

and 2 trawlers accumulation later they finally decided to open it. We were lucky, however, because we heard a sailboat ~~was~~ ^{was} communicate with the Coast Guard that he had been waiting an hour and a half and they still hadn't opened. It seems they had never even reported to the Coast Guard that they were closing the bridge for repairs. - All went well thereafter. We arrived at the Ashley Marina in Charleston at 3:15 just as the wind picked up to 20 knots. We had another good landing. Our best yet. This Marina is super as far as service goes. They arranged to have a car pick us up and take us to Maryanne's, a fantastic ~~of~~ French restaurant in town. The atmosphere ~~was~~ was not the best we have encountered, but we had some of the best French food we have ever eaten.

Ashley MARINA
 ICW M.M. # 469
 803-722-1996
 Dockage @ Fuel Pies.
 Fill out work order
 for Geny Mr. ^{MIKE} Keyland
 D.C. Solenoid
 Model 1502 12V.DC.
 P.T. # 307-1904 MDJF
 Serial # 43948
 Lower / linkage ARM 10-32

Friday - 4-3-87

Spent day doing laundry - Mail - cleanup, etc. Also had Mike Keyland the ONAN Man

out to fix the generator. We think he did!
We hope he did. We'll eat on board tonight.
Read and watch T.V. The plan is to see Charleston
~~tomorrow~~ tomorrow since the weather is going to
be too bad to travel.

4-4-87 Saturday - Unseasonably Cold - in the 30's + 40's

We began our day very early
Charleston was great. Saw Confederate
Museum, The Battery and the Georgian
Pre Civil War Homes on the waterway.
we visited a few shops - Took lots of
Pictures - Had lunch in the Wine Cellar
of the Colony Inn - (delicious) and then
went to visit the ~~Old~~ Citadel and
really enjoyed. Its beautiful. Took more
pictures - Stopped at a super market
for supplies - Were back at the boat
by 4:00 P.M. Rested and then ~~went~~ went
to Damon's Rib's for Dinner. Very good.
Got to bed early since Daylight Savings
time begins tomorrow and we have a
very early take off scheduled. It blew 25
knots all day.

4-5-87 - Sunday

Had good take off today at 7:15 A.M.
(body time 6:15 A.M.) (I had been up since
4:00 A.M. - anxious about the predicted
winds) Wind was 15 knots when we
left and skies were fair - temperature
here in low 40's (rose by end of day
to low 50's) Had good passage today
(arrived at 3:15 P.M. as scheduled)

with no ^{ill} effects from the wind, but for a wee bit of trouble getting our aft end to approach ~~the~~ the pier. The captain had her in, in two shakes of a lambs tail though, by powering up. We ate aboard.

Marina is nice - cooperative people - better than average marine store - restaurant on ~~premises~~ premises. But approach from ICW is poorly marked, does not in fact agree at all with charts, and has large, large shoaled areas. Very dangerous.

GEORGETOWN LANDING MARINA
203-546-~~8~~ 1776
ICW MM# 402
(See Cruising Guide Pg. 283)
Call Marina Ch. # 16 when
@ Marker # 94A
SEE ALSO DETAIL
CHART Pg. 287 (# 26)

Going to rest and read and get early start ~~4:30~~ ~~5:00~~ in A.M. if possible.

^{gate}
We had big scare, this P.M. which turned out to be a small problem after all - Thank the Lord (I have been thanking him and begging him a lot lately.)

When I put the heater on in the Salon, the water pump from the heater was not pumping. ~~When~~ Mort went to

see if the filter was clogged and could not get the valve to reseal and seal on the "through hull" fitting. We began taking on water. Mort was sick over this, but he finally got it to reseal. It took everything out of him for a moment. He must have dislodged the obstruction though because the heater is pumping fine as of this moment.

Monday - 4-6-87

Sunny - Dry - 10 knot wind - At 7:20 we had a test book takeoff. Mort took it out from the Fly Bridge. We are all very trepidations about Pine Island Cut. The Cruise Guide says it is the worst 20 miles on the I. C. W. "Very Dangerous".

We, however, maneuvered her very well through this section of the I. C. W.

Richard has done the majority of piloting, at his request. "I'm having fun!" he said. If this is the worst we have to look forward to all will be well.

We put into ^{the} Myrtle Beach Yacht Club at 3:30, exactly 8 hours and 10 minutes from our departure from Georgetown.

We would have been earlier, but we had tide and current on our nose all day.

Maria is very attractive but Mort does not like "near and far" concrete piling. There are a maze of piling - concrete - ~~some~~ ~~islands~~ that have not yet had piers built on. Hundreds of them. It makes finding

the "Alley" very difficult. If we had arrived at dusk, it would have been almost impossible. We had a good landing in spite of the ancient "dock boy" who refused to cleat the line and held it like a wet noodle. We invited a couple and their baby on board, Bill Bartholomew and his wife Marsha and son Eddie. They met Richard in Georgetown last night and happen to own a slip in this Yacht Club. They are really terrific and are lending us their car to go to dinner. Their boat is the "Remembrance". We conversed over the VHF radio as we ~~left~~ traveled the ICW today. Incidentally we again arrived in a wind. This makes 100%.

MIRTL BEACH YACHT CLUB
803-249-5376
(DOCKMASTER)

ICW MM# 346
@ DOCKMASTER G-19
CRUISING GUIDE Pg. 274
BLOW UP CHART Pg. 286 (#10)

Pat

Slack Tide 3:30 Mon.
(wrong)

Had Dinner at Santa Fe Station - good oysters.
Did logs and tucked in for the night.

Tuesday - 6-7-87