

## TINKNOCKER TRIP INTERCOASTAL WATERWAY 2002



**TINKNOCKER**

The following is a recap of our trip up the Intercoastal Waterway on our newly acquired 60' Hatteras Enclosed Flybridge Sportfisher, TINKNOCKER, owned by Stan & Sandy Vath of Channel Islands, California.

August 17, 2002 Saturday

Left Dock 12:00 pm Lighthouse Point, Florida

Arrive Dock 6:00 pm Frenchman's Marina, Jupiter, Florida

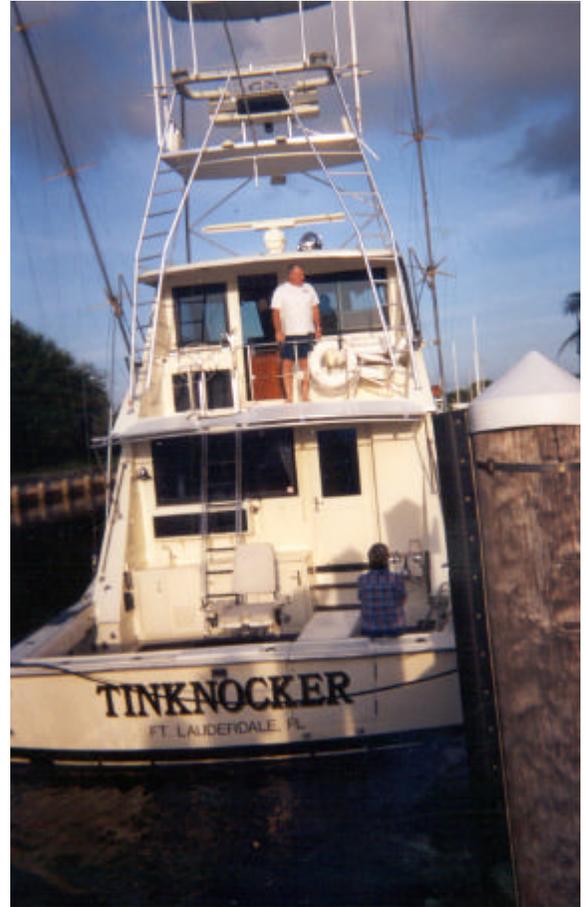
Stan and Sandy Vath and friends Judy and Larry Thompson, all from California, were on board as we shoved off from our dock in Lighthouse Point, FL. We were ready for our adventure to start. We had been working hard since we bought TINKNOCKER (60 ft. Hatteras Sportfisher) 2 months ago. Living in California and provisioning a boat in Florida is a little tricky. Between shipping stuff from home and shopping in an unfamiliar town, it had its moments. Thanks to our wonderful yacht broker, Brad Hunt at Bradford Yacht Sales, everything came together great. Brad went the "extra mile" many times for us and still does! The work wasn't finished and I don't think it ever will be, but Stan said, "We can do it underway." We headed up the ICW and the beautiful homes just didn't seem to end. The funny thing was a lot of them were closed up for the summer, which means, you guessed it, second homes. Along the way we got all the practice we will ever need in the fine art of bridge opening-on demand-every ¼hr or when the bridge tender feels like it. At some of the 35 ft. bridges we had to drop down the antennas and drop the outriggers. The last 35 ft. bridge Larry let down 1 outrigger and held the other ready to drop if need be. We made it by 1 ft. so with the tide it looks like we are about 34 ft. with the antennas dropped and the outriggers up. The only place we ran into trouble was after the Lantana Bridge. Judy saw the police boat heading for us with his lights on- oops- another manatee zone and we had been going slowly up until that time. Looks like we will be contributing \$50.00 to the Lantana Police Dept Fund. We continued on our way to Jupiter where our friend Tim Arnold had arranged a great spot for our first nights stop. We arrived at Frenchman's Marina at 6pm. When we arrived dockmaster Dino and Tim were waiting. It was great having them there since it was our first day out and the girls needed to learn the drill on docking. Tim also got hold of a diver to come out and clean the bottom and on a Saturday night no less. Things sure grow fast in this warm water. Lea, Tim's wife came over and we all went out to a great Cuban restaurant. We went to bed around 11 pm. It was a long exciting day and we were pooped.

