

**Follow along with us as we cruise onboard our  
56' Ocean Yacht.**

# *Somewhere on the Water*

December 15, 2021 – Day 8 Wednesday Cape May, NJ to the Chesapeake & Delaware Canal (C&D Canal)  
Overnighting in Chesapeake City.

Utsch's Marina, where we stayed last night was quaint. It seemed a bit rustic but clean. No running water or bathhouse (this time of year) but we did get fuel as I mentioned in yesterday's blog and we were in a very calm environment which is exactly what the sandman prescribed.

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*The marina is located on a piece of land called Schellenger's Landing. It is where the boats come into Cape May Harbor. It has a history rich with tradition. Without Schellenger's Landing, tourists in the 1800s had no way of reaching Cape Island proper. Because of the tourists, Cape May Harbor was constructed to open the waterways for larger steamboats and commercial fishing boats. Schellenger's Landing is the point where the tourist and the fisherman meet to share their common love for the sea. If you want a pictorial history of the dock, just walk into the lobbies of The Lobster House. The walls are filled with pictures of fishermen, their boats, the catch, and the dock dating back to as early as 1912. -*

<https://www.capemay.com/blog/2005/03/schellengers-landing-100-years-fishing-cape-may/>

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4:00 a.m. was when my eyes first opened. Why oh why did they do that?! I tried going back to sleep with a youtube video that was titled Fall Asleep within 3 minutes. Well, that didn't happen.

I did eventually dose off, had a strange dream, and at 6 a.m. I had the pleasure of being startled awake with simultaneous alarms coming from both Mark's and my phone.

Alarm off at 6 a.m.

Engines started at 6:11 a.m.

Electric unplugged 6:30 a.m.

Pulling out at 6:39 a.m.



Fishing boats are on their way out to the Atlantic.

Another beautiful sunrise!



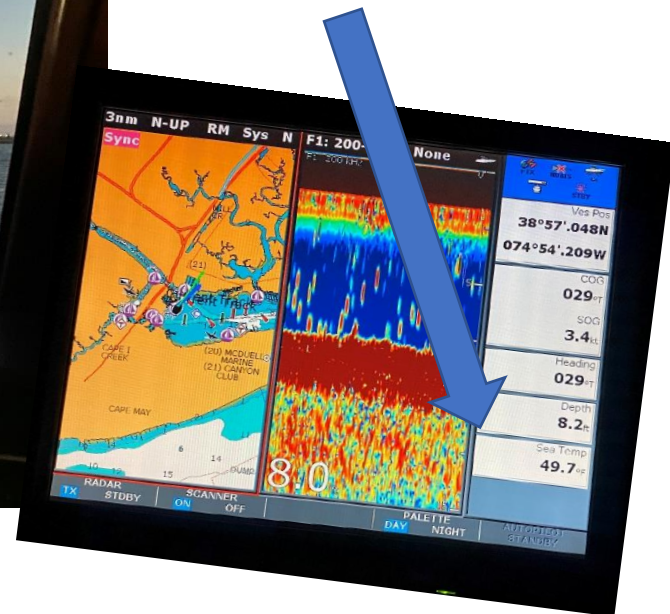
The headlamp Mark is wearing is one of his most used tools. The redlight option is nice and helps light up the instrument panel!



After squeezing through the narrow entrance/exit of Utschs Marina we hugged the barrier wall in 8' of water turned left out of Cape May Harbor, and cruised under the Garden State Parkway.



