

LOG OF MIMI
VOLUME 1

FACTORY PICKUP - ST. CATHERINES, ONTARIO, CANADA
TO
BALTIMORE, MARYLAND
2003

It all started back in December of 2000, Betty and Jim purchased a 2001 Bluewater 5800, then made the mistake of listening to someone else rave about the Neptunus. At the Miami boat show while shopping for “stuff” to put on the new Bluewater, a friend of a friend insisted on Jim and Betty to look at the Neptunus on display at the show. February 2001 they did that, and it was love at first sight, but yet they still were in love with their own Bluewater.

The Bluewater “Bitter End” was picked up and little more was thought about the Neptunus boats and a good time was had getting the BE back to Texas by the fall of 2001. A few things were not right on the BE, and the dealings with the people at Bluewater was not good, to say the least. Some of the things that were hard to take were showing up, and little things that were almost impossible were wearing on Jim. The working space around the engines, and bilge space to get into to shut off or work on thru hull fittings for example.

In spite of the lengthy love affair with Bluewaters (12+ years) by July 2002 after going to the Neptunus Rendezvous at St. Catharines, Ontario, both Betty and Jim are hooked. The deal was sealed at the October Ft. Lauderdale boat show. Neptunus sales manager, Ray

Thompson made the deal that included the trade-in of the Bitter End.



October, 2002
Ft. Lauderdale
Boat Show
Ray Thompson,
Betty & Jim
Commemorate
Ordering of
‘MIMI’

December 2002 Jim and Betty travel to St. Catharines, even though they hate winter weather. Final specifications and selections of options, colors, and “stuff” were made for Neptunus 56 Fly bridge model, Hull #5642, with a mid may projected splash date.

By February virtually everything is off loaded from the BE, and on Mar 23rd she was delivered to Seabrook Ship Yard for hauling to VIP yachts in Knoxville, Tn. To be for sale.

April 13th 2003 Jim and Betty arrive in St. Catharines to see the MIMI, do some final decisions and shopping for “stuff” and leave at Ray’s house in the basement. Ray had just learned that the BE had been scorched on the starboard hull, when a trailer wheel caught fire....quote “minor damage”.

May 5th damage pictures e-mailed to Ray, damage considerably more than “minor”. The hauler has insurance of \$100,000...but with 80% co-insurance, makes it less than \$6000!! The Boat US insurance claim was initiated May 13, 2003.

May 13th Jim and Betty shipped personal items by motor freight to Buffalo, NY.

May 17 thru 20th Major effort to get an estimate on BE repair. The issue is beginning to cloud the Neptunus closing because Neptunus Yachts had possession while Jim and Betty still held title and insurance. Lots of options kicked around, Jim and Ken Nichols come to terms and Neptunus takes charge, with Boat US putting ok on figure for repairs.

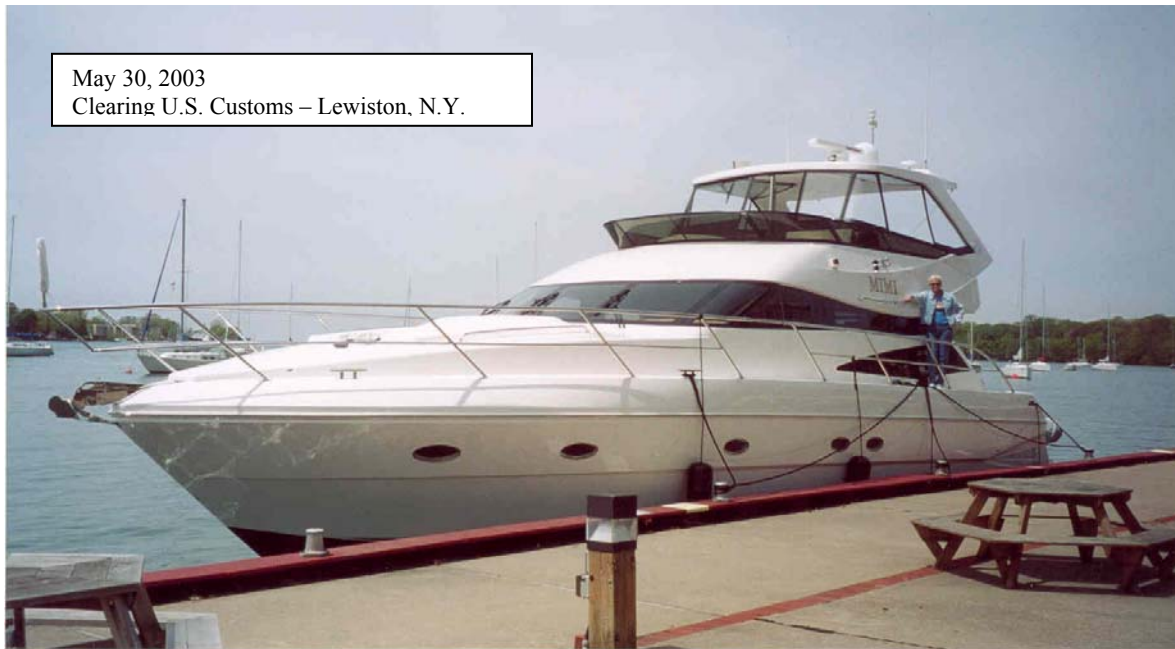
May 27th Jim and Betty fly to Buffalo to prepare to take possession of MIMI.

