

Hello from No Rush....

August 15th Update:

We traveled 285 miles this week and have completed our adventures in Canada. Our total miles traveled are now 2,890 statute miles. This week was spent in Georgian Bay and the North Channel of Lake Huron.

It also was the week of the rodents, no, minks are not rodents.... the week of the small furry creatures, no, beavers are not that small. Okay we started the week in Snug Harbor to the pitter patter of little feet overhead. There was a squirrel on our deck! Luckily, it left on its own. Then in Spanish we saw a fearless mink and in Blind Harbor two large beavers were enjoying their evening meals behind our boat! We were up close to nature even in the marinas.

Other firsts this week were: being out in fog and getting a tornado warning, (phones and vhf radio lit up at the same time) and spending a whole day steering from the lower helm because of the rain. We still prefer steering from the upper helm, but the lower helm has advantages.

Once again, our smaller boat let us get under a swing bridge and therefore getting a great spot on the wall at Little Current. The size also enabled us to get a spot in Spanish Harbor!

Anchoring at the Benjamin's was beautiful, and it was a very calm evening. It was also a great place for a swim in Lake Huron.

We are back in the states and soon after we were approved for US entry over the internet by CBP, a lovely bald eagle gave us a fly by as we entered the US Waters in Detour pass.

Leaving Canada behind, we have also left one of our buddy boats, Sunshine, behind. There are many ways to travel the loop and Cindy and Pat on Sunshine are leaving their boat in Canada for the winter and returning next

spring to continue. Pat has a lot of experience maintaining diesel engines. We have traveled on and off with them since Charleston where we met. Our other frequent buddy boat is Dancing Bears. We first saw Tom with his dog Ripple in Jacksonville, FL, but didn't meet them until we were farther north. Sharing experiences, knowledge on weather tracking, navigation and anything else boating Tom has really helped us navigate especially through some tricky parts of NJ and long stretches in Canada. These are some of the many friendships we have made, and we look forward to meeting and learning from many more boaters as we continue.

August 7th Update:

This week we boated 120 miles and traversed our last 4 locks on the Trent-Severn. We have now travelled a total of 2,607 miles.

This week started with a big day going through a very special lock called The Big Chute. What a day! With storms in the forecast, our plans were to go until it rained to get closer to the big chute, so we were in line to go through on Friday, before the expected craziness of a 3-day Canadian holiday weekend. We overachieved and finished the day having done The Big Chute.

We had 13 miles to Lock 42, 17 miles to 43 and another 8 miles to Lock 44, The Big Chute, so it was going to take us over 5 hours plus time to go through the locks if we went all the way. Also, in Port Orillia, there were more than a dozen other boats doing the loop, many of them wanting to get through the Chute by the weekend when size restrictions were imposed. So, when we left at 7AM with plans to be at the first lock when it opened, we left with 8 other boats thinking the same thing. Unfortunately, only 4 will fit at a time in the first smaller lock and we expected there to be boats at this lock that had stayed overnight here to catch the opening at 9! Well, with us being a slower boat we ended up behind 6 boats as the channel narrowed. Then there was a radio call about a 14-foot-high railroad swing bridge that was closed ahead. I dug out our summary of "how low can you go, if you take down parts of the boat" sheet

and found that if we lower the Bimini, 2 antennas and remove the davit and duck out heads, we can go under a 12-foot bridge! So, as Mitch expertly passed 6 boats in the narrow channel, I prepared the boat and under the bridge we went! We were living a "tortoise vs hare" moment! Then, not only did we make it to the lock before it opened, but again because of No Rush's shorter than average looper boat length we were able to fit into the lock for the first cycle!

We watched a storm front on radar weather apps on our phones as we approached the next lock. After tying at the top, we were told that they would not run if there is lightning. They let us lock through, but after we dropped 47 feet (!!) it started to rain. Fortunately, we were able to tie up at a lower wall. Unfortunately, we were last out of the lock and got soaked while tying up. We expected we were done for the day and we're happy that we could easily get to The Big Chute before it opened the next day. Then the sun came out and the radar cleared... off we went, not having had enough adventure for one day.

There it was, The Big Chute Railway and just as we got to the basin a spot just our size (again) opened up on the "blue line". (Each lock has a blue line, blue painted cement wall where you can tie up your boat and wait your turn to go into the locks. If there isn't room on the blue line, then you have to wait your turn trying to stay stationary in the moving water in front of the lock.) We were tied up on the blue line and that was such a relief. We were staged to go through.