August 18, 2002 Sunday

Left Dock 7:30 pm Frenchman's Marina, Jupiter, Florida

Arrive Dock 6:00 pm Intercoastal Marina – Melbourne, Florida

Tim Arnold showed up to help, us shove off. He and his wife Lea have been a great help in the last couple months. We asked if he would quit work and just follows us from port to port like a chase car but we couldn't talk him into it. Hopefully the next time he is on the boat he will be reeling in a big tuna (he deserves it). Not to be outdone by his wife Lea, who can work circles around all of us. We waved goodbye and set out of the Jupiter Inlet and headed north in open water. Outside we saw a sea turtle and Larry saw a sailfish while he was waiting for Stan to change the filters on the new water maker. What Stan was really doing was teaching the water maker some new words. I can't print them but trust me it wasn't pretty. We cruised outside until we got to Fort Pierce Inlet. You would have thought you were at the Colorado River on a busy summer weekend. We only had 1 bridge crossing and then a few 65ft bridges. We stayed on the ICW the rest of the day and enjoyed the view. We pulled into the Intercoastal Marina at 6pm in Melbourne FL. The wind was really whipping up and dockmaster Jason was on the radio telling Stan which dock to use. This one was tricky. We had to pull in straight and then Stan had to spin the boat. It was great having Jason and 2 other guys helping from the dock. As if we needed it "Tom" the drunken bartender was shouting advice over the balcony (shut down your engines). If we had taken his advice we would have pulled all three boys in the water. The wind was blowing 15 to 18 knots pushing us off the dock and it was all they could do to hang on. We got tied up and had a good dinner at the restaurant. After dinner we headed to the bar to buy Jason and his buddies a drink. Tom was done giving advice after Stan told him that next time he could come down and dock the boat. We went to bed and before you know it, it's time to get up.



**TINKNOCKER** at  
Frenchman's Marina, Jupiter FL

August 19, 2002 Monday

Left Dock 7:30 am Intercoastal Marina – Melbourne, Florida

Arrive Dock 6:00 pm Camachee Cove Marina – St. Augustine, Florida



**TINKNOCKER** at  
Intercoastal Marina, Melbourne, FL

Larry and Judy were up early and got a picture of the sunrise before we shoved off. Larry saw some "Good Luck Dolphins". I never heard of that one. I think Larry made it up so we would have the perfect day. We stayed on the ICW up to Ponce De Leon Inlet. Along the way Stan and Larry saw manatees and there was a lot of dredging rigs working north of the Max E. Baxter Bridge before Haulover Canal (speed trap). That place looked like the Jungle Cruise at Disneyland. After exiting the canal it was smooth cruising at 18kts. Once outside at Ponce De Leon Inlet, we ran 18kts until we were 7 miles from the St. Augustine Inlet. We needed to turn on the watermaker so we had to slow our speed down for the water pick-up. The weather is

the same as always hot and muggy but we have had blue skies and smooth seas and that is what counts. Did I say Blue Skies??? I no sooner typed that sentence and looked out the window at the most ominous black clouds, luckily we were only a few miles from the St. Augustine Inlet. As the rain started pouring we entered the inlet. We didn't have to look too hard to read one of the signs---DANGER SHOALING. As we passed under the

Vilano Bridge, we could see our next stop, Camanchee Cove Marina. We soon had Stephanie on the radio letting us know which slip we were assigned. We were tied up at 6pm sharp. This marina was the most accommodating so far and one we would stop at again if convenient. They even had a complimentary car we could use to shop or see the sights, which we did the next day. It was a good choice to spend 2 nights there. This was the first time we actually cooked; yummy pork chops and Judy's famous fried apples. We started and finished the meal with a good bottle of wine. We were happy campers. The marina also had Internet service, cable TV, laundry and fuel pumps at every slip. We were surrounded by sportfishers, as this was the home of North Florida Marlin Association.

August 20, 2002 Tuesday

Day 2 at Camachee Cove Marina – St. Augustine, Florida

We headed for breakfast and then a tour of the town. St. Augustine was founded in 1565 as a Spanish Military Outpost. It is the oldest continuously occupied European settlement in the United States. Our first stop was the St. Augustine 165-ft Lighthouse. The original 1874 first order fresnel lens is still in the tower and is maintained by the coast guard. We all chose to climb to the top (219 steps). The view was well worth the effort. Next stop was Fort Castillo de San Marcos built in 1672 out of local shells called coquina. We viewed its dungeons and moat. After that we headed back to the boat. The work is never done when it comes to boats. The bigger they are the more there is to do. The guys headed into the engine room and the girls to the market. Our timing was perfect. The minute we headed out the store, the lightning and thunder started. It poured as we hung outside with the rest of the shoppers. We waited for a while and then made a run for it to the car. Back at the marina, we sat in the car for about 30 minutes and then just decided to get wet. Thank heaven for dock carts. I think the news said we got 4 inches in that hour. Brad Hunt called to check up on our progress- he is such a great guy and all his recommendations have been right on. I picked up e-mail back at the dock. The guys got a lot of work finished including a repair on the wipers. I guess Larry doesn't have to be the human windshield wiper anymore. He is sure a good sport. This boat is so much work but you can't wipe the smile off Larry and Stan's faces I guess the fun never seems to end.