May 28th Leased an Expedition and picked up personal goods shipped to Harbor Place Marina in Buffalo (Gary & Cindy Hall). Crate shipped from Texas, couldn’t believe it all fit in. Next stop liquor store for lots of rum, found it in the biggest store we have ever seen, called “Premier”. We delivered a couple bottles of fine Wine to Gary Hall, and then headed out to St. Catharines. Made a mistake and declared my 12 ga. Shot gun, which triggered an hour and half x-ray search of the packed Expedition. Guns or weapons of any kind not allowed in Canada, unless you got proof for hunting destination. We checked the gun there and finally got released to enter Canada. When we arrived at Rays, we made quick trip to see MIMI. We stay at Ray’s house after a dinner in Port Dalhousie restaurant called Murphy’s.

May 29th today is totally out of sync, perhaps because we were supposed to close and BE matter is still unsettled. We shop for blankets and pillows and other “stuff”, then on to the Neptunus Yachts office for closing with Ray. We agree on the numbers and notify Glen at Omega to wire funds and head to MIMI to begin move-in. Of course it is raining!!! We went to Port Dalhousie and dined at Marie’s. To get back in the marina we call a nice lady that offered her cell number as we departed earlier.

May 30th Friday Completed move in while the factory does punch work. With workers on board doing punch work, Herman (the plant manager) motors over to Lewiston USA to do the customs thing. We are now a US vessel and will be a returning US vessel when we get

to Oswego, New York (west end of Lake Ontario). The customs office and Herman go way back, so clearing is a piece of cake with joking and stories while the “newk” assistant looks at the boat...not really an inspection. Jim takes helm for the return, including docking for the first time...no scratches, so nice job Jim!!! Later Ken Nichols, president and owner of NY, stops by boat for a beer and a good talk...wire payment not received yet.then Wendell Williams our friend and banker calls with wire confirmation, he advises Ken not to extend any credit without keeping Betty as collateral, on second thought this could be a mistake. Dinner with Ray and sister Cindy, Gary and Cindy at the “Wild Thing” restaurant (great steaks). This our first night aboard MIMI...now where did I lose my shorts???



May 31st Saturday grocery and beer runs, much boat organizing then early PM we are off to pick up Dick & Jeanne, with on the way stops for clothing, Betty forgot some of Jims stuff & of course more boat “stuff”. Went by and picked up shotgun and to UPS to ship it home. A hurried trip to West Marine to exchange life ring for a “bigger” one, and one last trip to “Premier” liquor store for Brendens. Ray had loaned us his SUV, so we turned in the Expedition, which was running us close to meeting Ralph, then Ralph calls, a 2 hour delay out of Baltimore, so we can shop some more!!! After Ralph and Jeanne arrive, we max out on duty free liquor only to find out there is a 48-hour stay in the US as a restriction. The good guy customs officer lets it go without the big duty, and just as we are leaving Jeanne asks a question...we all about died, he had already said go on, now we just quivered and waited, left as soon as we could!!!!

Sunday June 1st Dick & Jim more shopping, more fosters and corned beef, then settle in on projects and system learning. Find a few more punch items that NY takes care of right away. Dinner at Murphy’s after a visit with Cindy Thompson while Ray plays golf.

Monday June 2nd more punch stuff, Ralph studies chart plotter manual, Betty and Jeanne coffee for 2 hours then head out for shopping at Niagara on the Lake, Jim and Dick give up on trying to mount the extra storm anchor in the big anchor locker after some time, Jim hits elbow and now it is sore. Ray schedules to show MIMI to a prospect at noon, then pilot training at 2, by 4:15 Jim decides (with full holding tank) to go ahead without Ray's pilot training to move over to fuel dock and pump out and fuel top off. Ray finally arrives at 5:30, we check out the dink to make sure it runs etc. Ray Howe arrives on "Private Suite" completing his trip from Florida for the summer, he had 2 problems on way, squall line hits, he and 2 other boats were put aground in the ICW, resulting in a slightly bent prop, and one engine computer hard drive went out. Ray conducted pilot schooling in the Welland canal and Betty drives back but chickens out on the docking. Wings on the grill (new type grill made in Temple, Texas by Bill Jones). Looks like we got to learn how to operate this one, but will be ok we think. Wired funds finally arrive, the paper work is completed, she is now our new toy.

Tuesday June 3rd our departure delayed since we had to get the master head door re-worked as it was too tight and adjustments will not work. Betty and Jeanne overcome their bitter disappointment by doing some more shopping. Put rump roast on grill, it is a test but turned out great. Ray said he would be by at 4:00 PM, made it at 4:20, which is good for Ray. Ray and Jim loaded charts and pictures on the plotter, since cocktail hour starts at 5:00, we had rum & cokes all around. It takes hours to put all on the plotter so we had lots of rum & cokes. Betty fixes roast and other stuff for munchies type supper while all this is going on. We found out some of Ray's history, besides being a pro tennis player (#200 ranking). He went to school at South Carolina University playing tennis, had some really good stories about that and the pro tour. The party was on in earnest and the rum clouded our minds, so cannot remember much of it, probably a good thing. We tried hard not to let him out drink us, but we called it quits at 1:30, he was one ahead and on the move. Way past our bed times, Betty had crashed on couch about 11:30, Jeanne goes below at 12:00, Jim helps Betty to bed at 12:30, then Jim and Dick end party at 1:30. Ray left to go home (about a mile) but we would not bet on that, he was wound up. Oh yes we got most of the charts loaded we think.

Wednesday June 4th It is miserable, rain with wind out of the east at 30 to 35 knots, waves off of Lake Ontario crashing across jetties completely over boat. We got the door back on about 10:00 but no way are we leaving today, so finished putting charts on and filled up memory. Jim has to go to Doctor because of the elbow he hit on the fiberglass in the anchor locker, now it is swelled up and he has great pain. Dr. gave him Vioxx and told him to put ice packs on it. Herman came by and threatened to cut our dock lines, and just laughed when we told him we tried to out drink Ray, he said that is a real no/no, too much of a party animal. We decide on hamburgers for supper, good choice. Jim has to break in boat right so we get to watch "Water World" (the tradition is transferred from the BE to MIMI). Jeanne and Betty bed at 10:30, movie out at 11:30. Forecast for tomorrow is marginal.

