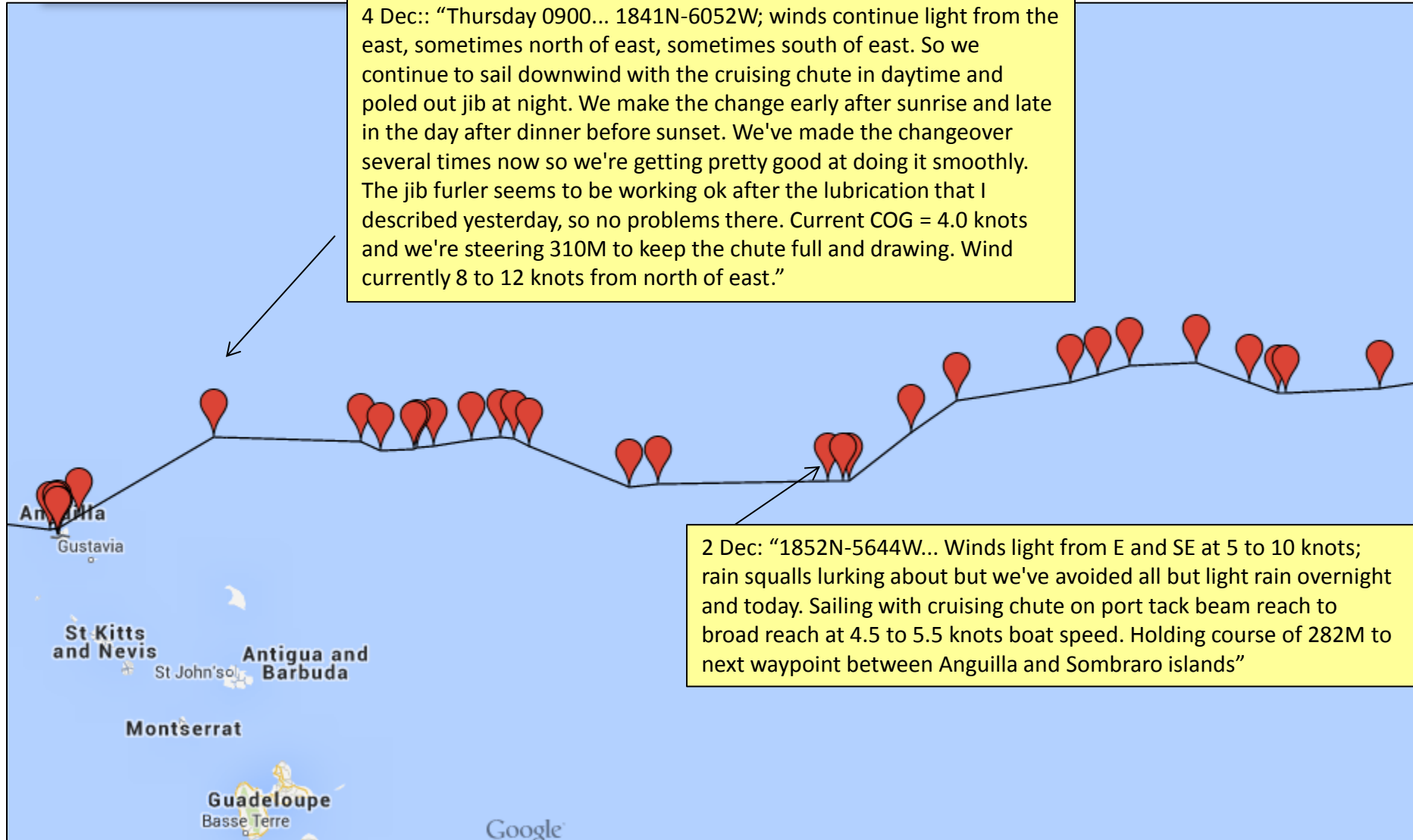
We hit our first waypoint at 22.5N-25W, and were able to turn on a course of 270M toward our second waypoint at 19N-60W which was 1950 miles away a little east of the windward islands. But we cracked off a little and set our course a little south of this rhumbline.

Today Friday is a beautiful sunny day of the type that we came for, and we're sailing free on a close reach to starboard in 15 to 20 NW winds. Tomorrow we're looking for the trade winds to fill in from the east at 15 to 20 per Brads forecast..."