View from the top of St. Augustine Lighthouse  
L-R: Sandy Vath, Larry Thompson,  
Judy Thompson, Stan Vath



Stan at Castillo De San Marco National Monument

August 21, 2002 Wednesday

Left Dock 7:45 am Camachee Cove Marina – St. Augustine, Florida

Arrive Dock 6:30 pm Palmer Johnson Marina – Thunderbolt, Georgia

Stan pulled outside at St. Augustine Inlet and we headed to Savannah Ga. At 18kts we should arrive at 3:30pm. Don't you just love the latest technology? We are running between 10 and 30 miles offshore. Brad said since we are on a schedule we should avoid Georgia. It has a lot of switchback canals on the Intercoastal. It looks like we are keeping the schedule we made before we left California. We really had no idea how many miles we would be traveling per day. We stopped about 3:10pm so Stan could clean the water maker intake. We are still 110 miles offshore. I hope the sharks aren't hungry. Stan cleaned the intake and it still didn't work. The watermaker company is sending parts to our next stop in Charleston, South Carolina. We had to come in 5 miles from the inlet on the (Lazy River) ICW to get here. We pulled into Palmer Johnson Marina at 6:30pm in the town of Thunderbolt, Georgia. Bubba, the guy docked next to us, just came from Belize City and is on his way to Virginia. He is delivering a fairly new Burger motoryacht that was a confiscated drug boat. His shore power is a small extension cord and Stan said his docking lines look like he bought them from Canyon Lumber. I don't think he even has any fenders out. Tonight we are just staying in and cooking spaghetti and relaxing.

August 22, 2002 Thursday

Left Dock 7:30 am Palmer Johnson Marina – Thunderbolt, Georgia

Arrive Dock 3:15 pm Ashley Marina – Charleston, South Carolina

Pulled out of Thunderbolt Ga. at 7:30, so we could catch the Sam bridge opening. We could never get the tender on the radio. He was by far the most unfriendly so far. We came outside to run up to Charleston, about 100 miles (seas aren't as smooth as yesterday). Everything is running good except the watermaker. Those parts are being shipped overnight to Charleston's Ashley Marina. Stan just talked to our (long range tuna fishing friend) Tim Turis and he might fly in from Atlanta for dinner. We headed into the inlet to Charleston Harbor at about 1:30pm and we were tied up at Ashley Marina at 3:15 pm. The heat here is stifling. We went out to dinner at the well-known Hymen's Seafood Restaurant. We had a great dinner; boys had whole flounder and the girls had Cajun scallops. After dinner we took a walk through town. We tried to find a horse and carriage that wasn't booked. With no luck the guys settled for Ben and Jerry's while Judy and Sandy were in the T-shirt store. Davis our driver from the marina picked us up and we headed back to the boat.



**TINKNOCKER**

docked at Ashley Marina

August 23, 2002 Friday

Ashley Marina – Charleston, South Carolina

Got a rental car at 8am to tour the town. So but so far all we have done is work on the boat. Tim Turis arrived and he had also rented a car. Now we have 2 rental cars and we haven't gone anywhere. We left for West Marine to pick up more boat stuff (when will it end). This boat is going to lose a knot in speed with all the supplies we keep bringing on board. When we got back Stan and Tim Turis were fixing the watermaker. Scratch that, it still won't prime (glad we bought the best one they had.) Stan is not too pleased. Larry is working down in the engine room, which is an endless project. After the guys got cleaned up we headed out to dinner at A.W. Schucks on Market Street for some tasty southern cooking. The evening was quite warm so we didn't feel like taking a walk through town. Back at the boat, we had a short visit and headed for bed. Tim had to get up at 5am for a 7:30 Delta flight. It was fun having him even if it was a short visit. He will be meeting the guys in Providence, Rhode Island in a couple weeks for some Offshore Tuna fishing.