Thursday June 5th Captain Jim is up at 5:45, ready to go, DJ up at 6 and informed "we are leaving". We get ready and leave at 7 AM. Betty and Jeanne up when motors started. A

little hazy, ½ mile visibility. Cruising along at 24.8 knots on Radar, lots of fishing boats, so a little “dodge em” going on. At 10:00 AM it got down right thick, driving on instruments only, slowed to 14 knots, still lots of boats around. No wind a good thing. It remained heavy fog all day, we got 1 mile visibility about the time we came into view of Oswego, where we entered the Oswego river and canal. Across Lake Ontario and never saw a bit of land!!! We checked in with customs and immigration through a videophone system. We all had to talk to agent and show ID as well as get up close for a look see picture. Started down the Oswego Canal system, first lock ½ mile from Lake Ontario, this was lock #8, brought us up about 8’. Between lock 8 and 7 we were in a concrete canal, you could see the river off our starboard side flowing over rapids. Lock 7 only 6/10 of a mile, the bridge approaching it was 21’, we should be ok at 20’ 6” but we hit the bridge and took the lens cover off the anchor light. That was a shock. This made us very paranoid going under bridges, even though listed as 22’ or more. We made it through lock 3 at Phoenix, NY, they had a nice city dock just past the lock, all fixed up with benches, chairs and regular plug in 15 Amp electricity, which we could not use. We stopped a little early, 4:00 PM but we were not pressing our luck the first day. We had put a chicken on the rotisserie over the grill, using Betty’s shoe strings off one of her hats to keep legs and wings from flopping down on the grill, worked good. Our plan was to have chicken left overs for sandwiches next day, but none left so plan B is to cook the 2nd corn beef. Movie never happened, we all went to bed early, by 9:30.

Friday June 6th finished out Oswego canal and started east on the Erie Canal making Brewerton NY at 9:30. Our chart plotter was not working, do not need it now, but will have to have it to leave New York City, so at Winter Haven marina tried to get it fixed. The service mgr said he thought the hard drive was crashed, that is the way it acted. Met a man with a Neptunus 56 express cruiser, “Balding Eagle”, Bill Seabecker. He was from Wausaw, Wisc, keeps his boat at Winter Haven in winter, heated indoor storage building, then cruises the St. Lawrence during summer. He had a Northstar operating system disc and tried to re-boot ours, but never did get it to work, its crashed no doubt. After many calls, and trying some things Northstar suggested, they are sending NDA to Troy, NY Town Dock Marina where we have reservations for Monday. We will exchange and ship back the crashed unit. Neptunus is sending new anchor light lens to Troy as well. Finally on our way at 2 PM, across Lake Oneida, it is beautiful. Betty with lessons for Ralph, puts pork roast on spit by 5:15. Reluctantly Jim pull in and ties up on wall above lock 20 (Betty puts her foot down on this one) so we stop a little early again, 2 hours before dark. Oh well the meat is about done. No eating on top deck, too many mosquitoes. Every one has walk ashore, then cocktail hour gets in the way of that. We eat too much, fresh green beans, and Caesar salad, and super delicious pork. Before supper Jim had crawled up on top and took down the anchor light mast that now puts us per the manual at 20’6” for sure. We rig a boat hook to measure bridges to get an idea of exactly how much we actually clear bridges. We have a bunch of 20’ bridges ahead, sounds like a problem to me!!!!

June 7th Saturday tied to wall before lock 20 Erie Canal. Capt Jim up early checking oil in engines and transmissions. Cannot leave before 7:00 AM, as locks do not open until then, and close at 8 PM. You can tie up to the walls, on either side, so it’s a good idea to get through the lock if you can, as the speed limit is 10 mph (8 knts) and always no wake

around marinas. Got right into lock, steady rain all day, ending at 4PM. We are averaging 5 mph with lock stops, this could be boring if it were not for the beautiful mountains all around. The thought of how this was built through solid rock at times, through mountains, is awesome, it is a delight to just look at all the history around you. Reading the waterway guide as we go, you get a feel for the history, this all happened 1790's and all through the 1800's used as a commercial waterway even up to about 1940. Not much if any commercial towboats, now a state park for lots of pleasure boats. Cost is 10.00 per day for using it, we bought a 4-day pass which should get us through it all. The most awesome thing came at Little Falls and lock #17, the canal is a concrete and rock wall waterway right through the middle of town in the mountains, carved out of solid rock. You can see over the sides down as much as 50 to 100 feet to streets below, and of course streets and old buildings and houses above as well.



Lock 17. Gate is opening on the largest vertical door lock in the world.

Betty spends most of afternoon learning about the satellite TV and the CD player. Finally after about 3 hours discovered that it helps to turn the satellite receiver on at the electrical panel. She talked really nasty and had to go for a walk after we docked early again above lock 11 at Amsterdam NY. The lockmaster forgot to tell us about the beautiful free dockage the city put in after the lock along with a footbridge that we could have gone across the many RR

tracks to go into town. We discovered that the next day. It was not a bad place to tie even at that, except for the busy Conrail tracks and Amtrak trains coming by about every 30 minutes. You finally get used to it. We spit grilled a lamb roast, it was fabulous as usual. Betty gets the direct TV operating. Jim's bursa elbow still bothering him, treating with cold packs and 25 mg of Vioxx 2x a day.

