

a fire at sea, got it under control and brought the ship into port unassisted was first rate. (They told us something we already knew.)

From 2:30 to 4:30 we cleaned up the mess created by dry fire extinguisher Chemical and water. (The Engine room in particular was a mess it wasn't totally clean until the next afternoon late. The Salon also was a ^{smaller} mess.)

At 4:30 we invited ~~the~~ Cora Miller of the "Sighthound" and her Mate Roy Bayler aboard for a cocktail on us. We were then joined by Warren + Willyng Tetzloff the folks from the "Sea Duction". We gave them our deepest appreciation and a blow by blow of our experience. (We were very very fortunate of the outcome)

Tuesday as we were, we all showered, dressed and went to the Coenjoek Marina Restaurant for some ~~great~~ ^{good} beef and a few glasses of wine + beer.

We retired relatively early, very full of ourselves for a job well done, but aware that Mort + Fred's work had just begun.

We are truly blessed with superior friends!!! We thank God over + over for seeing us through!!!!!!!
Monday, October 26, 1987

We awoke to a fine day. It would have been a good one to do the sounds, but unfortunately we had to make repairs first.

Fred + Mort worked their buns off, after taking a Marina Truck (loaned) into the local hardware store for supplies.

Using fiberglass aluminum + fire ~~resistant~~ resistant metal plates (the kind used under coal stoves) they repaired the engine room

* Mort put a call into the man who made the covers, Chris Grummel, and he is going to have new, modified covers made for us tomorrow and available to ship wherever we tell him to (59)

Ceiling by making a fiberglass sandwich and bolting it all in place. Mort & Fred say it is better than the original. Mort & Fred jury-rigged the damaged muffler insulation back together with baling wire and Fred made a radiation system out of copper pipe. *

Our plan was to leave for Belhaven in the early A.M., however, at 2:00 in the A.M. Mort told me that he has thought the situation through and he said we will not leave Coirock until the new insulation pads are installed. He felt the 10 hour run with no place to stop enroute was too risky with a jury-rigged part.

Tuesday October 27, 1987

Glavia & Fred awoke early to the shock that we were staying put. (Naturally everyone is champing at the bit to get a move on.)

Mort's decision was vindicated by the fact that the front expected to move in the P.M. arrived early at about 9:30 A.M. It would at best have been a very sloppy crossing.

Mort also spoke to Chris Grummel and he said the covers would be completed today and air freighted. Federal Express Next Day service here at Coirock.

Hopefully this means we can leave on Thursday or Friday at the latest, weather permitting of course.

Our egg & omelet chef (Fred Rowe) treated us to a bunch of eggs over light and cheese omelet. Glavia pulled K.P. for toast

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etc. We have decided we'll keep them.

Wednesday October 28 1987

The new Muffler covers arrived at 10:00 A.M. on the button. Installation went well, and we plan to leave tomorrow at daybreak.

Thursday, October 29, 1987

Corjoick

We awoke at 5:00 A.M. and cast off at 6:20 A.M. We are all quite tense about the engine room after our horrendous experience on Sunday. We pray to the Good Lord Above that all goes well for us.

The Day is Sunny, Nippy and there is no breeze or light breeze as we begin our Day.

We do not like the heat that is being generated against the ceiling, so at Day marker 163, the 7:50
A.M. guys went to the engine room and built radiators out of copper tubing and turned fans on them to cool things down. We pray this does the job. At 8:15 A.M. Ceiling Cool as a cucumber. Please God it stays cool!!!

As we enter the sound we have about a 1 ft chop. We arrived at the sound at exactly 8:20 A.M., two hours after we left Corjoick, as we predicted.

Arrived at Marker #1 at mile marker 79, Entrance to the Alligator River at exactly 9:42 A.M.

Arrived at Mile Marker 95 at 11:27 AM. Entered the Alligator-Lungs Canal, Mile marker 105 at precisely 12:30 P.M. - It has been a beautiful day to this point - Thank God!!!

We went through the Canal at 3:05 after encountering shoaling conditions at mile marker 123 1/2 and 125. We arrived at River Forrest

Manna at Behaven, N.C. at 4:15 P.M.
all secured at 4:35. Had dinner at River
Forrest Manor. Once again a super-meal.
We all crashed early.

Friday, October 30, 1987

Left River Forrest Marina at 8:30, under
fair skies, slight breeze but no wind to speak of.
We had a wonderful crossing of the Pamlico
and the Neuse River. The water was like
a mirror not even a hard breeze until just
as we approached the marina when a breeze
kicked up just in time for docking. Brenda
and Bill Harris were waiting on the pier
for us - super people.

~~xxx~~ We must mention that we had a large
variation in our compass between the
Pamlico + Neuse Rivers. Corrected itself
near Oriental. arrived 2:30 P.M.

After dinner aboard, we all took a walk
along the River with a local couple we met
on the pier, Boots + Zeb Hargett (local Realtor).
Very nice, but pushing their Condos on the
water. This is a darling little town.

We called Betty Anne Corby to wish her happy
fiftieth and Paula told us that Richard
moved to a new farm + (of course) needed
money. We spoke to him and we were very
pleased as he seemed to have everything
under control.

We were all tucked in by 10:30 P.M.
We plan an early start in the morning.

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Saturday, October 31, 1987 Halloween.

Another pretty day with a good forecast. We pulled out of Oriental at 8:30 A.M. as planned.

This Run is exhausting and very time consuming. We searched for water all day.

We pulled into New River Maria at 4:50, only to find we are on a pier on the intra coastal, they have no 50 AMP service (they lied), they have no water pressure, and they have more a motor home court than a marina. We will not stop here again. They looked at us as though we were from Mars. (Swan Point Marina possibly former times)

However, we did get picked up by Bay View Restaurant (in a pseudo-plush van) and taken to their place on Chadwick Bay. All of the employees were dressed for Halloween. Vaquera waited on us. We had a very fine meal.

As my captain predicted we lost all power at about 9:30 P.M. so we tucked in for the night with extra blankets. We plan an early take off early for Seapath Marina. Hopefully an easy day!

Sunday, Oct November 1, 1987

Departed New River at 7:30 A.M. We had to use the generator to perse our Morning Draught. Partly cloudy & light wind.

The Day was relatively uneventful until