August 24, 2002 Saturday

Left Dock 10:20 am Ashley Marina – Charleston, South Carolina

Arrive Dock 5:10 pm Harborwalk Marina – Georgetown, South Carolina



**TINKNOCKER**

docked at Ashley Marina

Got a late start today. We weren't in a hurry and we had to wait till 9am to take the rental car back. We only put 13 miles on it, but if we didn't have it we would have needed it. We left Ashley Marina and headed out. The seas were not as flat as yesterday and we felt like a lazy day of cruising up the intercoastal. Our next stop was Georgetown. The ICW was busy as we left Charleston and then by mid-day we were all alone. Just floating down the river. We arrived at Harborwalk Marina at 5:10pm. The dockmaster had Stan spin the boat cause the wind direction had changed since we had last spoke with him. Tonight it would be a portside tie. We are really getting good at this docking procedure. This marina was a little primitive or should I say quaint. The heat was unbelievable, but Judy and Larry walked the 4 blocks to get hamburger buns for dinner. What trouper!!! After dinner we watched the Little League Championships and then hit the hay.

August 25, 2002 Sunday

Left Dock 8:40 am Harborwalk Marina – Georgetown, South Carolina

Arrive Dock 6:15 pm South Harbor Village Marina – Southport, North Carolina

Today we also took the ICW, as it was lumpy outside--Last night around 11pm we had an incredible thunderstorm and lightening show. It felt like it was right over the boat. The guys had to go outside and redo the lines as the wind had shifted. I think we got about 2 ½ inches. Larry got up at 3am and Stan got up again at 5am to check things. It was all they could do to pull in the lines. They said it was as tight as banjo strings. Headed out at 8:40am up the ICW. Today we went through a 25-mile section known to be the most treacherous with a 3-mile stretch called the Rock Pile. We got to pass the last remaining pontoon bridge on the ICW. The town saved it from being torn down. They decorated it each Christmas. There are some crazy people out here driving boats. There was one non-English speaking group on a rental pontoon going against boat traffic and all the oncoming boats had to divert. Everyone was yelling to them to turn around and all the lame people did was wave and keep going the wrong way.

We passed by some beautiful homes in Myrtle Beach and the lighthouse in N. Myrtle Beach. Arrived at our next stop 6:15pm. A new marina called South Harbour Village Marina. We love those with the floating docks. As the dockmaster showed Stan where to dock, he then changed his mind and keep walking and wanted him to move up further to the end. That doesn't work with the wind blowing as hard as it was, so Stan repositioned and docked at the new spot. From now on Stan is telling the guy on the dock to stand where he wants him to be and not move. We decided to eat at the restaurant and that was a good choice. We all had great meals. So this place gets a 10 rating. It also has a web cam so we called our friends in California so we could wave hello.



Governor's Lighthouse  
Little River, South Carolina

August 26, 2002 Monday

Left Dock 11:45 pm South Harbor Village Marina – Southport, North Carolina

Arrive Dock 6:30 pm Swan Point – Sneads Ferry, North Carolina



**TINKNOCKER** docked at

South Harbor Village Marina - Southport, South Carolina

Today was our day for mechanical problems; after all it is a boat. Lets see the first one was the fact that Larry and Judy's air conditioning quit working, apparently we picked up some grass on our last stretch of the ICW. Of course checking further, the last repairman had a problem that they put a band-aid on instead of fixing. That took the guys a couple hours; also the bow stateroom toilet is having some issues. It is nice to shake out these little problems before the guys bring her around home thru the Panama Canal. The rest of the day was pretty uneventful. We had to meet some bridge openings, two of which only opened once an hour. And then there was the barge we had to pass to make the last one. Stan tried to contact him on the radio but to no avail. So when the time was right he eased around him. We arrived at Swan Point Marina-Sneads Ferry at about 6:30pm. This dock was questionable, when the dockmaster tied our bow line, the dock made a terrible creak and he untied it quickly. We finally got tied up and stayed on board for dinner. The guys had a long day and we are only 20 miles from our original destination of Swansboro, North Carolina.