June 8th Sunday tied to wall before lock 11 Amsterdam, NY we get away at 7AM again, it was over cast and light fog in mid 50's. Does not feel like spring!!! This section of the Erie Canal runs a lot in the Mohawk River, it is just beautiful with high bluffs and small mountains in the background. We get to the last locks at Waterford, 5 locks all close together, chiseled out of the mountainside. From the top lock you overlook the Hudson River Valley, it is breath taking. Each lock is only 2000 yards apart or less, like stair steps, each drop is 33'. After getting through the first 4 ok, between lock 3 and 2 a bridge was being worked on, with scaffolding underneath, the make shift sight gauge said 19' 7-8", we

knew we were going to be close, approaching very slowly, we get stuck about ½ way through. We were able to back out ok with only a little scratch on the satellite dome. The lockmaster of lock 2 radioed that he could lower the level for us, which he did, we got on into lock 2, he told us the idiots above had let out some water without advising him, he was pissed!!!! Really nice and kept on apologizing about it. When he let us out into the Hudson River, there was another bridge, looked the same, but turns out about 24' clearance. The final lock called #1 is the Troy lock on the Hudson River just above Troy NY where we were heading. We called and told them we had reservations for Monday, but here we were did they have room, no problem to our relief. We locked through the Troy lock with 7 other boats, then got tied up at the marina, fueled up and tried to pump out (did not work). While Jim is putting the mast back on and fixing the anchor light a big 90' boat comes in, he at first looked like he was going to try to tie up "down current", we were all ready to cast off and get the hell out of there, finally realized can not do it that way so turned as he should and tied up into the current. We ate at Fresno's on the River, good food, cold beer, lousy service, oh well nice river view.

June 9th Monday Troy NY Town Dock, Hudson River. Going to be high 50's today and supposed to quit raining soon. The new Northstar plotter processor was here along with the anchor lens. After exchanging it the plotter is up and running again and we load on the area charts. Much relief, we got to have it when we leave NYC harbor, since we will be going offshore and coming into new entrances. Betty and Jeanne catch a cab to go grocery shopping while Jim walks to bank to notarize MIMI papers for documentation. Then we walk to town to a liquor store to restock, we had hit it pretty hard during the Ray Thompson plotter party. (Maybe the plotter melted down after that too???) We leave the dock heading south at 11:30. A 20MPH south wind puts a pretty good chop on the river against the current. It sprinkled a little, but the sky gave away to broken clouds, clearing by late PM. This part of the Hudson resembles the upper Mississippi in that it is often very wide and with beautiful high bluffs and high mountains, the most scenic part of the trip so far. We passed West Point Military Academy at 4:30. It is on the west bank high above the river chiseled out of a mountainside...it was striking.



We get docked by 5PM and enjoy cocktails with left overs in cockpit. We all stayed awake watching "My Big Fat Greek Wedding". We were still buzzing over the wonderment of

the Hudson River Valley, and amazed at big ocean going ships 700' or more coming up the river at you, it was a sight to behold. Albany, NY is a seaport, imagine that!!!

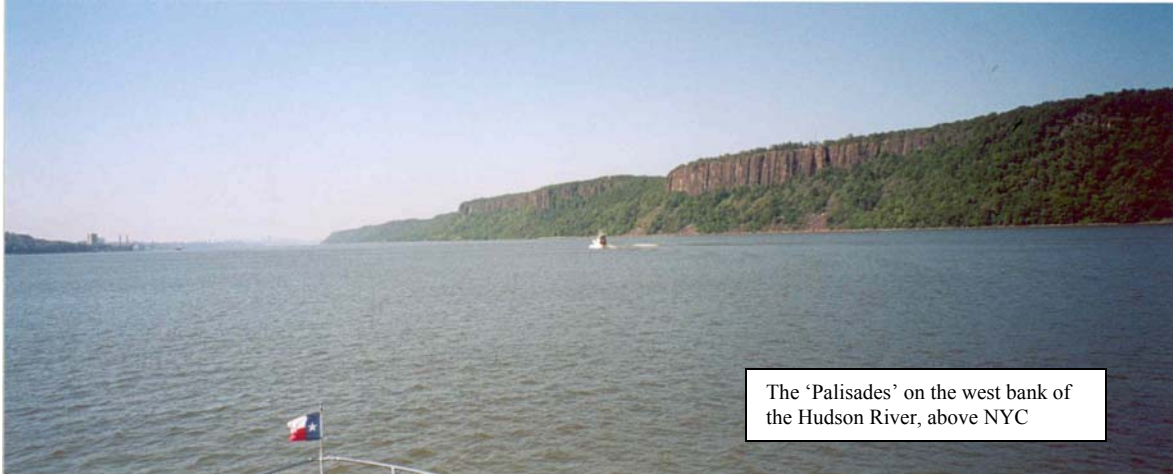
June 10th Tuesday Haverstraw Marina on the Hudson River still in the 50's but clear!! We got ready to go so we could be over at the fuel dock right at 8 AM. We tied up with no help and no one around that we could see. Jim goes looking for a dock hand and finds one with a NY attitude, he was "poling" the fuel tanks and would be there when he was done, Jim said "how long you thing that will be", his answer was who know, 5 minutes maybe. He shows up in about 10 and we start fueling up. One of the marina big dogs shows up all out of breath and asked if we had checked in last night, we said no were directed to tie up on the end of "silver" dock, which we found. We said we tried to call the DA dock boy they had working over on the fuel dock several times both on 16 and 9 their working channel, until around 7 PM. "Big Dog" said they tried several times to contact us by radio, which is bull crap because we had it on and had been trying ourselves. We even hear other boats calling the marina, with no answer either, we even tried the cell phone and no answer. We got fueled and dumped the holding tank, now the "big dog" we will call AH (ass hole) has to do the computer because DA dock hand does not know how, and the office is across the marina on the side we were tied up on..wonder why if they tried to contact us they did not walk down to the boat about 200 yards from office??? AH finally figures it out and gets it done and gives it to Jim with out a word, Jim says "your welcome" which gets nothing, so we leave DA and AH without any help. This marina was highly recommended, so must be a yankee NY attitude vs a Texas boat??