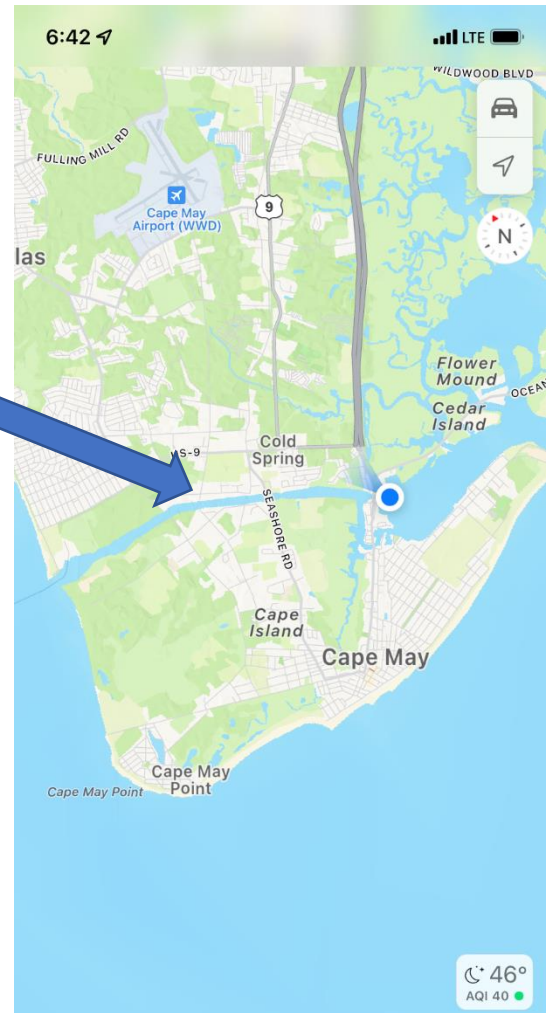
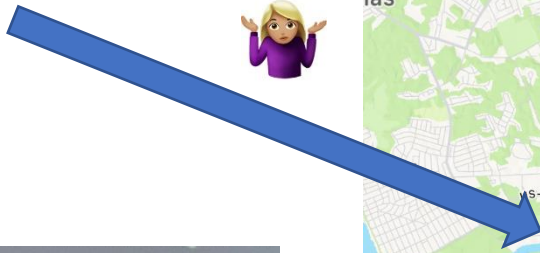
We are in 8.2' of water and the water temperature is 49.7.





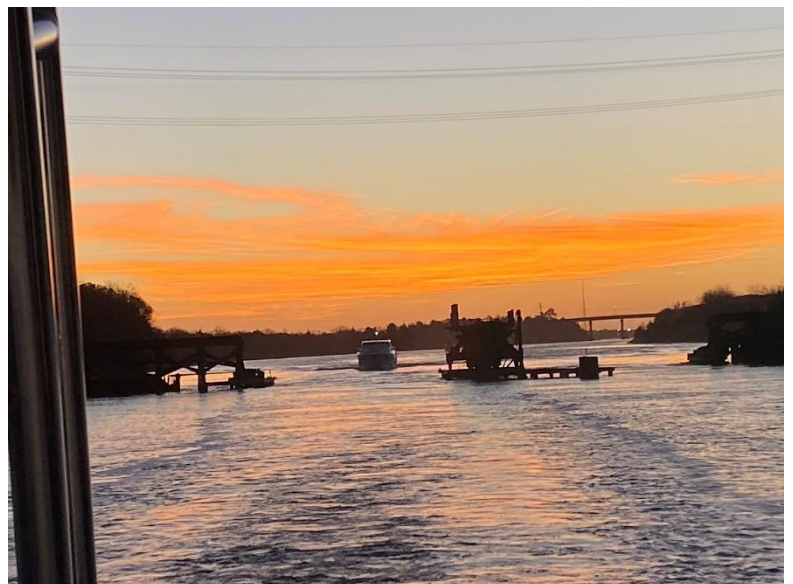
It is 46 degrees outside this morning and the blue dot is where we are when I took this picture at 6:42 a.m.

We are traveling West through that river/canal/waterway? It is listed as Intercoastal Waterway on my iPhone map.



**About to cruise under the Garden State Parkway**

It seemed a little hair raising with the depths but he seems to have sped up with confidence and there is a boat behind us so crossing my fingers.