August 27, 2002 Tuesday

Left Dock Swan Point – Sneads Ferry, North Carolina

Left Fuel Dock 9:50 am

Arrive Dock 3:55 pm Oriental, North Carolina

Headed out the Intercoastal our next stop is Oriental, North Carolina We ran about 10 kts today, don't know where the day went but before you know it we were in Beaufort which was only 20 miles from our destination. The past couple of days we have been running with a boat called Sea Eagle. Today he passed us and then stopped because he wasn't sure where he was going. Right about then our boat started vibrating .We called and told him that we were stopping to check the prop and just then Tow Boat U.S. came on the radio to tell us that 2 boats had grounded today in the same spot we had just passed -Stan knew he hadn't grounded because when he felt the vibration he checked the depth and it was 14 ft. Larry went down and checked the engine room and Stan stopped the boat and reversed the props and everything seems to be ok. We think we hooked an old crab pot. They are everywhere including in the center of the waterway under the bridges. Those guys are out of control. We will know tomorrow when we start out if we still have anything on the prop. Stan might have to take a swim just to be sure if it seems like there is a problem. Pulled into Oriental and we were tied up by 4pm. Caught up on some laundry and went shopping at the gift store and the little marine store bought some supplies and a couple of large fenders on sale. They have an all-you-can-eat-barbeque ribs on Tuesday night so of course we could not pass it up.

August 28, 2002 Wednesday

Left Dock 8:35am Oriental, North Carolina

Arrive Dock 3:45pm Coinjock, North Carolina

We left the dock at 8:35am and headed out. Today we will leave the ICW and go by way of the Pamlico Sound and the Albemarle Sound. We can run a little faster and Brad said it was the way to go to make up some time. We would then head through the Virginia Cut to Norfolk. As we left we heard Sea Eagle on the radio with the Coast Guard checking the weather. We had nice weather for a while and then a bit of chop, the sound isn't very deep and some storms were moving in. The guys had the radar on and avoided what they could. The crab pots were everywhere and Larry got us through like a slalom course. We arrived at Coinjock Marina at 3:45pm. While Stan and Larry fueled the boat a beautiful 67ft Bertram Sportfisher pulled in next to us. The name on the boat was Five Hundred and hailing port was Daytona Beach, Florida. We found out from the captain that it belongs to the guy who owns the Daytona Speedway. We had dinner at the restaurant, which is known for its 32oz prime rib dinners. The guys had it and Judy and Sandy had the Queen Cut, which didn't look much smaller. Can you guess what kind of sandwich the guys are having for lunch tomorrow? Got to bed around 10:00pm.

August 29, 2002 Thursday

Left Dock 7:30am Coinjock, North Carolina

Arrive Dock 4:35pm Windmill Point, Virginia

Today is the day we have to meet the bridges on the hour so at the end we will be on time at the Great Bridge Locks. We arrived at the lock for the 11:00am opening. We had to wait for a barge and then 2 other boats and then our turn. A boat called "Miss Ada" was trying to play bumper cars with "Sunshine" a trawler. I can't imagine what it must be like during the busy season. The whole process took 10 minutes. We got through the locks and then proceeded on our way to Norfolk, Virginia. You knew when you were getting closer to Norfolk because there were more ships than you could count. They went on for miles and the security was very tight. The harbor Police was continually patrolling the secure area around the boats. We saw a bunch of submarines and Larry was filling us in on the details since he was in the Navy. We chose to run about 50 miles up the Chesapeake Bay to get us closer to our Friday destination of Washington D.C. The bay was pretty choppy in the afternoon, but we arrived safely at Windmill Point at



Entering Norfolk, VA

4:35pm. We had an exhaust leak all day and the guys had to check it, out of course it wasn't in the best location to work on (it never is). Stan took a dip and checked out the props and then put the rubber plug in the exhaust pipe, so they could see where the leak was. This was a tough job to fix because of the location. It was late when they finished.

August 30, 2002 Friday

Left Dock 9:20AM Windmill Point, North Carolina

Arrive Dock 5:45pm Gangplank Marina Washington D.C.



**TINKNOCKER**  
arriving at Gangplank Marina

We left the marina after the guys checked out their repair from last night on the exhaust pipe. The Marine Tex takes 18hrs to dry and it had only been 12. They said it looked ok, so we said goodbye to Windmill Point and headed up to the Potomac River. We only ran 10kts for awhile to allow for a little more drying time. Our friends Gary and Celia Semolich from California were flying into Washington D.C. that afternoon. We were not sure we would make it that far but we were going to go as far as possible that day. As we entered the Potomac River we were surprised how big it was. Bigger than we ever imagined. What a trip this is. All the country we have been through is quite a geography lesson in itself. Gary and Celia called when their plane landed at Dulles and it looked like our timing would be perfect. We had to run about

18kts to make it but when we pulled into the channel near the marina Gary called to say they were there standing on the end of the dock. It was great having them there to help us dock the boat. We all went out to dinner and had a nice visit. Tomorrow we are going to see the sights of Washington D.C.