We enjoyed Midland where our dock was right downtown and caught up with other loopers we had met along the trip. This was the jumping off point for the next phase of the trip, gorgeous Georgian Bay. We had a lot of planning to do after being so focused on the TSW.

We had great luck finding a spot on a dock on Beausoleil Island, a Canadian National Park, where we took hikes, long dinghy rides and visited with old

and new friends. Mitch even found a replacement cleat for the fender that got damaged in a lock on one of his dinghy excursions to town 3 miles away.

Our week concluded with yet another new-to-us event. We anchored with a stern tie to shore. We definitely need more practice, but it worked!

July 31st Update

During week eleven we took our time enjoying the Trent-Severn Waterway and only went 109 miles and through 20 locks. We have now travelled a total of 2487 miles.

As I previewed last week, the Trent-Severn Waterway has 2 lift locks. We did them both this week. The first one we went up. It was a very smooth ride, and our boat faced the wall. The second one we went down, so in this second one you basically boat to a cliff edge and tie your boat there and face out overlooking the scenery 55 feet below. Mitch did a great job taking movies during both locks while I held on and tried not to look down. Mitch posted his videos on FB, but here is a link that has more details:

<https://www.pc.gc.ca/en/lhn-nhs/on/trentsevern/visit/posteeclusage-lockstation/ecluse-lock-21-ascenseur-liftlock-peterborough>

We are now in the land of gray and PINK granite. I love looking at it except when the navigation charts say a rock is at -2 feet, meaning it is sticking out of the water 2 feet!

We have enjoyed seeing and hearing many loons and the black squirrels continue to be plentiful. Each lock has its own characteristics some being in the middle of towns and others like Lovesick # 30 where we spent two nights relaxing are in the middle of beautiful country.

The week concluded with the second lift lock at Kirkfield and a quiet night at lock 39, Portage, in preparation of traversing Lake Simcoe early the next day before the winds pick up. We have had beautiful weather, but we continue to watch for fair winds when making larger crossings. We have learned our lesson.

July 24th Update:

Wow, week 10 already! We have gone through 19 locks and travelled 189 miles this week for a total of 2377.

We have made it to Canada and cleared customs without any issue while we were at Prinyer's Cove. What a beautiful, quiet spot. I could have stayed there for a week.

Trent Marina in Quinte West was quite the contrast to Prinyer's Cove, but lots of fun. The marina has 300 slips, grills, picnic tables, and the town had a farmer's market and street festival to keep us busy. And if that wasn't enough excitement, one evening there was a drone and fireworks show and we had front row seats on our flybridge!

During our first 6 locks on the Trent-Severn Waterway we rafted up (tied to another boat) to a boat we first saw at the fuel dock that morning. With boating and especially doing the loop in common, friendships form quickly. The first dozen locks boats could only tie to cables on the Starboard side. By rafting up, more boats can get through a lock at one time. Later that first evening Dave and Julia gathered all the boaters staying at lock 6 and we heard about other people's plans, motivations, and histories. What a great first day on the TSW.

It is crazy how many locks on the TSW are run on peoplepower. The Lock Masters hand crank gears to open and close water flow and they walk in circles pushing lever arms to rotate sets of gears to open and close the gates. One lock we went through only had one functioning door after one of the 120-

year-old gate gears failed 2 days before we got there. Luckily, No Rush was narrow enough to get through. Their forge was making the replacement.

We have been told that there is a heat wave here but coming from Florida we think the weather is perfect.

We have finally gotten to loon country. I love seeing them and hearing their calls. Other unusual animals have seen are swans and black squirrels. Unfortunately, we have also seen too many deer flies, ouch.

Pictures: Thank you to other boaters who have sent us pictures of No Rush

July 15th Update:

Week 9 we travelled only 122 miles for a total of 2,188 statute miles.

In 4 days on the Erie and Oswego canals we went through 17 more locks before staying in Oswego, NY to prepare for our next phase of the trip into Canada.

We found that we preferred going down in a lock rather than going up. The water has much less turbulence.

Ray was a good sport and collected packages at his home for a week in Rochester for not only us, but also for friends. It is difficult to have packages shipped when you don't know where you are going to be! Ray was able to make his deliveries, help us with the boat and even stay overnight. We had such a nice visit. It was sad to see him go.

Ray wasn't our only visitor from Rochester, though. We had a fun visit with Doug, Cindy, Betsy & Jeff who joined us for dinner the first night we were in Oswego.

We now have solar panels, so we are less reliant on our ancient generator for charging the house battery bank and thanks to Ray's help we were able to replace a cracked window. After other maintenance we think we are ready to cross Lake Ontario and start our adventures in Canada!

