

Also cleaned A/C raw water filter. (Low Critters)

Monday, April 11, 1988 - From St. Simon's

Today, we begin our voyage to Solchester, Md. All hands (Gloria, Fred, Mont + Estelle) were on deck and ready for our departure from Golden Isles Marina, St. Simons, Ga, at 6:00 A.M. The sun had not yet risen, so we gathered in the Pilot House waiting for first light. The temperature is warm, 64°, and NOAA says it will be cloudy and 50% chance of rain. We are all praying that we have a safe and happy trip all the way to Maryland and Solchester. Our projected destination for today is Delagal Creek Marina.

We pulled away from the dock at 6:55 A.M. We arrived at the Bridge at 8:42 A.M. - After a blessedly uneventful trip, we pulled into Delagal Creek Marina at 4:00 P.M. under sunny skies.

We had a lovely dinner prepared by our talented chef (Turkey Marsala), a few drinks and then early to bed. A front moved through during night. (Heavy wind and rain.) [Low Critters]

Tuesday, April 12, 1988

[Medium Critters]

At Delagal ~~Rebelle~~ ~~Rebelle~~ We awoke at 5:30 and found overcast skies and heavy winds. The decision of our captain was to go anyway, since 80% of our trip is through protected waters. We Cast off lines at 7:25 A.M.

In spite of winds of (20+ knots) both the SSW

Calabogue Sound and Port Royal Sound were very manageable. We pulled into Beaufort at 2:50 in wind and rain. We found once again that we had low power at the pier.

We all enjoyed another fine meal at the Anchorage. Joe + Debbie Belvedere stopped to welcome us. (Dolphin all day.)

Wednesday, April 13, 1988

Beaufort is cold + damp. [Light Critters A.M.]

Reveille was at 5:30 and all hands were on deck at 6:45 ready for take off. We pulled away from the dock at 6:58 A.M.

Our plan is to go beyond Charleston today and stop at Wild Dunes. (well recommended) This gives us an 80 mile day.

The temperatures this A.M. are reminiscent of winter - 48° on our thermometer. Skies are gray and the wind is 20k out of the N.W.

Fred volunteered to do everything this A.M. including Bitching. He has to leap for life every A.M.

We had a commercial fisherman ask for "Big time help." He came out of the ocean (terrible water) at Charleston and was lost since he had no ICW charts.

We have <sup>had</sup> Dolphin at our bow on and off all day. After a fine run, we pulled into Wild Dunes at 3:50 P.M. We were pleased at the knots we made, (9+), per hour, and that the sun had come out.

We shopped at the Marina store and a

Couple of locals took us to the Liquor Store in town. Had dinner on board, took a walk at sunset, did laundry, showered and crashed by 10:00 P.M. [No Critters] During the night the horn compressor went off and through Fred Out of bed.

Thursday, April 14, 1988.

Wild dunes is great!!!

We awoke to sunny skies and 48°. We plan a little later take off since we only have 53 miles to go today, our E.T.D. is after 8:00. - We left the dock at precisely 8:15 A.M.

By 10:00 A.M. we had seen many dolphin, pelicans, seagulls, kingfishers and deer in the marsh. Everyone is out enjoying a sunny day for a change. Pulled into Georgetown at 2:40 P.M. under stress. The Charts did not agree with the actual boeys at the approach to the marina. This created an air of disagreement in the pilot house. We shall overcome. After a little relaxing in the sun on the foredeck (Mort & Fred) and in the salon (Gloria & Es), we had a fine dinner of Broiled Swordfish Steak and Tabulah. Yum-Yum. Everyone had crashed by 10:00. [No Critters]

Friday, April 15, 1988

We plan to leave Georgetown by 8:30. - We have 57 miles to accomplish today. Upon arriving at 6:30 it was 58°. Ten degrees warmer than the same time yesterday. The Sun is shining and there is a light wind out of the South.

We pulled away at 7:55 A.M. The upper wheel didn't respond. Must be low on hydrolic fluid. we had our most beautiful views so far, and the tides and winds were with us all day. we cut an hour off of our projected cruise time. We arrived at ~~7~~ 1:55 P.M. on the button.

A vodka + tonic on the aft deck, in the sun was in order, after which we went to the marine store and bought it out. The store here in Myrtle Beach Yacht Club is my favorite. The Marina is in Little River, not actually in Myrtle Beach. We ate at a German Restaurant, The Black Forrest. They picked us up and dropped us back at the marina. We gossiped for a while were tucked in by 10:00 A.M. It rained in P.M.

Saturday, April 16, 1988

Little River is cool and slightly overcast this a.m. Winds out of North at 6 K, the temperature at 7:30 was 52.0 We took off at 7:50 A.M. After a trying day of mismarked charts and many uncharted shoals, we arrived in a wind, of course, at Seapath at 3:15 P.M. We make our many phone calls, Mom, Helen, The Marina, Coast Guard, etc. Looks like tricky maneuvering tomorrow, since the Onslow Sewing Bridge is under repairs.

We had dinner aboard, scrumptious Lamb Chops, and were all beddy by - by 8:30 P.M. We have a Daybreak Start Tomorrow.

Sunday, April 17, 1988

Seapath is quiet before dawn. The Crew was up and at 'em at 5:00 A.M. We must make the Wrightsville Beach Bridge before 7:00 A.M. Skies are clear, wind is NE ~~now~~ at about 8k.

We pushed off of the dock at 6:15 A.M. and again at 6:20 after we picked up Fred who got left on the pier, since the wind + tide gave us a super push off. We were at Wrightsville Beach bridge at 6:30. They do not have on demand openings after 7:00 A.M. (from 7 AM to 7 P.M. - its on the hour only)

Passed a fine Maria at Topsail Beach, Harbour Village Maria, which might be a good alternative to Seapath. M.M. # 265.5 Exchanged greetings with Marek + El Rebebricki of the Paloxia.

Port Engine is running warmer than usual, we are alert and a little on edge as to ~~weather~~ whether or not we should stop at Swans Point, prior to the Onslow Beach Bridge for a ~~check~~ check of the pump impeller. Just before the Emerald Isle 65' ~~fixed~~ fixed Bridge our engine alarm went off and we had to feather our Port Engine. We called Swans point Maria and arranged to put in for repairs. The word is that the Onslow Bridge will open on demand on Sunday.

At Day marker #17 we were once again flashed by the Mal Flasher! We tied up at Swans Pt. Maria at 10:37 AM. Repairs were complete and we had settled up