Historic Hudson River Lighthouse

We are all awe struck by the Hudson River Valley, but after departing Haverstraw, we come down on the Palisades and the NYC skyline starts coming into view. It is so awesome you cannot really describe it, the skyline just grows and grows. We go slow to soak it all in, but have to dodge ferry's they are every where, they go in a straight line, so get out of that line was the word. We cruise around the statue of Liberty, Ellis Island, up

East River to the Brooklyn Bridge then back across the Harbor to our marina Liberty Landing in Jersey City, New Jersey. We have a tight squeeze getting into our slip, our dock guy was an African named Quambi (been in NYC for 20 yrs), he was a little hard to understand but good hand signals.



Jim changes transmission oil (1st time is after 50 hours, then every 1,000) for 2 ½ hrs, then has to walk 4 miles to dispose of it. We eat burgers for lunch on barge in marina, then walk couple of miles to catch ferry to statue of Liberty, last one runs at 4:30. We went back to boat and ate fruit and cheese for supper. We took pictures of the NYC skyline after dark, it is a wonderful sight.



Betty a little put out because we are not going to stay and go see NYC while we are here, which would require an extra day or two. Jim explains we are trying to get boat to Chesapeake before we have to go home on the 20th and still have a way to go, this is not the trip for a lot of stopping. She understands but not happy about it.



New York Skyline – View from Liberty Harbor Marina

June 11th Wednesday Liberty Landing Marina, New York harbor we get gone at 7 AM, NY harbor is alive with boats, we worked our way out of the slip with help from Bruce Kessler on the boat “ZOPILOTE” a big Northern 50+ north sea boat, we did not need his help but made him feel good. As we motored out the NYC skyline is hazy but beautiful in the shroud of light fog. We made our way out and headed south, only 1-2’ seas in the Atlantic ocean. At 9:30 Betty sees Atlantic City and Jeanne verified it, because she saw Donald Trump waving on the boardwalk. Then the fog rolls in dense, we did not see anything but a few other boats on the radar. At 20 knots, the occasional rogue from another direction hit us, but not bad, pretty smooth even after it got up to around 3’ swells.

One rogue hit and splashed over the top, but mostly a dry run. Had to slow down one time to help Jeanne to the potty. She did really well laying on the sofa in the salon and felt only a little queasy. Dick had morning constitutional and found out if you have any water in commode, it makes it into a “be-day” hinny washer. Captain Jims placement of the phone on the bridge was questioned when Dick knocks receiver off several times. By noon Dick and Jim were hungry, so Dick went below to make simple corn beef sandwiches for the crew, this turned out to be a real cluster.....earlier the freezer door had to be propped shut with a boat hook across the galley area, when Dick opens the refrigerator door the milk, orange juice, mayo all fall out on the floor, of course the milk in a carton spills on the floor, so while holding everything in place with one hand cleaned up mess with other, then had to dig for meat, mustard, and squeeze mayo. Got the bread out and layed it on stove. Did all the cutting of meat while holding in my hand, a miracle only the meat gets cut. Now the real screw up comes...had to put back the stuff, CRS must have set in as I opened the door again and it all fell out again with vengeance and lands on my left foot (Captain Jims rules, always take off shoes on coming inside cabin) the milk spills again and this time the bag of cherries with no tie on it, comes flying out and spills all over the floor. The adjustable pole gives way this time as well and several frozen meats fly out of the freezer door landing on my right foot (that makes both of them). THIS IS NOT A PRETTY PICTURE....ok, finish the freezer first, put frozen meats back in, hold door with one hand and get pole back into position with other, now got the cherries to pick up and re-bag, then stuff all the things back into the refrigerator. How the sandwiches stayed on top of the stove is a mystery.

As I am leaving the salon, Jeanne says she has to go to potty, so I deliver up to bridge the sandwiches, ask the Capt to slow way down and try to level out, then help her again to the potty, this took about 45 minutes. Finally we could resume our speed and enjoy the sandwiches and beer in the fog. Like our Lake Ontario crossing, as we neared Cape May it suddenly cleared up??

Cape May New Jersey entrance is very nice and easy to enter, the bay is calm, it always feels good to get into calm waters. The fog had lifted all the way by the time we entered the jetties, so it must be that our fog test was over for the day. It actually turns into a glorious sunny afternoon. The marina we were looking for, there are 4 or 5 around this little bay, is UTSCH'S Marina, it is located on the west end of the bay. We missed the turn in the channel and went straight into a side channel where the shrimpers and fishing boats were, as well as another marina off to our port. We then back tracked to marker 12 and turned back west down the channel and there it is on our port as we approached the channel leaving the bay, no problem getting into it. It is fairly close inside the marina, narrow waterways between the slips. We were told it would be a port side tie up, of course it turns out to be a starboard side tie up so it was a mad dash getting all the bumpers changed over to the starboard side and make sure dock lines were layed out and ready, but we made it, in spite of the captain not waiting for us. Of course the wind now has picked up, narrow waterway, close docks, our fearless captain comely backs up and starts all over when at first you do not hit the slip right. All along the entrance a bunch of boaters were standing on the aft of their boats expecting to see MIMI blow up against other boats in the narrow channel, but Capt. Jim puts her where she belongs the second try, wind and all. No clapping from viewers, but I heard the word "amazing" several times. GOOD JOB JIM. It was such a nice day, and only 3:30PM, so Capt. Jim puts us to work washing off the salt from the Atlantic. Now Jim says he either needs to get a smaller boat or a paid crew that does this when it needs to be done!! It took over an hour with 3 people working on it.

