

Monday - 4-13-87 - Rain began at 4:45 A.M. and ended with Revalie (sp.?) ^{which} was at 5:00 A.M. and we pulled out at first light - 6:30 A.M. The weather man and Coast Guard, (whom I called at 5:10 A.M.) say it will be sunny and may 15 knots on the sound. We're praying they are right. On the Alligator-Pango Cut we conversed about floating logs with Jim Holt, the Director of the St. Michael Maritime Museum. He is bringing a donated vessel - The "Mear Mar" home to St. Michael. We ran point on the Canal and he gave us warnings on the Alligator River. This river is notorious for its partially submerged logs. Real prop busters. We are confronted by waves of 2 or 3 feet. The boat seems to love it. We are making as of noon 8.5 knots per hour. At this rate we should arrive at Coenjock at 4:30 P.M.

Arrived Coenjock 4:50 P.M. Secured and plugged in by 5:00 P.M. - Good Landing. The Marina has fine restaurant considering its cheap prices. \$23 dinner for 3, but one catch the wine cost \$30.00. It has a super - little market, Pool table, Laundry, showers, nice people.

It was good to have the sounds behind us. It was a long day, but the boat handled the long trip and the sometimes 4 and 5 foot waves like a dream. Had pleasant evening. Retired early, since we plan to leave for Norfolk tomorrow - See pg. 41A

Tuesday 4-14-87

Pulled away from Coinjock at 8:45 A.M. with Norfolk as our planned destination. We had partly sunny skies and 15 knot winds. We had been told the sounds were bad (Pamlico + Albemarle) well our experience says that the Combs of Coinjock Bay - Currituck Sound and North Landing River, are for our boat (under the wind conditions we had) was much worse. It is a bitch of a piece of water - There is hardly any channel. Very shallow. Waves in short buffeting chops. (Wind was 15 knots from N.E.)

We knew that the timing of the many bridges we would encounter this day would be difficult, but we didn't count on the problem we had before the Great Bridge. Swing bridge and at the Great Bridge Lock. For some yet undetermined reason Mort could not get the boat to respond in reverse*. We were not in danger before the bridge, but we had a hairy landing in the lock. ~~When~~ We could not break our forward motion, although Mort was gunning the engines in reverse with all the engine had. We finally came to rest on the Port side of the lock, having given ourselves and the other boaters a terrible scare. We had radioed ahead to the Lockmaster to tell him of our problem and ask for assistance in the lock. - No response

* Except that channel before bridge was very shallow.

on Channel 16 or 13. When we passed the first man on the lock we called our problem to him - he just shrugged his shoulders. We asked another worker there to please take a line. (He had a poda in one hand and an already secured line in his other and he said "Can't I already have a line"*) Richard got very upset and jumped off the boat to try and help us, but he had to let go of the line at the rear, to let us go across the lock. He yelled at the lock worker who then reported us to the Coast Guard. The boarded us in Norfolk and questioned us and did an inspection. They were very nice and super courteous. We had an almost perfect inspection - we only lacked the "oil pump overboard" placard. After the lock we had no other problems, except some hustling to make our last bridge opening at the Jordan Hwy. Bridge.

* see page 45

The Norfolk Harbour is a zoo. We passed huge Navy ships being pushed about by little tugs. This is too busy a harbour for our tastes. It doesn't hold a candle to the Baltimore Inner Harbour. Although it is a safe haven, it is not a place for big boats. It would be almost impossible to manoeuvre if the slips were full. Also the opening in the breakwater is almost impossible to discern until you are on top of it. They also allow Commercial ~~boats~~ ^{boats} to tie up in the opening further making

entrance difficult. Not saw a railroad tie floating in the Marina this P.M.
We had dinner in the Greek Restaurant at the Waterside Place. Very good but not Taverna Athena at Baltimore.

We are very tired and terribly unstrung by the events of the day.

Arrived 4:00 P.M.

We plan to rest here and try to recuperate until Friday.

804-441-2222 Norfolk Waterside Marina

Wednesday - 4-15-87

Slept in a little this A.M. after a bad night - tension - disappointment in how boat responded - exhaustion. After breakfast we took a cab to E. + B., bought some needed ~~charts~~ ^{supplies} and gear. Then went to Brownley's on Plum St. for Charts of our last legs of the trip home. We calculate, 3 days travel more. We had lunch at the Jewish Deli in the Waterside place & did some small shopping in their mall. ~~and~~ We plan to eat at Phillips tonight - seafood seems in order. Rich spent afternoon with some girls he met in the Mall. They are coming aboard tomorrow evening ^{in the picture} ~~at~~ Phillips!!!

Thursday
4-16-87

Toured McArthur Memorial. Great!!!
Had Dinner at Il Porto (Italian Restaurant)
Super Meal! In general, however, we do

not care for Norfolk Harbor. So much dangerous activity - Large Navy vessels being moved around by tugs, pleasure boats, ferries, cruise ships. - A regular zoo.

Re: dock

When we spoke to Jimmy O. this evening, we told him of the events of the Lock, He said it sounded as though the Lockmaster had started the pumps going before we totally were in the lock and secured. This ~~is~~ jives with what we experienced because ~~of~~ Most had complete control entering until we were almost in and then we were swept forward. Rich says he saw leaves being swept by us at great speed as we tried to tie up (The lock tender would not take our line.) Hope to leave Norfolk tomorrow, but they call for gail force winds. We'll see.

Friday 4-17-87

Early A.M. spoke to several Captains who had taken off early from Norfolk. (The weather they had forecast had not seemed to materialize, but before we moved away from the pier, we wanted several first hand checks from on the spot observers.) They all said the mouth of the Chesie was flat. We took off at 8:30 A.M. in fair weather & cool temperatures. All went well until we were at the Mouth of The Chesapeake where we were ~~great~~ greeted by 6 to 8 foot swells. It wasn't swell. A 6 hour run took us 9 hours. We were never in danger just uncomfortable.

* We arrived at 5:30 after some trouble finding Channel in to Indian Creek.

we had planned to go to the Tides Marina, but they were unresponsive and uncooperative. Instead we put into The Chesapeake Boat Basin Run by Bell + Fern Walker. *Very comfortable marina. - Pretty spot on the Indian Creek They had the "Land locked" Restaurant pick us up for Dinner. The Owners Joe and Margyrene Konomaker provided cordial service and a fine meal. This was my first opportunity to wash clothes for 4 days. I did 3 loads before bed. It was a very BIG day.

Saturday 4-18-87

We awoke at 7:00 to rain and a dreary forecast. We could have gone, but decided that we were so tired out from yesterday that we would wait one more day here to gather ourselves. They have a "Real Neat" but messy Marine store. Just the kind that Mort loves to browse through. We plan to eat aboard tonight. All things being equal, we'll leave for ~~the~~ Solomon's Island and Spring Cove Marina, tomorrow.

Sunday 4-19-87

Departed Indian Creek 7:42 a.m. Uneventful trip Arrived Spring Cove 4:20 Assigned T Pier "D" Dock. Mr. Tucker was ~~super~~ helpful. (Do not drink the water on the pier)

7-20-87, Monday

Departed Spring Cove Marina, Solomons Island at 8:40 A.M.

Arrived at Tolchester at 4:45 P.M. We were very excited. Jimmy + Carol and Alan + Cathy Bramble were on the pier waiting for us.

An exciting experience and Miss Shuyah Jos's first long journey completed with all hands safe and happy. Thank God!!!