

they had parts galore.

by ~~1:50~~ <sup>1:50</sup> (it took longer to pay than to make repairs - the only man who could take money was at lunch). As the dock boy through our last line aboard he yelled, "watch out for the shoal at the end of our dock", with that very late piece of local knowledge we went hard aground. Two men in a small boat made valiant effort to help us off, to no avail. The dockboy who was in calling distance was useless. We called the coastguard and could not receive them so a fishing vessel, The Sylvia, acted as go between for us and relayed all of our communications. ~~AM~~ The coastguard arranged to have us towed off by a commercial towing service, but he would not, arrive they said, until after 5:00 P.M. At 4:00± our knight in shining armor arrived. A local fisherman who was a superb boat handler, and had a super powerful engine towed us off by 4:45. At 4:50 P.M. we were once again motoring, with a slight change in destination. Instead of Spooner Creek Marina we put in at Caspers Marina at M.M. 227.\*

\*\* We accomplished the Onslow Beach Bridge and Camp Legure, thank the Good Lord, and arrived at Caspers at 6:45 P.M. We had a better than 12 hour work day. We freshened up ~~and~~ had a shower and went to dinner at Capt'n Charlie's - a superb dinner and were sleep bound at 10:30 P.M.

\* The Coast Guard, after a request from us, placed a land line call to Casper Marina to see if there was a place for us. They said "come on down." \*\*

Monday, April 18, 1988

We cast off from Casper's Marina (mm. 227) at 8:13 AM. Skies were overcast, wind was 15k+ out of the N.W., temperature was 63°, barometer falling, humidity 80%. The A.M. went well. We made the 12:00 Noon Core's Creek Bridge opening with only 12 minutes to spare, and other than minor losses of water from time to time the trip was uneventful until we passed the Estralitta (Jerry & Dick Klein, folks we met on the waterway.) returning from the Neuse River. They said they encountered 4 + 5 footers and were turning back to a marina in the cut. We continued on our way knowing that "Shugak" could handle 4's + 5's. She did a fine, but we lost a pot of coffee off the counter in the galley (my fault) and we had small items flung across the salon, staterooms, head, etc. \* No major problem, but Creamora is a bitch to clean up. We pulled into Oriental <sup>mm. 1681</sup> under 25+ knot winds. Freddy at the wheel and Mort, Gloria, Me and Bill Harris fighting the lines and bumpers. Harry but successful landing at 1:35 P.M. Even though the day is windy, it is warm and sunny, 70° at 6:00 P.M. we plan to stay here tomorrow for R+R and to let the winds die down before the major squalls.

\* Gloria flew when the chair she was on rocked over.

Tuesday, April 19, 1988

winds SW 25 knots we stayed in Oriental Had dinner at Maria's Restaurant. Only Fair.

Wednesday, April 20, 1988

Day fair, Winds 10 to 15 knots out of the N.W. we decide to try for Bellhaven today. Pulled out of Oriental at 7:55 A.M. (M.M. 181) We do the Neuse and the Pamlico today.

Gloria awoke with 3 squishers of air day to Oriental, 3 huge bruises on her hip & leg from falling when the chair she was on flew over during our crossing of the Neuse from Adams Creek on Monday.

Hobucken bridge only opened on the hole we had to go back for 30 minutes.

Good run. Flat Water. Arrived Bellhaven River Forest Marina at 1:15 P.M. 5 hrs 20 min M.M. 136

Herbert took our lines since Enoch had not yet arrived at work. We were also ~~assst~~ assisted by Aron Smith the owners son. We had a sumptuous dinner at River Forest. As usual Miss Alice had outdone herself. This was after a peaceful walk down Bellhaven street - (remind us of a 1930's Community.) We bedded down by 10:00 with hopes of an early start tomorrow.

Thursday, April 21, 1988

awoke at 5:30 to winds whipping around 25+ knots. NOAA said small craft advisories for Albermarl sound. The Rowes went

back to their bunk and Mort & I read and watched the dramas as the foolish Captains tried to leave the Maria in 25+ gusts of wind. We had a great day. Lots of drama on the pier. Cocktails with new friends, Mary Ann & Glen Baker, from the Honey III, we'll see them on the Bay & in the keys. Met ~~the~~ General Miller of the Seniram (Marines spelled backward), ~~the~~ he shares ownership of the boat with John Glen. His wife Ella Mae was very charming. We also met a piece of work Phillip Rocco of the Kraken (Black Hull). We've nick named him Cesant Shoes Phil. Met Ruth & Sam ~~Baker~~ Dick of Cottonwood, Greatfolk! We crashed by 10:00. Reville will be at 5:30 A.M.

Friday, April 22, 1988

Belhaven steered early. Upon awaking skies were overcast, winds were light out of N.E. We cast off at 6:40 A.M. The Alligator-Pungo Canal was uneventful except that we missed the Fairfield bridge by a hair. It was practically closed in our face - we then had a 25 minute wait until it opened. The Alligator River was a pussy cat. The Albemarle was even better. They forecast 3ft waves. They didn't happen. Thank the Good Lord for us. It was like a mirror. Our best day yet on Albemarle. Arrived at Coonjock at 4:15 P.M. Had dinner at Maria Restaurant. Very - Very good as usual. Carl Davis & Connie were <sup>great</sup> also.

April 23, 1988, Saturday

We launched at 7:20 A.M. out of Coeyok, under gray skies, 52° temperature, and under 10 knot winds. We were lucky at all bridges except we had to waste an hour waiting for the Great Bridge Bridge + Lock. An exhausting day with 15 bridge (lock included). We arrived in Norfolk at the Tidewater Marina at 1:35 P.M.

All in all a good trip 8 miles an hour even with our hour wait at the Lock. Had a superb (and surprising) ~~Antarctic~~ dinner at the Marina Restaurant.

Sunday, April 24, 1988

Enjoying Tidewater Marina. Winds and weather not conducive to travel. Rain early A.M. Small craft advisory in effect. Portsmouth side of the Norfolk Harbour is the best. More secure Marina. No noise and confusion from the Waterside place. We four took the Ferry across to Waterside to shop and have lunch at Takas Taverna. We did some pleasure shopping and visited the British Isles festival on the Quay. All in all a lovely day. Dinner aboard, and early to bed. Plan a 7:00 take off tomorrow.



Wednesday, April 27, 1988

Launched from Spring Cove at 6:27 A.M. Skies overcast, temperature high 40's. Wind Calm. Hopefully this will remain the case today but they predict possible small craft advisories this afternoon. From start to well after the Bay Bridge, we had a following sea of 4 to 5 footers. Correction = we had the big sea all of the way home. A lumpy bumpy ride. Pulled into Solchester Marina at precisely 1:30 P.M.

Further correction - Mont + Fred confessed that there was an occasional 6 to 5 footer.

Friday, April 29, 1988 - In Solchester

We really made it home just in time. It has blown like crazy since we have returned, increasing harder since our arrival. We just got under the wire. We're very tired but very glad to be here.