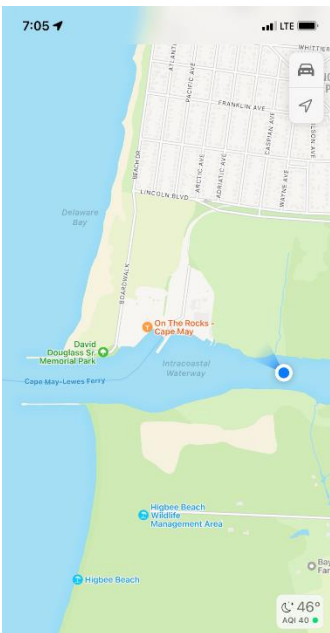


That boat behind us just passed us. Obviously, it is a boat that can go much faster than us.



In but 3 short minutes that boat is a mere blip.

10-hours of cruising against the current up into the Delaware River from the Delaware Bay and then the Chesapeake & Delaware Canal. If we did not turn into the canal the Delaware River as some of you know would lead us into Philadelphia.



I took a video this morning of us coming out of the intercoastal into the Delaware Bay.

<https://youtu.be/nMbWDj2v4dY>

**This is generally where we were when I took the video.**

At 7:14 a.m. Mark came down from the flybridge asked me to take over the helm and he went down to the engine room. A once per hour occurrence while we are underway as a safety precaution.

The sunrise is stunning and I tried to capture this photo from the back of the boat.



By 8 a.m. I was eagerly waiting for Haleigh to wake up. When Mark starts the boat engines, unplugs the electricity from the dock, he converts our power over to the batteries through the inverter control panel that is in her room. Until he switches this on everything inside the boat that I use during the day is off. Outlets, the refrigerator; my tea kettle is useless and after a cold cup of coffee this morning I am wanting a cup of hot tea, like, right now!

Now, I mean right now....hahaha

Guess who learned how to turn the inverter on?

8:11 a.m. I am drinking tea..oh wait, no I'm not.

Mark comes down to do another engine check. The starboard engine voltage is a little off. It is down to 12volts and should be higher. Both engines have their separate batteries and alternators. The starboard engine and battery power the instruments. The batteries are being charged through the alternator and if they aren't being charged, then the instruments, etc. are drawing down the battery until it goes dead. We have all experienced dead batteries in our cars at some point. Similar reference here.

A temporary fix is to use a battery switch to connect the port side charging battery to the starboard not-charging battery. Now the portside engine alternator is charging both.

8:27 a.m. – now tea!

Not a lot to look at here in the Bay. Avoiding some crab pot buoys and in the distance, we can see some ships.

As we travel in our cars, most of us have changed from paper maps to GPS. Maybe you use a unit that sits on your dashboard, or an app on your phone, or built into your car's electronics. Mark does not use paper charts to navigate. One of the three systems he uses is an app called Navionics to plot his route. Like a GPS it is a map of the water.





Because water is in constant motion the earth underneath it is everchanging. Having daily updates for routing, markers, water depth, etc. is imperative. This app is downloaded onto one of the two iPads he has and it has not been working. He emailed customer service the night before we left when he noticed that the routing feature of the app was

'down.' They emailed him yesterday and said a fix will be released soon. As a 'go around' he has been using the Navionics website to enter the route but even yesterday he said that stopped responding.

