

Sunday, October 9, 1988

We pulled out of Golden Isles Marina at 7:20 AM. Ed Thompson of the Morning Mist helped cast off our line. Mort and I were a little "up tight" since they were forecasting winds of 15 ~~knots~~ knots for St. Andrews Sound. They were supposed to lay down to 10 to 15 as the day progressed. We were also tense about the water jump. The fact that we were alone was only a minor concern. Well, the winds were favorable on the sound. Although the waves were 5 to 7 ft. they were on our nose, and the only bad rocking we got was when we made our turn around Boney # 32 when we had to make a hard turn into the Cumberland River. After that we had a large, but following sea. The most uncomfortable portion of the ~~trip~~ ^{portage} trip across the sound lasted only about 15 minutes. A blessing was that we were at slack high tide.

Had we done the sound when Freddy wanted us to, with 20 to 25 knot wind out of the head and out going tide, we would have been in BIG TROUBLE! God was good to keep us sane and resolved to do the right thing.

Things worked so well for us that we decided to bypass Fernandino Beach and do 30 miles more. We pulled into Sister Creek Marina at 2:00 P.M. We had worked harder, just the two of us, but had little tension and a lovely day all in all. The pump on the

engine perked along beautifully - under 170° -
 One small glitch! When we secured all electronics we had an indicator light that our aft bilge pump was stuck on. We must have triggered the pump when we were lofted skyward with the large oncoming waves in St. Andrews. The pump float switch, however, was stuck on. We were able to clear same by flushing with high pressure water from the engine room hose.

Sister Creek Marina very peppy, but people could not be more helpful. Plan to eat, simply, aboard. Cold Chicken, hash Browns + Tomatoe Salad. We love being alone!

Monday, October 10, 1988

Spent a restful night in Sister Creek Marina. No bilge pump on the dock going off every 15 minutes as in St. Demons. We awoke later than usual since morning light comes later each day now.

We pulled away from the dock at 8:15 A.M. Thank God! a perfect launch.

There were coast guard warnings of Entire trees floating in the ICW between M.M. 750 and M.M. 760. We saw only one, but one was too much. Very dangerous

At the McCormick bridge mm. 748 we had total 34' clearance and were fine taking down the single side band & narrow band antennas. We had about 5 ft. clearance.

The day has been sunny with practically no wind, at least in the protected cuts.

Today is in a cut all day. The Velero Beach Lift bridge we found was on a fixed schedule instead of on demand. By a miracle we made the opening (we really chugged) and double miracle we made the Bridge of Lions opening 1/2 hour earlier than we had scheduled. Different bridge tender at B of Lions. This was a nice female. She smiled, waved, wished us a good day.

We've had Dolphin, Egrets, Pelicans, etc. all day. Great!

After a beautiful run we arrived at Palm Coast Marina at 3:30^{P.M.} as predicted by Mort. The Marina is very pretty and is part of a Sheraton Hotel Complex. We had an outstanding meal at their restaurant. (We had difficulty raising the Marina by VHF and a man named Don Graham picked us up and contacted the Marina for us. We had him aboard for a drink.)

Tuesday, October 11, 1988

It is so pretty here that we have decided to take a day of layover. We are exhausted from having a foot in our back (Freddy's) and the release of tension after he has gone. Also we have a few odd jobs to do.

We have begun to see a dramatic change in the quality of the water here. Clear sea green is the norm here.

We had a lovely day and a super meal aboard of Ga, Shrimp and Linguini

Mort watched a John Wayne movie on Cable T.V. (supplied by Maria) while I crashed early.

Wednesday, October 12, 1988

Cast off lines from Palm Coast at 7:20. All went well, thank God!!! We have fair skies, light wind out of west. We plan a very long day today (no choice). We hope + pray all continues to go well.

Had an entire pod (dozen or more) of Dolphins playing in our ^{bow} wake. Beautiful. Also had our first view of Maratee. We saw one back and several flippers. Wild! The water in Indian River North and Indian River very skinny. Some places

The depth gauge read 2 feet below the transducer. If we had 6 feet we felt fat.

Arrived weary but happy at 4:00 P.M. The people in the ~~Tisbury~~ ^{Tisbury} Marina are very nice, and very helpful. Ken Burk the Dockmaster, Christine in the office, and Harlon on the line + fuel pump. Sweethearts. We were recommended to the Dixie Crossroads restaurant. They sent a tape, at their expense, for us! They had a special, 1 lb. Maine Lobster - 2 for \$15. - \$24.00 if you wanted 5 - no sharing. We each had 2 and they were as delicious as those we had in New Hampshire.

We've decided to stay tomorrow. We are slowing down to see what "Joan" does. (If she becomes a Hurricane we don't want to be too far south.)

Thursday October 13, 1988 - A Sunny Day AM
 We slept late today and around 10:00 AM walked to the Post Office and then to the super market - Great Market. They allow you to take the cart back to the marina, and they have a wide selection. After shopping we were told to look for the Manatees in the Marina. They said they had 14.