

Saturday April 15 Drive to boat and buy food etc for the Trip. This is always an unpleasant task. Walmart I start out getting oil for the diesel and sunglasses. Janie grabs stuff and I realize that we have too much stuff for the cart and I pay for a cartload and take it to the car while Janie keeps on shopping. When I return I throw in some stuff almost at random but the soft pack tuna and crackers and oatmeal cookies taste really good. Water, gator aid and ultra high temperature milk all were appreciated during the next two weeks.

Easter Sunday 16th sail from Panama City to Pensacola arrive Monday about noon. The trip from Panama city to Pensacola started out very nice with light wind and unfortunately only 3 knots of speed after dark the wind got much stronger in the 15-20 knot range and slowly came more out of the west which was bad for us. But it was a beautiful night especially once the moon came up. Of course the stars were brighter before the moon came up. It was cool watching the big dipper sink into the western sea. It was a treat to see the whitecaps in the moonlight. The boat was near it's limits without a reef in the mainsail but I didn't want to go up on deck at night to lower the sail and put in a reef. Janie was nervous (scared to death) and wouldn't take the helm and allow me to sleep so I stayed awake all night and was not real sharp come dawn. I was a little chilled near dawn and started shivering a little. Dawn found us still 20 miles from Pensacola and the wind was directly on our nose and we had to motor about 20 miles. When it was dawn and we were motoring into the wind Janie took the helm and I collapsed and slept for 15 minutes or so and felt much better. I literally couldn't stay awake any longer and just lay down in the cockpit with a life jacket for a pillow and slept. It was about 12 noon when we got into Pensacola 27 hours after we left Watson's Bayou.

Monday 17<sup>th</sup> We spend night at Big Lagoon near Fort Mcree

We had a nice beach walk and dinner and slept well. Next morning I dove and scrapped barnacles off of the prop and the boat's performance improved considerably. I didn't have a mask so used the "feel" method to determine if the prop was clean. I haven't been diving in some time and was a little nervous in the water. Janie had read that bull sharks frequent the area around Fort Mcree. The wind was out of the west so we motored up the intra coastal waterway to Ingram's bayou and had a great night

Tuesday 18<sup>th</sup> . The wind was out of the west so we motored up the intra coastal waterway to Ingram's bayou and had a great night Ingrams Bayou is on The ICW just inside Alabama spent a very pleasant night. The day was another matter as two groups of young men wanted to water ski in the bayou. Then a dolphin watching tour boat came through. The young men wanted to assert their right to ski around our boat cutting close and making a large wake. Near dark everyone left and we pretty much had the place to ourselves. When not over ran with ski boats Ingram's Bayou is a great anchorage with many birds and frequent visits of dolphins. The sounds from nearby civilization is strange considering the wild appearance of the place.

Wednesday 19<sup>th</sup> Motor to Mobile Bay and sail up the Bay to Dog River spend night at Dog River at the Grand Mariner Marina At dawn we motored the rest of the way to Mobile bay and had a great sail up the bay to Dog river. The wind was perfect for speed and we stayed near 6.5 knots all day. Our boat's theoretical maximum hull speed is 7.1 knots so we were going very fast for a sailboat.. It was one of the best sails we have had in months. A good strong wind was coming from the right direction. I can't think of any way to improve this day's sail except maybe if we were heading off to the Bahamas instead of the Tennessee River.

Thursday 20<sup>th</sup> Motor up the bay to Mobile and on up the river to David's lake. Not a good place and

we end up anchored between pilings in the river. It was getting dark and we had no choice but to stop for the night. When we saw the empty pilings at Scotts Paper Dock near mile 49 we stopped. In the early morning I was awakened by a tug tied up near us. The tug was really lit up and a man was fishing from the tug and I went back to sleep. At Dawn we started up river in a light fog.

Friday 21<sup>st</sup> spent night at old lock number 1 near mile 100 a pretty good anchorage but shallow water if you go in too far.

Saturday 22<sup>nd</sup> We locked through the first lock at Coffeeville and anchored at the mouth of Wahalak Creek near mile 153.5. Not a great place but out of the main channel and passing barges were not a problem

Sunday 23<sup>rd</sup> We were stopped at a railroad bridge for about 4 hours. Stalled at the railroad bridge and we called everyone Thomas, Melissa and Jon to try to get assistance with opening the railroad bridge. Finally barges came through. We thought we were on the right side for the barges not to hit us but one barge captain came on the radio and told us we better move as there was a huge barge coming and we would be hit. We had a nervous time getting the motor started and getting out of his way. We thought if the motor would not start we would be out of luck. We were anchored so we had to pull up and move in about 5 minutes. We barely got moved before this huge barge came through. Finally they opened the bridge after the barge captain told us a number to call and I called so someone could come out and open the bridge. We were both pretty upset but glad to get out of there in one piece. We spent the night at Chickasaw Bogue near mile 187.5 not a great place. We anchored behind a sandbar outside the channel several barges passed no problem.

Monday 24<sup>th</sup> We locked through Demopolis lock near mile 213 and spent the night at the marina near mile 216 Demopolis Yacht Basin. I changed the oil. Janie did the laundry and we both took showers. We bought some more beer and some food using the marina's courtesy car.

Tuesday 25<sup>th</sup> I ran aground trying to anchor for the night. Cussed a lot and got off. Very nice anchorage once we got inside. Sumter landing near mile 270 a Corps public use area called Sumter Recreation Area. A storm was coming and I followed a larger motor sailer into the cove. But he only drew 3.5'.

Wednesday; 26<sup>th</sup> Gainesville lock mile 266, Tom Bevill lock mile 306.8 and Columbus lock mile 334.7. We spent the night near Columbus mile 338 at the Waverly ferry cut-off to the north of the cutoff in the old river channel. We almost lost the anchor but managed a to retrieve it after a lot of cussing.

Thursday 27<sup>th</sup> Locked through Aberdeen lock mile 357.5. Lock "A" mile 371, lock B mile 376.3 and lock C mile 391 and spent the night at midway marina near mile 394 at Midway Marina.

Friday; 28<sup>th</sup> Locked through lock D mile 398.4, lock E mile 406.7 and Bay Springs lock mile 411.9 then motored across the lake and through the 30 mile ditch and spent the night at Aqua Harbor which was the end of the trip due to bad weather. After this last lock we were now 414 feet above sea level and at the same level as Pickwick Lake on the Tennessee River. Saturday I was racing all day on a 365 Beneteau we were knocked down a couple of times. She was a brand new beautiful boat. Our friend Bryan picked us up for the trip home.

Memorial day weekend we motored all day Saturday May 27 and spent the night on Wilson lake's

south shore deep in a cove near a pump house. One anchor and I swam a rope to shore and tied us to a tree. It was hot all day and most of the night. Wilson lock lifted us about 100'.

Sunday May 28 we motored to Wheeler lock and locked through. Our new marina is about 12 miles from the dam. Engine was overheating and I plan to replace the impellers which might fix the problem.