PS – As of 1600hrs, July 17th they are in Frankford, Canada in a canal lock on the Trent River.

July 9th Update:

We travelled 332 miles in week 8 for a total of 2066 miles.

Riding the tide up the Hudson was gorgeous and relaxing. Which is what we really needed after another stressful week of trying to select weather windows to travel the Atlantic. We started the week in Atlantic City after a beautiful outside passage from Cape May, then finished travelling in New Jersey on the NJ Intercoastal Waterway which is known for its shallow water and found it very enjoyable. We pushed hard to get to Manasquan Inlet to make the small weather window for the Atlantic passage to New York Harbor on the Friday of the 4th of July holiday weekend.

Boating up the center of the Hudson River I felt like I was in a model train layout with trains travelling North and South on both sides. The views were wonderful, and we enjoyed the Bald Eagles flying by.

We had an unplanned stop in Kingston due to some issues with our fuel filters. The municipal marina was very helpful and connected us with a great mechanic who helped us on Sunday of the 4th of July weekend!

We made it to the Erie Canal! In Waterford we were welcomed by a friend visiting from Florida who had done the loop in an electric boat. One of the crew on his trip lives in Waterford and we joined them for a wonderful, traditional, backyard, 4th of July picnic.

The East end start to the Erie Canal has 5 locks back-to-back, where each one lifts you between 30 and 35 feet. By the end of week 8 we had taken 13 locks. You would think that they would get to be routine, but they haven't yet. Each one is a little different: there are different options for attachments to hold on to and the spacings of those attachments; sometimes you are only allowed to use the starboard side and sometimes only port side; sometimes you are the only one in the lock and sometimes it is a tight squeeze; and sometimes you have to hold station or attach to a wall for long waiting times for the locks to open.

We finished week 8 with meeting up with 2 friends who have homes in the Adirondacks. Sandy Simpson and Dave Hockey each made time to visit us when we docked at a park in Canajoharie. It was great catching up on a beautiful evening. Thank you, Dave, and Sandy!

July 1st Update:

Week 7 we travelled 193 miles for a total of 1733.

Week 7 we had the pleasure of getting together with more family. Julia, Chris, CJ and little 2-year-old Gigi Killian visited us at the dock in Chesapeake City. Not only did they bring pizza, but they picked up a much-needed oil filter for us. We enjoyed seeing how much CJ has grown and are so glad we got to meet the independent Gigi.

What a week this was for learning about predicting the safest times to travel. At both Chesapeake City where we had met up with 2 other loop boats we had befriended earlier in the trip and in Delaware City where we added one more boat to our armada, the discussions were all about weather, tides, currents and what apps and websites we use to try to determine when we should go

down the Delaware River and Bay. In Delaware City there is even a briefing that the local specialist provides which include fun facts like, “it can get really nasty out there,” “the bail out point really isn’t a very good option” and “there isn’t any help to get along the trip, so choose your departure day and time carefully.” After all of the conversations and reviewing of data multiple times, we waited 3 days and left at 5:15AM to get the best window. Our starting point was on the original C&D canal where when we arrived, they rotated our boats at the dock using our lines because the canal is so narrow. Our trip was a little rolly but could have been much worse.

We used these improved prediction skills to decide whether to go from Cape May to Atlantic City on the very shallow NJ ICW or to commit to 50 miles along the Atlantic coast. The “outside” path won that day, and it was a beautiful day to be on the Atlantic. At one point we kept seeing reflections in the water and when we got up to them, we found that it was the sun reflecting off of the backs of a large number of dolphins. We always enjoy seeing dolphins!

June 23rd Update:

Week 6 and we travelled 204 miles for a total of 1540.

We were entertained for hours one day when we listened to the Navy training their security boats on how to handle obnoxious people who wander too close to security areas. Like: "***this is rubber ducky, can't I just get my crab pot? I have to make a living.***". Or "***How big is the gun on that thing? How fast does it go?***"

We have enjoyed many nights at anchor in calm and in storms, so our confidence about setting an anchor that will hold was high. Well, that is no longer true. An amazing line squall hit us right after we anchored in Deltaville and one of the gusts had us dragging the anchor. Mitch was able to start the engine, avoid the other anchored boats and the boats docked at the marina that we were being blown towards AND not run over the anchor line! We re-anchored after the storm and put out much more rode. The next two days at

anchor waiting for the weather to improve, I was constantly monitoring our GPS location to verify we were not dragging the anchor again.

We really enjoyed Yorktown. The Town has a great Revolutionary Museum, free trollies to get around and music at the waterfront on Thursday nights that we could enjoy from our fly bridge on a beautiful evening.