August 31, 2002 Saturday

Gangplank Marina

Left boat to check out Washington D.C. We found our way to the Metro and headed for the Smithsonian. The first place we saw was the National Air and Space Museum then moved on to the Museum of Natural History and Museum of American History. Out on the National Mall there was a display of quilts in memory of 9/11 and some of the lives lost. It was great to see the Capitol and the Washington Monument in person. We walked and walked and saw the sites until everyone decided they had seen enough or at least our feet told us we had. We found are way back to the Metro stop, which was next to Safeway market and 2 blocks from the boat. The girls did another big basket of groceries. This would be the last big town for a while. Larry and Judy are flying back to California Wednesday. Gary and Celia will be on the boat until we get to New York City in about a week. We had dinner at Phillips Restaurant. The meal was great but the waitress spilled a glass of red wine down my back. The owner was very sorry and gave us a 50% off our dinners.



L to R: Celia, Sandy, Stan, Judy & Larry  
at the Mall in Washington D.C.

September 1, 2002 Sunday

Gangplank Marina

Today was very wet and the prediction is for rain all day. We wanted to catch a tour bus today but that might not be happening. Gary was out early washing the boat for a few hours. Larry and Stan were down in the engine room. After a good day of work, we took a walk down to the wharf and the fish market. We then decided to have dinner at the hotel next to the marina. We were going to be leaving in the morning and we had not even seen the White House or the Capitol Building. Gary tried to flag down a few cabs but since there was 6 of us we would have needed 2. At the hotel we checked out the evening tours and luckily with Gary's persistence he found us one and it was fabulous. Our tour guide's name was Carol and boy did she show us the town and 7 memorials. We had VIP treatment with a private van tour, which lasted 4 hrs.

September 2, 2002 Monday (Labor Day)

Left Dock 9:00am Gangplank Marina Washington D.C.

Arrive Dock 5:30pm Point Lookout Marina Ridge, Maryland



Leaving Gangplank Marina

Headed back down the Mighty Potomac River this time we saw Mt. Vernon, which is across from Fort Washington. We rang the bell in honor of George Washington an old time tradition. Tonight we are docked at Lookout Point Marina. We ate dinner at the marina restaurant. It was fabulous.

Our Capt. Stan!



September 3, 2002 Tuesday

Left Dock 10:50am Point Lookout Marina Ridge, Maryland

Arrive Dock 6:30pm North Point Marina -Rock Hall, Maryland

Where did the day go? Sandy and Celia cleaned the inside of the boat. We had to get fuel today. Unfortunately the marina pump was only pumping 7 gals a minute and we took over 800 gallons. Now I know where half the day went. While we each took turns squeezing the pump handle. The guys washed the boat. Gary went to the marine store to get ripped off. Lacquer thinner for only \$45.00 a gallon. Now there is a deal!!!! We left and headed up the Chesapeake Bay for the C and D Canal or however far we got that day. Tonight we stayed at North Point Marina. Gary and Celia went to check us in and made a new friend named Joe. They came back with beer and the phone number of some restaurants that will pick us up from the marina and take us back later. We chose a German one with great food. Had another wonderful meal and went to bed.

September 4, 2002 Wednesday

Left dock 8:45 am North Point Marina-Rock Hall, Maryland

Arrive Dock 6:15pm Miss Chris Marina-Cape May, New Jersey

Joe the Dockmaster helped push us off from the dock. Joe was trying to help us by giving us directions. Thanks Joe, but we have Nobletec on board. Gary cooked a great surprise breakfast. Today we headed for the C&D Canal, which separates Maryland and Delaware. We got to try out the new washer/ dryer. It works great. We arrived in Cape May and stayed at a great little marina named Miss Chris Fishing Charters. Bob is the new owner; he just purchased it 6 months ago. He let us use his phone line to connect to the internet and talked Stan into topping off our fuel tanks in the morning. Tonight we are headed for the Lobster House Restaurant. The meal was great again and the harbor was filled with great looking sportfishers. Today was another great day on the water.

September 5, 2002 Thursday

Left Dock 7:30am Miss Chris Marina-- Cape May, New Jersey

Arrive Dock 4:15pm Brielle Marine Basin-Brielle, New Jersey

Not much happened today. We headed up the Atlantic seaboard outside. You could see the giant hotels that seemed to go on forever, especially Atlantic City, N.J. We ran at about 10kts all day and arrived at Brielle Marine Basin with a lot of day left. This is sportfisher country. We had a great dinner at a local restaurant overlooking the marina. The guy in the next slip was headed out to the canyons with a charter. When we returned from dinner the docks were partially under water and were covered with round jellyfish and the water was full of them. They glowed in the dark.



