

Monday, Sept. 28, 1987

The alarm went off at 6:00 A.M. and by the time Jimmy O arrived at 6:50 we were all set to cast off. The day is warm + beautiful.

After some final preparation, v.e. lines off bumper in, we pulled away at 7:15 A.M. Larry Ommisilla was on the dock to wish us well.

We started the generator at 7:07 with prayers. At about 8:15 noticed burning of new insulated muffler and stack covers - We at first were heart sick, but after much inspection and a deminishment of the smoke we have come to the conclusion that this is a natural phenomenon. We pray this is so.

Arrived under Bay Bridge at 9:05. Making just shy of 8 knots per hour.

Bay was choppy, 1 to 2 1/2 ft. waves until we reached ~~about 10:00~~ the Nuclear plant where, at 1:10 P.M. we had short chop, light wind, a good flat ride. By this time also the smoke is virtually non-existent in the engine room. We are not fully at ease however. Smoke was no way to start the day.

We have just picked up some wind at 1:15 and the waves have built to 1-2 ft. again.

We landed at Spring Cove Marina in the Solomons at 2:50 P.M.

The Generator had run the whole day! A first. We called Carol, Indian Creek and York Lincei and then had dinner at the Naughty Gull. After dinner on the aft deck were just what we needed before nodding off early.

Tuesday, Sept 29th, 1987

We cast off from Spring Cove at 7:55 A.M. The weather is gorgeous with light wind.

All systems seem fine so far. We are heading for Chesapeake Boat Basin at Killmarock on the Indian Creek just north of the Rappahannock. It is planned that we will meet Carol there tonight and that she will follow us to the York tomorrow.

We arrived at the mouth of Indian Creek with no incident, but even though we had bright daylight we made, somehow the same error going South as we made going North last spring. We wound up going up the wrong branch of the Creek.

However, after much disagreement among Mort, Jimmy + I, we finally listened to MF and found the correct route in. Arrived at Pier at 2:45 P.M.

We were all tied, fueled up etc. by 4:00 P.M. Carol arrived at 9:30 P.M. with our car.

Oct. 1, 1987 Thursday

Due to High Winds we are still in Chesapeake Boat Basin, Indian Creek, Killmarock, Va.

We have decided to leave boat here until after the wedding. Seems secure, both from land + sea.

Friday, October 23, 1987

We Cast off from Indian Creek at 7:25 A.M. in 40°, with sunshine and calm seas. By "We" I mean our Phase Two Crew, Fred + Jovia Rowe and Mort + I.

*Jim + Carol drove us here and then took Caddy home with them.

We arrived here on Wednesday 10-21-87 after a happy and very successful wedding (Mark's + Ellen's)* We fell over in Indian Creek ~~for~~ Thursday since it was predicted that we would have 30+ knots if we ventured forth that day. We took the time to organize and stow all gear, talk, laugh and eat. We drank a little too. What else was there to do. Our planned destination is Norfolk, Va.

It is 8:10 A.M. and we are experiencing 3 ft. waves. Due to wave conditions and wind conditions (we guesstimate 18+ knots) we are only making 6+ knots. We reached Wolf Trap Light at 10:40 A.M. At 11:00 we picked up our R.P.M.'s to 2000 in hopes of making more headway.

Between Cape Henry + Cape Charles the water flattened out and we began making a little more speed. The tide was also with us from this point. Arrived Shingle Shoals Light at 1:37 P.M. (per Fred's Watch)

We arrived at Waterside at 3:35 P.M. and all was secure at 4:02 P.M. What a Crew.

We went to El Porto for a fabulous Italian dinner. The plan is to leave Sunday A.M. for Coinjock.

Saturday, October 24, 1987

We rested today by going to the MacArthur memorial after sleeping in, lunch at the Greek Restaurant and Dinner at the Chinese Restaurant at the Waterside.

We turned the clocks back tonight and bedded down about 11:00 DST.

Sunday, October 25, 1987

We were all up early and we pulled away from Waterside at Norfolk Va. at 6:45 A.M. We were at the Jordan Highway bridge at 7:05 and he (the bridge tender) said he would give us a lift as soon as all of the boats bunched. There are no restrictions on lifts on Saturday and Sunday. He did not lift until 7:20.

We had to wait at the Gilmerston Twin Bridge for 20 min. ± due to a train passage.

We made the lock opening at 8:30 A.M. and were through the lock, with no incident by 9:00 A.M. We were through the Great ^{Bridge} at precisely 9:14. All in all a much better experience than the first time through.

Log marker # 101

Some time between 12:30 P.M. and 1:30 P.M. at Mont went to the engine room to do a routine check. As he opened the door the smoke alarm went off, and all hell broke out. We had a fire in the engine room. ~~Mont took the wheel and~~ ~~for management~~ Gloria took the wheel and Freddy, Mont + I fought the fire. I called the Coast Guard and advised them of our situation and asked for assistance.

There were two boats in the vicinity, one ahead, "Sighthound" and one behind us, "Sea Direction" who ~~was~~ called us on the VHF to assure us they were standing by in case they were needed. From detection to under control was approximately 30 minutes.

The fire was in the overhead just above the starboard muffler. The new insulating cover on the muffler worked loose at the beam on top and the heat escaping acted like a blow torch. It burned through the insulated panels in the ceiling and through the sub flooring just below the aft end of the built in sofa.

The crew was superb. At the time this occurred we were in Currituck Sound and the wind and waves were tough. We had 3+ ft. waves buffeting us on the port stern quarter. The channel was very shallow, as is the entire sound.

Our escort followed us at ^{our} reduced speed of 1500 R.P.M.'s. ~~Massachusetts~~ The Coast Guard joined us about 5 miles from Coinjock and took over as escort, thus relieving our friends from Sighthound & Sea Direction so that they could put into Coinjock Marina. At this point the fire was out! Fire extinguishers & bottled water did it!

We pulled into the Marina at approximately 2:30 P.M. (well ahead of schedule - we account for this early arrival as the result of the wind pushing us along.)

The Coast Guard boarded us to fill out a report. They told that any crew that had

* for some strange and yet unexplained reason our on-board water system failed at that exact time.