We enjoyed visiting Annapolis, also. Oh, it was great to see so many sail boats and the kids' summer camp groups all out sailing all kinds of single-handed small boats. The Naval Academy has a beautiful campus, and the waterfront has buildings over 300 years old.

June 19th Update:

Week 5 we added 63 miles to our adventure for a total of 1335 miles.

We started the week having the Dismal Swamp to ourselves and then popped out of the swamp just a few miles from one of the busiest ports in the world, Norfolk, VA. We went from watching bald eagles to watching out for large ships.

We had two beautiful days on the Dismal Swamp Canal that was hand dug in the late 1700's. We could have done without the deer flies, but the reflections on the water, birds including Bald Eagles and fireflies were totally a pleasure.

We ended up at the town docks in Portsmouth, VA as a result of threatening weather and had a very nice time seeing the sites including walking around the historic district.

June 9th Update:

We added 331 miles this week for a total of 1272.

Twice this week we had challenging weather. We thought a thunderstorm was going to pass to the north of us, but it didn't. Previous practice with the radar and GPS got us through the low visibility and we were able to get to a good anchorage before the second storm hit.

The second challenge was in the Neuse River & Pamlico Sound from Oriental to Belhaven, NC. We had previously travelled in winds of the strength we saw, but with the fetch being so much longer the waves were that much bigger. It was a long uncomfortable ride and we learned about more options in our weather apps, so we were prepared for Albemarle Sound and had a good weather and wave window to cross.

We did much better with anchorages this week. With two of them being calm, quiet, and close to nature. They were peaceful and we slept well.

We have also enjoyed learning about the history of many small towns along the way. Elizabeth City has a great museum.

We expected to run into a thunderstorm at some point and that we would have some rougher seas, but we never expected the heartbreak when we were notified of the death of the son of our life-long friends. No Rush will have an extended stay in Elizabeth City without us.

June 2nd Update:

We have travelled another 262 miles for a total of 941.

This week we actually took some time to sightsee in Beaufort and Charleston and are taking a break from travelling for a day near Myrtle Beach to catch our breath (and do some laundry). I really enjoyed Beaufort and the docent at the history museum was great.

We have used our first mooring ball and have finally used the dinghy TWICE. All went well.

There are these pretty big fish (3 feet?) that jump straight up out of the water, then fall back in on their tails. It is difficult to Google for more information with that description.

We have had challenging anchor spots, but two nights ago the spot we picked was perfect. There was only a 2-foot tide swing, little breeze, few boats, and you only heard the tree frogs in the background.

Our bird watching has changed from pelicans to terns diving for fish and the number of Osprey are amazing.

The world seems small at times. We have met another couple doing the loop and they have a place on Lake Winnepesaukee, NH where he has been going since he was a child, just like I have. Also, a bartender we met in Charleston was from NY State and he used to wrestle against Hilton High School where Lianne and Ray went to school.

May 27 Update

This week we again travelled 340 miles for a total of 680. We have left Florida behind and have made it to Georgia.

This past week we were 20 miles from the space center for our second rocket launch of the trip, again there were clouds, but this time we were close enough to hear the rumble of the engines which we started hearing about 4 minutes after the launch. So cool!

As we passed the space center, we not only got to see the VAB on the east side, but an airshow entertained us on the west side of the ICW ... parachute jumpers with trails of red smoke, a plane doing aerobatics and two jets that even gave us a fly-by!

We have visited with our first family along the route. Thank you to Mitch's cousin, Kaleigha, for changing her plans on short notice to see us in Jacksonville. It was great to see Kaleigh and meet her son Zander.

We have met some fellow loopers!

Docking has been challenging with tides, wind, currents, and placement of other boats, but Mitch has handled it all with calm whereas I still get a bit crazy.

We are doing well with the mechanics of anchoring, but we need to work on the site selection and our choosing what weather app to believe. We have also gotten through our first storm at anchor. I was glued to my anchor alert app which one day I hope to remember to turn off before we pull up the anchor and leave. We leave to the anchor dragging alarm sounding each time.

Okay, so this was news to me; at night in some sub-tropical areas, you can hear clicking of shrimp beneath the hull. The first night I only heard it in the engine area and thought the engine had gotten over heated and was now cooling down. After a couple of days of

worrying and a dockage where you could even hear the crackling from the dock, an internet search resulted in describing how this particular type of shrimp close their claws so quickly that an air bubble forms then bursts and sounds like a pop or crackle. It is the strangest sound....

Ann & Mitch
“No Rush”