Celia & Gary Semolich at  
Brielle Yacht Club, New Jersey

September 6, 2002 Friday

Left Dock Brielle Marine Basin--Brielle, New Jersey

Arrive Dock Newport Marina Jersey City, New Jersey

Left the marina and headed for New York City. It was a little lumpy outside we had 40 miles to travel so we traveled at 19kts today. Once we passed Sandy Hook the sights of New York were in view. The closer we got the bigger the Statue of Liberty got. When we pulled up beside her, we were dwarfed by her size. We asked a small boat near us if they would mind to take pictures. So we traded cameras with them and shot a roll. We then traded back. I sure hope they come out. What a thrill!!!! The harbor was quite crowded with boats--We cruised up past the Newport Marina to take in a little more of the Hudson River. We turned around by upper Manhattan and headed for our slip. After we got settled in we headed for Manhattan. We took the PATH train from Jersey City to 34th and Broadway. We saw the Empire State Building and decided to take the ride up. What a beautiful view. Gary then looked for a cab but a guy with a town car intercepted us and gave us a ride to Mulberry St. in Little Italy. We had dinner at Angelos and it was delicious. Walked the street after dinner and shopped. Gary bought canoes for us. Now that's dessert.



**TINKNOCKER** at the Statue of Liberty

L-R on bow: Sandy & Stan Vath, Celia & Gary Semolich



Stan & Sandy Vath

September 7, 2002 Saturday

Newport Marina

Today was another day in New York. Stan worked on the boat and Gary and Celia went to the mall to buy some gifts for the kids. Sandy stayed and caught up on housekeeping. Gary and Celia were leaving tomorrow and Dennis and Robin Thompson were arriving. A short trip to the market and cleaned up boat and we were ready to head for the city. We took the PATH train over. We headed up Broadway past 42<sup>nd</sup> street and Time Square and on up to 51<sup>st</sup> to have dinner at Gallagher's, a well known Steak House. We decided to take a town car back to the boat. Gary has a knack for finding great drivers. This one was named Giuseppe and was from the same town as his (Gary's) dad. He drove us back thru the Holland Tunnel, which was a little scary considering the way they drive in New York. Back in Jersey City we were giving Giuseppe directions and told him to make a left. The light was red but he went anyway. No sooner did we turn and the red lights of a police car were on us. Now where did he come from? The policeman was going to ticket him until we all started speaking up. I think he thought we were all friends. When we told him we were from California and were staying on our boat over there and that we told the driver to turn left. The cop told Giuseppe to be more careful next time and we all thanked him and apologized. OH MY GOSH I can't believe we just got out of that. Giuseppe was so happy he didn't want any money for our fare. We paid him anyway and he came down to look at the boat. Another new friend and some more memories.

September 8, 2002 Sunday

Left Dock Newport Marina

Arrive Dock Port Jefferson Marina-Port Jefferson, New York



Heading up the East River with Statue of Liberty & Manhattan in view. Just passing Brooklyn Bridge

We were up early as Gary and Celia were being picked up at 7:30am for their flight out of .JFK. Dennis and Robin arrived around 8am. I finished up the laundry and changed the beds. We ran to the market and picked up some last minute food. While we were in the market we heard a lot of sirens. The security guard at the marina told us there was a terrible accident in the Holland Tunnel. The same tunnel Gary, Celia, Dennis and Robin had ridden thru less than an hour before .Our friends .Jim and Paige Coffey were flying in at 4pm to ISLIP. We had booked a slip at Port Jefferson Marina tonight .We had about a 6 hour run up the East River and thru the Long Island Sound. We arrived at the marina about the same time Jim and Paige were to arrive. They had made a short stop along the way to pick up 4 cases of Sol Beer from a store that Jim had prearranged before leaving L.A. How else would you find Mexican beer in New York. Nice Work Jim!! They got settled and we had a drink and then had dinner at the hotel.

