

2007 part 3 (July 17th - August 9th)

I have asked Vani from the very beginning after coming back to Vienna to renew her passport. Every day she has found some other reason to postpone it on the next day, knowing that it would take weeks until it would get issued and we are trapped in Vienna for that time. Finally we went to the Embassy on the 17th of July getting informed that it would take four weeks, as the Embassy in Vienna does not have the facilities for making and they have to send everything to London. We had to accept unwillingly. As the passport was still not there on the 17th of August and Vani wanted to stay in Vienna for the sale of our apartment I have decided to go to the boat this time without her. It was the first time of our marriage when being not together for more than five days (until now I was only out because of business reasons) and we both were very sad. But we have both decided to make this experience once also. By the way, the passport came three days after I have left.



The big surprise was that we should move the boat to another place. This was against the agreement with the marina, as it was promised that we could have the A23 place as long as we stay at that harbor. Their argument was that they have promised to us this place until End of June only, which is definitely not true. Obviously they were in trouble as having promised the same place to two persons, a German and us. On one hand we were sad to lose the excellent view on the ships passing the IJsselmeer on the other hand we were happy to come away from the Germans aside, as they were very unfriendly when we saw them once.

Finally we found a solution we can live with, as the new place A 20 is less exposed to west winds and therefore more stable and further the sea-doves make less dirt on the boats just this little distance more inside - all this compensating the little less sight on the IJsselmeer - and we got away from the Germans.

I used the time to go to my yacht-electrician Ruud in a marina close by to install the GPS at the radio communication. This failed, the radio has some failure most likely and has to be returned to the manufacturer which I can only do after the sailing season.

Then I was spending a lot of time on the biggest problem of the boat, the toilet, which has troubled us for some time already. We have the most sophisticated and most expensive of all toilet installations on the market, with the only disadvantage that it does not work properly. The toilet is a English fabricate, consisting of an electrical pump and a mechanical pump. Now, non of it works properly: "Everything" is "coming back" and the toilet does not empty. I have been told, that "just" the valves of the pumps have to be replaced and I have decided to start with the electrical pump first of all, as in case one pump only works properly nothing would "come back" anymore This has been said easily, when opening the hose to the pump all the urine was flushing back and into the boat. It was the dirtiest work I have ever done in my life and it took me days as the pump is mounted in a corner and the screws were stucked and released only with a lot of difficulty. To dismount the pump I had even to cut another connection hose and renew it.

In a certain way I was happy that Vani was not with me, as this would have been a reason to moan all day long without nothing to make it better, on the other hand she could have been of some assistance. I made it finally with the result that nothing is "coming back" anymore, however now the switch of the electric pump is broken (also this had been working not properly for some time already) and the whole system only works now with the hand pump system only whereby the holding back is done by the repaired electric pump. Well, better than nothing.

Meanwhile I got tired of it and I am not prepared to replace even the one switch anymore which would

be easy and cost little only. I will throw out the whole thing most likely next year and install instead of it a simple and cheap manual system which is reported in all the forum-websites to be reliable and working. The only difference in operation is that it is only a manual system, one has to hand-pump and not only to press a knob - but it is much more service friendly as the hand pump is close to the toilet and not somewhere hidden in the boat.



For two days I have been sailing to the "Pumpshaven" again, remembering my time there with Vani, listening to the Indian radio station we can only receive in that area. Sailing alone is no problem, I have installed some additional security lines across the boat so that falling off board is not possible anymore.

I have rowed in my small Dingi all around the place.

Sailing back was again without any problem, however it took a long time as the wind was coming from a north-west direction and I had to change tacks before the wind several times up to my home harbor. I came into the dark which I have enjoyed a lot, the

position lights were switched on, besides some commercial ships I was the only sailing boat by far on the water at that time. It was a very romantic moment.



Dick Kopmanns took me with him at his boat to the weekly Wednesday evening sailing regatta of the local sailing club. I could not do much on his boat, which is a very sophisticated racing construction and racing rigging, his own construction. One of the regattas he could win, so I can say that I have been on a winning boat! - first in my life.

Dick got 2nd in the this year 1000 miles North Sea double handed race, which is one of the most important and challenging races in that hemisphere. He is really a good sailor and a gifted yacht designer. He told me that he is presently working on about 22 custom orders.

Dick was exhibiting at the Ijmuiden Boat Show with one of his designed boats and he offered me to go there on my boat and stay there during the show.



We sailed together the first day to Amsterdam, where I have stayed overnight (enjoyed the night life a little in a honest way) while Dick was going back by train. On the second day I was motoring through the North Channel (which connects the North Sea to the Amsterdam harbours). It was a big experience for me and a was a little scared to be in such a small boats along the big ocean ships.



At the IJmuiden Locker it was agreed that I should wait there for him. The landing at the small place near the locker was a tragedy, I had some big problem and I better keep that incident out of memory.



One day I was invited by him to get together to the Boat Show. Some hundred boats are exhibited there, and the fair is intended rather for buyers of boats, but there is only little on equipment to see. So for me, who has already a boat, the show was in a way very interesting, but I would not go there for another time.

On one evening we were sailing out on the North Sea. It was the first time that I have been with my boat on the North Sea, wind was about 5 Bft. According Dick's opinion the wave height was only 1 m, whereas I would have estimated it for much more, but for Dick everything is easy, as he is compared to me a very experienced sailor. At least I this short cruising on the open sea has made me the bitter insight that I would have to learn a lot more and to get some more experience on the IJsselmeer on all wind conditions before going to the open sea on my own.

When coming back to our place behind the IJmuiden locker our place was occupied by some other boat and we had just to land somewhere else over the night. Dick was already sleeping, I was sitting outside the boat and was smoking a cigar when suddenly a police care appeared and wanted to give as a fine of Euro 110,- unless we would not disappear from there immediately, as this particular place was not admitted for landing. The police had no understanding that no other place was free and all the marinas around were occupied. So Dick decided to go home by car and I had to go motor back to the IJsselmeer all along the North Channel at almost midnight. Finally and in retrospect view it was a wonderful night motoring, I had my radar on, was very scared in the beginning, but there was little traffic. Only once I got stopped by a pilot boat that told me to wait for an big vessel coming out a harbour aside. The locker at Amsterdam I have passed without any problem (with some good instructions from Dick) and finally I have arrived at the Pampushaven at 5 in the morning, dead tired. In the end I had some problem with the anchor, it was stuck in the anchor hutch, which cost me also nearly one hour to solve. I was waking up at 1pm at a beautiful and warm sunshine and decided to enjoy there for one more night. Going back to Lelystad with 4-5Bft winds from the right direction was done fast within 2 $\frac{1}{2}$ hours only.

After clearing the boat I was starting driving back to Vienna late in the evening and have arrived safely in my wife's arms on Sunday 9th.