

Tolchester, Md. To Key Vaca, Fla.

Monday, September 19, 1988

Exactly as planned we (Capt. Mort, Capt. Fred, Louis + I) (I ~~am~~ Estelle) departed Tolchester, Md. at 7:10 A.M. Lou Filpatrick was on the pier to help us cast off lines.

The morning temperature was 66. The sky was partly overcast with patches of fog. No breeze.

Please God! Let us have a safe and happy voyage.

After a beautiful run, we arrived at Spring Cove Marina at 2:15 P.M. We had cocktails on the fantail at 4:30 and freshened for a beautiful dinner (well very good at least) at the Holiday Inn next to the marina. Solomon's Island is the same.

The Loran is great although we have much to learn about its use.

Tuesday, September 20, 1988

Everyone was on deck at 7:00 A.M. and we pulled away from the pier at 7:05 A.M. As we enter the Patuxent River at Solomon's Island the winds are 8 to 10 knots and the sky is overcast. We expect 15 to 20 knot winds on the bay coming from the SW. Rain + thundershowers are predicted for late afternoon. Hopefully we will always be in port before bad

weather strikes. Well, we can hope!

At 8:30^{A.M.} we began to have rough seas. By 9:30^{A.M.} we had 3 to 5 footers. Not too much fun. One blessing though is they are on our bow. For crying out loud! We have traps in the channel - 70 ft + of water depth. Something to make the chase more exciting.

It was an exhausting day. Some very very big waves, 6 feet plus or minus. It took us 45 minutes longer to make the trip than last time, due to the ~~rough~~ condition of the Bay. We arrived in fact, 'Thank God!' at Indian Creek and Chesapeake Boat Basin at 1:50 P.M. We saw Dolphin at the entrance to the creek.

After Washing the Boat & Fueling up it was Cocktail Time, had dinner aboard and crashed about 9:00 P.M.

Wednesday, Sept. 21, 1988

We were awake, once again, by 5:30 A.M. and pulled out of Chesapeake Boat Basin, Indian Creek at 7:05 A.M. Skies sunny winds West 12 knots ±. Temperature in high 60's to begin.

The day is gorgeous. Very warm - mid to high 80's. We saw dolphin between Drum Island + Cape Charles. As exciting as ever. The waves ^{were} less than 1 ft. for the majority of the day. At 2:15 P.M. we entered the breakwater of Tidewater Marina in Portsmouth - Norfolk Harbor

We plan to eat at the Maria Restaurant tonight we had a beautiful meal there last time through. Dinner was good. Everyone Crashed by 9:00 P.M.

Thursday, September 22, 1988

Winds this A.M. are 10 to 15 knots out of the N.W. It made a sticky departure out of the slip in Tidewater, Portsmouth - Norfolk. The winds made casting off a major job. We were out of the slip at 7:20 A.M. We found the use of the new VFX headsets invaluable. We did a masterful job in spite of the poor conditions (Things were complicated by the fact that the slip we were assigned had a very short finger pier, ergo getting the aft line off meant boat hooks and bumpers).

Such is the order of the day says NOAA. When we got to the Gilmerston Twin Bascule we were brought to a screeching halt by ^{app. 10 minutes of} work on the railroad portion of the bridge. We arrived at the bridge at 8:05 and the bridge was opened at. We called the Coast Guard at 8:55 and the bridge opened at 9:00 A.M.

We barely made the lock since the Lock Gats close at quarter of the hour going South. For the record we made both the Highway Spring bridge and the North Landing Hwy Bridge They are 5.5 miles in half ~~an~~ an hour. We went 2200 R.P.M.

It took us 4 hours to do the first ¹⁵ ~~four~~ miles of the trip.

At approximately 11:10 A.M. We heard what sounded like an explosion. I was down in our aft cabin and it felt like we hit a log. After running around and checking all seemed well. Between 1:00 and 2:00 P.M. we traversed the area in which we had the fire last fall. We are really fortunate to be here safe and sound and aboard this wonderful vessel. Thank you God!

We tied up at Coirock at 2:15 P.M., weary from a day of 15 Bridges - Locks - etc. We plan to eat at the Mann's Restaurant - noted for their excellent steaks.

Tried to bed down at 9:00 P.M. since we have an early jump off, but to no avail. The mesquitos nearly carried us away. Plus, Freddy was made ill from Diesel fumes from "Camille's" Diesel Generator running all night.

Friday, September 23, 1988

The crew awoke at 5:00 A.M. and we cast off at precisely 6:30 A.M. Coirock time. Conditions: Haze - Ground fog, Wind 200° SSW under 10 knots. Today we have a 10 hour run.

We had 3 to 4 ft. waves on the northern part of the Albermarl but since they were out of the S.W. we had a very comfortable ride. The alligator river has a 1 ft. chop. ~~At~~ The sun is shining and the day so far has been great.

Its 2:00 P.M. and we are 3+ miles from the Walkersin Bridge which marks the end of the Allegator - Pungo Canal

We arrived at River Forrest Marina Bellhaven at 4:15 P.M. We had our first docking wind of the trip. Enoch told us to come in Starb. side to, but we should have come in Port side to. It was more work than we needed. We had dinner aboard. Everyone was so pooped and overfed. So it was B.L.T. and conversation.

We have decided to stay put in Bellhaven tomorrow. We have once again a leaky fuel filter on the Jerry. Mort hopes to have it fixed by the time we leave on Sunday.

Saturday September 24, 1988

We were in Port today, wash up, clean up, make repairs & lay. Had dinner in River Forest Manor - once again good. Had a long chat with Rodger Balm, a professor at Cambridge University, who is going from Boston to the Key West on a 14 ft. Mon Ark, no radio and all alone. He is financed by E & B Marie. Very nice man. He is planning to write a book to be out in about 2 years. We will look for it. His Boat name was Mainstream America Downstream America.

Enoch, the Dockmaster gave us a rose from his garden. A nice gesture.