September 9, 2002 Monday

Left Dock Port Jefferson Marina-Port Jefferson, New York

Arrive Dock Champlain's Marina-Block Island, Rhode Island

Today we had a long run to get to Block Island. When we got there it was pretty deserted. The season was officially over Labor Day. We got checked in and Dennis bought us all a margarita at the bar at the end of the dock. The girl said they were having a party that night and watching Monday Night football and for us to come back after we had dinner. We got cleaned up and took a cab to the other side of the (small) island for dinner .Had a great meal on the porch of an old hotel with a beautiful view. Went back to the boat and watched a little TV and went to bed. We could here the football party was starting to roll. We got up in the morning and decided to go to the marina restaurant for breakfast. Champlain's Marina is pretty famous on Block Island. We headed up the dock about 7:30am knocked on the door of the restaurant and found no one. Went in thru a side door and called out to see if anyone was there, the cook came out and we asked if he was open YES. We sat ourselves down and Dennis was about to make coffee and pass out menus when our waitress walked up to the table. I'm sure all of our mouths dropped. She looked like she had just rolled out of bed, hair not combed, wrinkled clothes not changed from yesterday complete with food stuck too her shirt, and I'm sure she hadn't even brushed her one snagged tooth. We asked her how the game was and what time the party ended. She said she got to bed a couple hours ago. She took our order and we sat there swatting flies waiting for our coffee. When the meal arrived my eggs were too runny to eat so she had them redone. Everything else was fine except for the hair Jim had on his coffee cup and the one in my food. I'm sure that during the summer season things would be different.



TINKNOCKER docked at Champlain's Marina on Block Island

September 10, 2002

Left Dock Champlain's Marina

Arrive Dock Edgartown Martha's Vineyard

We headed for Martha's Vineyard today. The most expensive place we have been. We arrived and docked in one of the very few slips in Edgartown. We checked in and while the girls checked out the marina store Dennis did a graceful falloff the boat to which everyone on the dock gave him a 10. We wondered why he was so wet when we got back. Robin asked him if while he was under water he found his prescription glasses he had lost 30min earlier while tying up the boat. I'm sure everyone wondered where we got such a skilled crew. The guys helped the captain on the boat next to us move some jet skis that had shifted in the rough seas coming up. We had found an Italian joint next to the visitor's center and tried it for dinner .It was a 10. Stopped for an ice cream on the walk home.



**TINKNOCKER**

Launching skiff at  
Edgartown – Martha's Vineyard

September 12, 13, 2002

Left Dock Martha's Vineyard

Arrive Dock Nantucket Boat Basin



Paige Coffey in Nantucket shopping

We Arrived at Nantucket at 3:30 pm. This is a large marina with a great staff and possibly the nicest we have visited so far. The town is real quaint and has great restaurants, shops, buildings, streets and a well-stocked chandlery. We ate at "Cioppinos" and it was fantastic. We enjoyed Nantucket and would spend more time on our next visit.



View from **TINKNOCKER's** Tuna Tower overlooking Nantucket Harbor

September 14, 15, 16, 2002

Norton's Marina East Greenwich RI

We arrived at Norton's at 4:00 pm. This is a nice facility with great people, parts and a notary. We ate at "Harbourside Lobstermania" and it was excellent. The next day we went to the Newport, RI boat show and took the drive by all the mansions on the coast. We spent the best part of a day doing maintenance and odd jobs on the boat in preparation for our Tuna fishing trip to the "Canyons" off Montauk, NY. Larry Thompson and Tim Turis flew in on 9-16 and the girls were flying home to California tomorrow 9-17.

September 17, 2002

Montauk, NY

We arrived at Star Island Yacht club at 4:00pm where we picked up Basil Pappas who lives in New Jersey and is another long-range tuna fishing friend. Basil had done all the homework and got our permit, chunks and other baits as well as the spots where the tuna were being caught. We left the following morning and went to the "DIP" about 80 nm offshore. Here we fished all night chunking and caught Albacore to 50 lbs., Yellowfin Tuna 35- 65 lbs. and a few Dorado for the galley that night. It was a trip we California boys had read about for years and finally did it. The next day we returned to Montauk to drop Tim & Basil off and prepare for our trip back to Lighthouse Point, FL.

September 19, 2002

Larry, Dennis and myself headed out on our return trip to FL. We had to make it a quick trip as TINKNOCKER was scheduled to go in the boat yard for a week before we left on our trip through the Panama Canal and home to Channel Islands Harbor, CA. We stopped at Atlantic City, NJ, Rudee Inlet, VA, Oriental, NC, Wrightsville Beach, NC, Charleston, SC, St. Augustine, FL, Fort Pierce, FL and finally back to our dock in Lighthouse Point, FL.

We spent about 6 weeks on our East Coast ICW trip and it sure went fast. We knew we had to make this trip, as it was a once in a lifetime shot for us Californians. We were so fortunate to see all the scenery, history, people, and visit all the places we have only read about.