MIMI looked beautiful when we were done. Cocktail hour was already upon us, so we retired to the upper deck and had 2-3 rum and cokes. Then the ladies made us shower and dress for dinner, we were going out to eat at the famous Lobster House. This was a great choice, couple more martinis and lots of olives later we had great meals, Melissa our waitress was a real gem, was quick on the answers to about anything the Capt could throw at her, which after 5-6 cocktails was probably a lot!!! Back to the boat and crash city, a day at sea was finished and we did not even have to watch water world to go to sleep.

Jim was whining most of the day about us not writing more about his sore arm, so to please him, here is a report....As we had said before, he hit his arm on the fiber glass hull when he was down in the anchor locker on the bow up in Canada 9 days ago. He had to go to a Doctor in Canada before we left, he had bursitis??? The doctor had prescribed Vioxx and cold packs to reduce the swelling and that it would take several weeks to heal. Ok 10 plus days and still hurts and painful, and really swelled up like a big tennis ball. He has been a real trooper and only whines once in a while, so we don't notice. We may have to amputate.

June 12, Thursday, docked at UTSCH'S Marina, Cape May, New Jersey. The morning breaks with a beautiful sun shine, both Jim and Dick had a little hang over, Jim swears he will never drink Bombay martinis again, says too smooth, makes it too easy to drink lots and fast. Girls get up around 9, we decide to go on to Philadelphia and spend a couple of days, so we're ready and off we go. As we got through the canal west into the Delaware bay, it looks almost foggy, it was so hazy, visibility was about 1 mile, then by 11 was around 3 miles, by noon it was all gone. Just before we got to C&D canal entrance, the plotter runs out of charts!! We reload area 4 but still nothing, so it is paper charts all the way up the Delaware River to Philadelphia. Lots of trash in the river, we hit a log, now we have a slight vibration in one of the props.

The Delaware River is just one long industrial area, ocean-going ships & tugs with their barges are anchored waiting on berths to load or unload. We pass by Wilmington, Del, and Camden, NJ which is just across the river from Philadelphia. Philadelphia Marine Center is the marina we are going into, just under Ben Franklin Bridge and almost directly down town. The marina is in between 2 old piers that used to be warehouses for big ships to load and unload at. Philadelphia has developed most of the piers into restaurants, town houses, offices, and businesses.



When we got into the narrow waterway between docks, we had to turn around to back into the finger we were going to lay up against. The pier is really low, it is a floating pier and is hooked to the main floating dock and a huge spud pole at the end, won't be easy to tie up to. Surprise, surprise...as we tried to back up we were suddenly washed down against a T head with small go fast boats tied on the end, we were almost down against them when our fearless Capt. Jim was able to get us away, only a little bump, no damage. We made a second run knowing the current was running through the marina, under the piers!!!!, this river is tidal, so the current will run both directions (and swiftly). We finally got tied in, the 2 young dockhands of course did not mention the current, and were really not much help. Dick had to give them lessons on how to put a rope on the cleats. We had to run a long spring line on the starboard side to the bow to help keep the bow up off the spud pole, it worked great.

Jim decides he has to go to a doctor, his elbow is hurting very badly today, I told him it was because of the gin last night, but he thought differently, So He and Betty catch a cab to one of the hospitals, there must be 20 in the area. The hospital ER was a zoo, afraid to touch anything. While waiting Betty calls Jim Chandler in Temple and decided to forgo a 4-6 hr wait. Jim prescribed some antibiotics and keep using the cold packs along with the Vioxx.

We shower and dress for dinner, and walk to LaVeranda, very Italian place. With severe weather all around, we got there just in time for it start raining and blowing hard. Numerous Mafia looking men, including one big wheel sitting at a table next to us with an old (trying to look young) blond longhaired girl friend, it was a real show right out of the movies. Our Italian man waiter was good. As we are looking at the menu, a leak develops behind the table just past us, that no one was at yet, it was set for about 8 so probably was for a reservation that was not there yet. The ceiling leak turns into a real falls, with a ceiling tile finally giving away, and the bucket the waiter brought was then quickly replaced with a 50 gallon tub. It did not seem to phase anyone, and we rather enjoyed the show, we were next to all the action but did not bother us or get us wet, the rest of the restaurant went on just like nothing was going on!!

It was a great evening, the wine and food was wonderful, and made us not have a movie night again. The rain quit and we walked back to the boat, about 3 blocks without a problem.

June 13th Friday, Philadelphia marina, the morning was overcast with T-storms forecast for the afternoon. We worked on servicing the boat until about 1PM, we still could not load region 4 charts on the plotter. We “bounced” back and forth between Mapteck and Northstar service departments, finally Maptech agrees to overnight a new disc to us here at the marina, we were fearful of them not sending NDA with Saturday delivery. We really needed the charts in case we get caught in more fog on the river or canals, or even in the Chesapeake. Jim also in touch with Neptunus, Frank their electronics man, about speedo not working and holding tank gauge. They are sending to Baltimore so will be there when we get there.

We caught a cab to West Marine, trying to find a spanner wrench that would open the engine water strainers, also a 12” crescent wrench that we needed to tighten a hydraulic hose fitting that is leaking a little. We could not find the spanner but did get the crescent, Betty was thrilled when she got to carry it in her bag. Later this a real hoot watching the security guards at the liberty bell and Independence hall entrances, and Betty trying to convince them she is a tourist not a terrorist with the intent to inflict heavy damage with her wrench!! The long walk back from the Old district requires many stops and one afternoon martini at the Paradigm Restaurant.