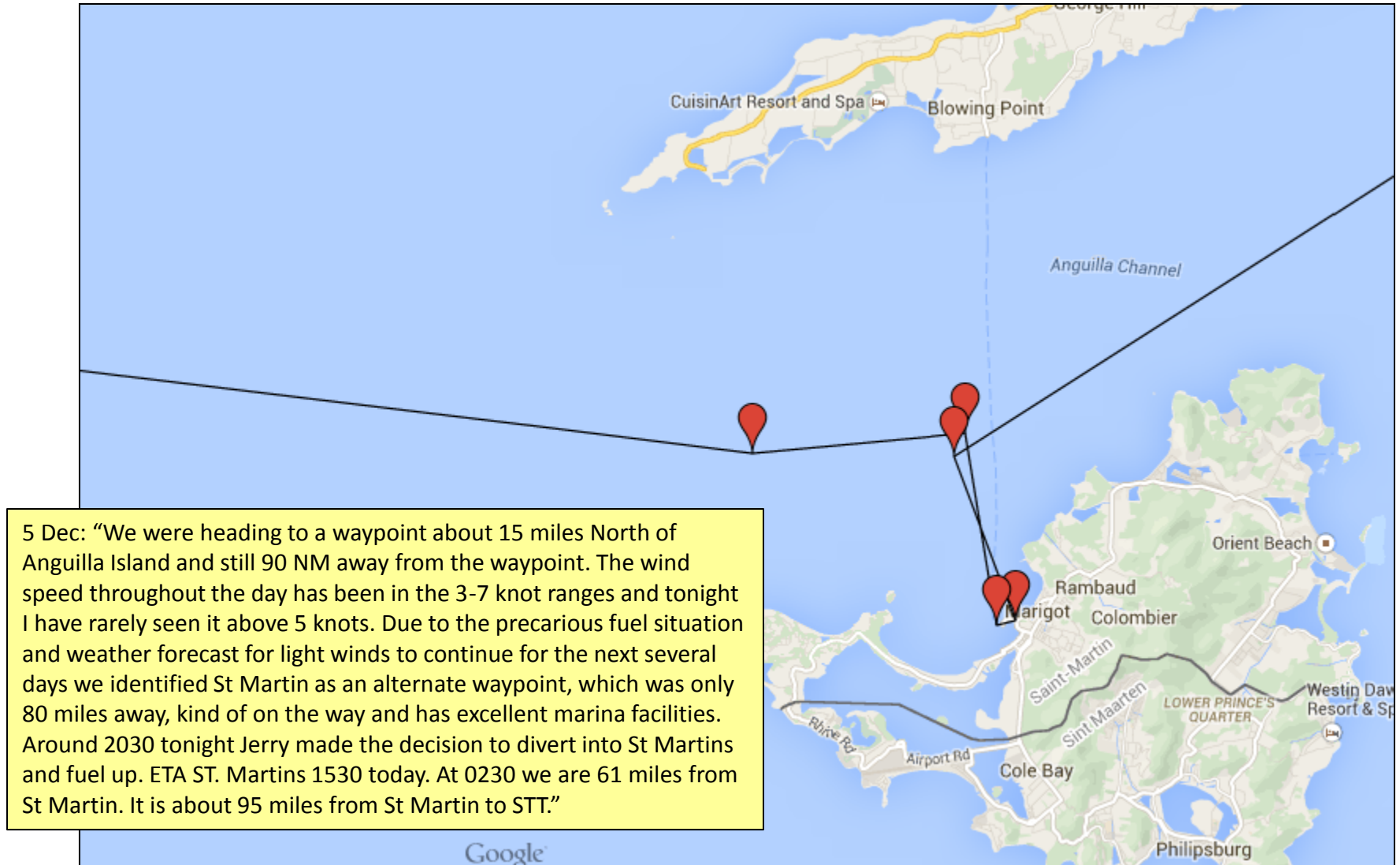
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4 Dec:: “Thursday 0900... 1841N-6052W; winds continue light from the east, sometimes north of east, sometimes south of east. So we continue to sail downwind with the cruising chute in daytime and poled out jib at night. We make the change early after sunrise and late in the day after dinner before sunset. We've made the changeover several times now so we're getting pretty good at doing it smoothly. The jib furler seems to be working ok after the lubrication that I described yesterday, so no problems there. Current COG = 4.0 knots and we're steering 310M to keep the chute full and drawing. Wind currently 8 to 12 knots from north of east.”

2 Dec: “1852N-5644W... Winds light from E and SE at 5 to 10 knots; rain squalls lurking about but we've avoided all but light rain overnight and today. Sailing with cruising chute on port tack beam reach to broad reach at 4.5 to 5.5 knots boat speed. Holding course of 282M to next waypoint between Anguilla and Sombrero islands”



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