We got back to the dock just in time for a big ship to go by and increased the current flow and wave action, demonstrating that the dock line on MIMI needed adjustment. Jim re-caulks both showers, the pans should have lip for the shower wall material to fit over. Too tired to go out for dinner, just snacks and a movie “The minority report” with Tom Cruise,

a weird futuristic movie about stopping crime before it happens?? We all decided the worst movie ever!!! Friday the 13th was not all that bad.

June 14th Saturday Philadelphia Marina. Morning is overcast again and thunderstorms predicted again. Mapteck did right, the CD arrived and when we loaded it, it worked, this was finally something that was really good. The original disc must have had a bad spot in it, maybe from loading it the night of the infamous drinking bout with Ray up in Canada, no telling what happened to it!!! The caulking done yesterday worked, no more leaking, but the damage had already been done to the master vanity, at the floor. The vanity wood veneer needs replacing.

During dish washing (it reminds Betty every time that no dishwasher is in the boat) the handle to the faucet comes off. Plastic stem broke in half, but super glue to the rescue, it seemed to do the job, for how long remains to be seen. Jim is trying to figure out how to clean the engine strainers as they are full of trash, without a spanner wrench to open them. After all else he fails reads the instructions on top of the strainer "hand tighten", sure enough, they were and the job gets done because all he had to do was loosen by hand.

After returning from grocery and beer store, we decide to shove off...too much walking required in Philadelphia, besides parked under Ben Franklin bridge with all the traffic and the commuter trains going across every half hour, the noise is a little much. With our confidence now back up to 100% because we have the chart plotter working, it is only about a 3 hour run to Chesapeake City on the C&D canal (Chesapeake & Delaware). Severe thunderstorms in the area convince us to stop for the night, the Chesapeake Inn & Marina is full so we tie up along the channel at Schaefer's Marina, good tie up is important with all the wakes and current from both directions. No problem, we are experts, long spring lines are the answer.

After cocktail hour we dine at the Marina restaurant, our waiter Dwight was a little slow but good food, except for Jims over cooked Blue Marlin. Threatening storms probably resulted in a smaller than usual Saturday night crowd. After several hot dances, we are ready to turn in, The town sirens went off twice about 3 AM, but we could never figure out why, no storms in area, what was that all about?? Jim slept through it all!!!!

June 15th Sunday, docked Schaefer's Marina, Chesapeake City, Md. Bright sunny morning, zero wind, it will be warm today, yahoo!!!! Finally!!!! We take our time getting ready to go, filled tanks, and emptied tanks, ready to move at 11:30. Lots of pleasure boats out and moving, sailboats all motoring. We are now in the Chesapeake Bay head, which is Elk River. We decided on anchoring in Whorton Creek. Since it is Sunday most of the locals were gone when we got there, only 5-6 boats still anchored. We grilled wings and put a roast on the spit. Put the dingy in and motored around, looking over the marina right at the entrance of Whorton creek, it is a fast dink, Capt Jim is a speedster in his little toy. Supper was fantastic, on the upper deck watching the sunset, we had reached paradise. Jim sets the anchor alarm, which worked really well about 2:30 AM when the boat changed directions, gotta play for that.

June 16th Anchored Whorton Creek, Chesapeake Bay. Back to the overcast days, feels a little like fall, wind out of east at 12-15. Jim giving Captain Betty “hand” signals when we upped the anchor, they were pretty close to being understandable, a need for headphones for communication is apparent. It was a successful driving lesson and anchor raising, so we cruised down the Chesapeake and into the Chester River to look over some other anchoring spots. It feels like winter is again upon us. Back out of the Chester and on south under the Bay Bridge, it is so huge it is awesome. Turned into East Bay and headed for St Michaels, arrived at 3 PM, We are staying at the St Michaels Marina, used to be the Town Dock. Wind is still blowing around 15, so docking was tricky, narrow docks and young dock hand that had no clue what to do, we tried to get him to wrap a line around a pole and capture the stern to keep from blowing into the poles or boat on the other side, but he just could not understand, Jim yelled at him and the panic really set in, so Dick jumped over on the dock and took over, all turned out well, only young dock hand feelings were hurt.

The 100'+ “Dreamer” was parked alongside the end dock behind us, and a Nordhaven 69 starting a round the world cruise next to us on the end of the dock “Discovery Girl”. The Nordhaven had only a single 385 hp engine and burned 6 gal per hour at 9 knots, about 3000 mile range on one tank of fuel. By 4:30 we had showered, dressed and were on to check in and go shopping. Only a few shops open, while girls shopped, Jim and Dick visit the Chestnut Saloon, a beer joint with loud music, but popcorn free and beer cold. We finished both just in time to join the ladies finding one more place open, where we left them while going on down the street to find a liquor store to get a bottle of Vodka. We headed on back to the boat and had just mixed up a rum and coke when Betty shows up at the boat and drops off packages, letting us know they were at the marina bar!!! We joined them at the ST Michaels Crab & Steak bar, where we met the marina owner, Frank Morgan who gave Jim a good cigar and Blair the owner of Wood N Works”. Blair was very informative, his family has been around here forever it seemed like. Betty was writing notes on the paper tablecloth while he talked.

We had 2 dozen steamed crabs, learning how to eat them, a lesson well learned, as we just devoured them, then we split 2 orders of crab cakes and soft crab dinners, we were stuffed. Time to watch a movie “Hunt for Red October”, but Dick & Jeanne crash before it gets going good, Jim & Betty fall asleep on sofa, Betty wakes up as it ends, and leaves Jim crashed on the sofa as she goes to bed.

June 17th Tuesday Docked St Michaels Marina. Another over cast day, more winter like weather. Boats leaving all around us, “Discovery Girl” first, then “Dreamer”. We were having fun trying to figure out who was crew and who the owner was, Betty comes up with the best...across the channel at the Hilton Resort was a boat like it called “Dare To Dream”, she says papa owns that boat and son has the “Dreamer”. Makes sense to us, keeps the grand children in a separate boat.

Betty and Jeanne go shopping at noon, while Jim is going to “organize” the lazarette, Dick is the go-fer. After jumping off and on boat 6 times to shut off the water, Jim decides we can just take it off at the coupler...much easier. He had found a water leak. At 4 PM we were just finishing for the day, when the girls are back and we decide to go for more

steamed crabs and cocktails. Plenty to eat, lots to drink and a good visit with Blair and Frank, plus Frank's wife Irene who owns the store the girls liked, Chesapeake Outfitters. We found out Frank was a NJ farmer and has been married 3 times, Blair divorced and has a place at Venice, Fl. too. Was another fun night. We retired to the boat and watched "Sweet Home Alabama", as usual Jim awake at the beginning and credits at the ending, while rest of us see parts of it. We need sunshine to cheer us up.

June 18th Wednesday Docked St Michaels Marina. Morning what else, overcast and raining some, rained most of night, dreary day, no chance of sunshine again. We departed at 10AM heading for Baltimore. We arrived around 1 PM, our new home for a while is on the end of "H" dock T head. The view of Baltimore is excellent and only a few blocks to walk to Little Italy, Camden Yard..home of the Orioles baseball team, markets, aquarium, and much more. Millie the dock boss gets us set up with maps and instructions, everyone around seems really helpful.

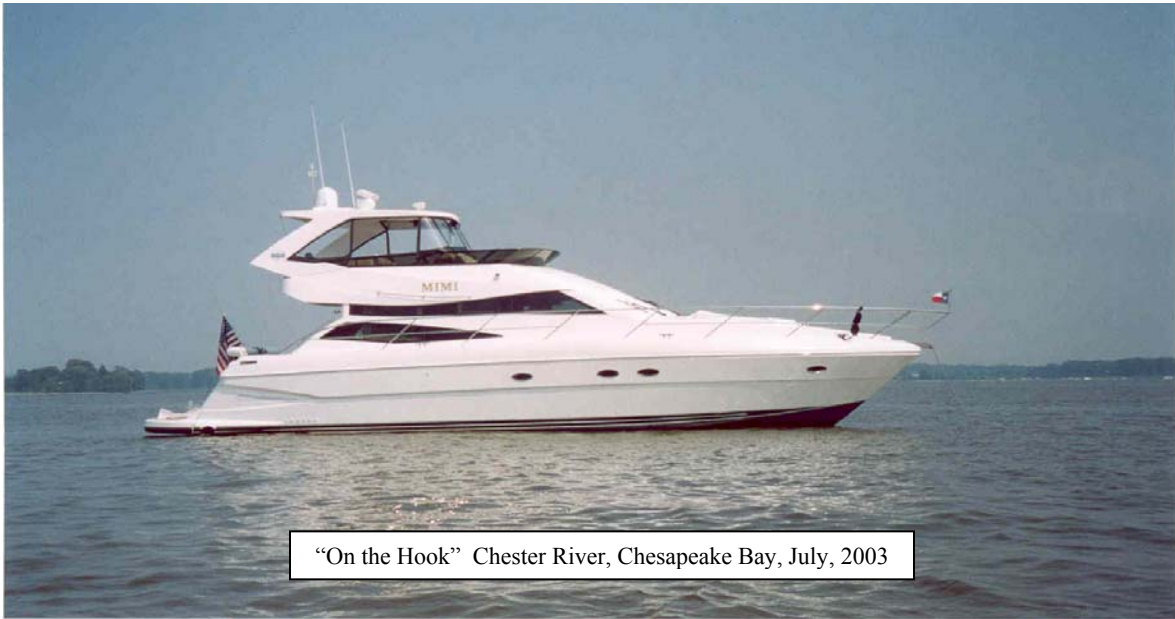
Betty is having crab withdraws so we all get ready and walked to MO's for 3:30 lunch or supper as it turns out. Betty 2 big blues, Jim and Dick 8 Garlic sauce steamed, Jeanne a huge crab cake. It was a big mess but wonderful and really filling. Jim and Betty walk up to MO's market and other restaurant, Dick & Jeanne waddle back to the boat. We all had to rest after the crab orgy. We sat on the fly bridge deck to watch the sunset (behind clouds of course). This location is really neat as town lights up for night. We watched the movie "Dead Calm" then bed by 10 PM.

June 19th Thursday Inner Harbor East, Baltimore, Md. What else, overcast, had rained really hard during the night, going to rain some all day. We got busy getting things done before leaving for home tomorrow. Seemed like every 15 minute job turned into hours. At 10:30 Jim and Dick catch cab to West Marine, the driver was Ill Tempered, not happy because we took him from in front of the line at the hotel across the street from the marina for a little 2-mile drive!!! He hates Bush, and tried to get something going with that, we just listened, cost was \$6.50 and very little tip!!!!We got our goods at West Marine and caught another cab for the trip back, this "Indian" who understood English selectively and of course tried to take us on a tour, fare was \$11.50, tip was again very low. Got a diver to come and look at props, could not see anything serious. Made arrangements for a good clean and wax job before we return. We put Cornish hens on spit, supper another masterpiece, a big thunderstorm pops up at 8:30, wind 20-30, gusts test and stretch our dock lines which was good, we could re-adjust accordingly, boat rode good. Movie not an option, every one dead tired.

June 20th Friday...day to go home. It did not fail us, the last day was overcast and cool. It is a sad day, the end of leg one and a great experience for us all. MIMI is a great boat and is destined to be a joy to relax on, we love her already!!!!



Departure Day – Rain – Dick (“Ralph”) & Jeanne Jones
Baltimore, Maryland – Inner Harbor East Marina



“On the Hook” Chester River, Chesapeake Bay, July, 2003