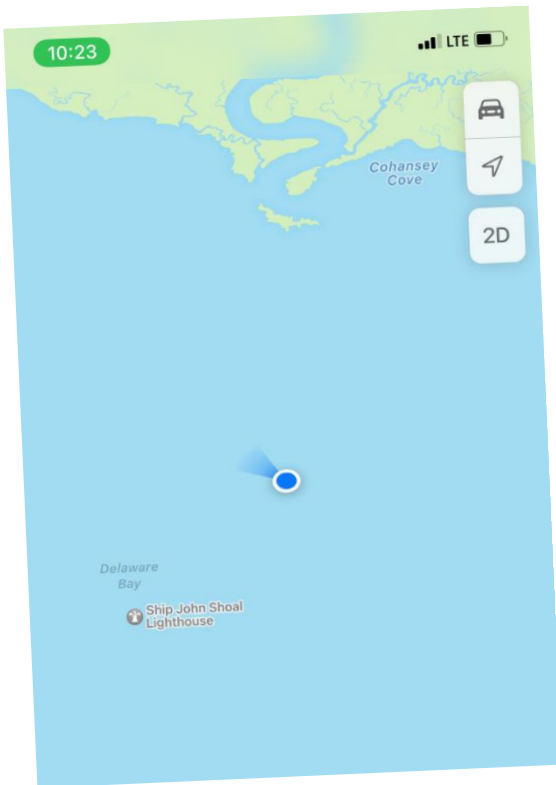
Today we are in waters that can be very tricky. Shallow at times. To have navigation he went to a website called Bobs423 and used updated tracks from other boaters and then loaded them to his iPad.

10:25 a.m. We are just coming out of the Delaware Bay into the Delaware River passing by the Ship John Shoal Lighthouse.



Named after a ship that just came from a voyage across the Atlantic from Hamburg, Germany en route to Philadelphia. The ship ran hard aground on an unnamed shoal near the Cohansey River. It was winter, coming upon Christmas 1797 and the crew and passengers were unloaded and

spent the holiday amongst the settlers. The ice soon became very thick within the bay and sliced through the vessel's hull, sealing her doom. Mariners mentioned the loss of the ship *John* when speaking of the shoal where she met her end and in time the shoal finally received a name: Ship John Shoal. -Lighthousefriends.com



Greenwich a small port village on the Cohansey River is home to a similar incident as the Boston Tea Party which imported tea was burned as a protest against taxation in 1774. Wikipedia.com

12:13 p.m. We have passed by the Salem Nuclear Power Plant and officially (?) crossed the border from New Jersey into Delaware. I haven't seen a moving vessel in a long time not since the coast guard boat when we were approaching the nuclear power plant.

I can see in the distance the Delaware Memorial Bridge but we won't be traveling that far up the river. We will soon be turning into the Chesapeake & Delaware Canal.



Fort Delaware State Park will be on our right when we enter the canal. The fort is located on an island called Pea Patch Island. Keep reading for a short history lesson.



### **Fort Delaware:**

**Fort Delaware, the Union fortress dating back to 1859, once housed Confederate prisoners of war. It was originally built to protect the ports of Wilmington and Philadelphia.**

### **Fort Dupont:**

**Named for Rear Admiral Samuel Francis du Pont, the Fort was actively used as a military base from the Civil War through World War II.**

**Fort Delaware was critical in defending the Delaware Valley during the Civil War. The fortress also saw duty during the Spanish American War, where she was the key in a 'Three Fort' defense made up of Fort Delaware, Fort DuPont, and Fort Mott (NJ). Fort Delaware was active until WWII, and her guns were never challenged. Following World War II, the Fort was turned over to the State of Delaware. Portions of the land were dedicated as a State Park in 1992.**



<https://destateparks.com/>

Mark is finding out that he got charged twice for fuel on the credit card back in Norwalk, CT so he is on the phone with them trying to get that fixed and at the same time we are finding debris in the canal that requires **evasive maneuvers.**

12:54 p.m. We are in the canal now, slowing down a little bit to be more fuel-efficient.

Mark has been warned that there can be a lot of debris in the canal so as I have mentioned before, we are always on high alert scanning our surroundings at all times. So far we only had to dodge one tree that was floating with the current through the canal.



I am trying to catch up with my Christmas shopping. Making a list and checking it twice while cruising through the canal. Oddly it reminds me of another canal I know.



Passing under two car bridges, a railroad bridge, and lined on either side of the canal is a recreational path for biking, walking, rollerblading, and access for fishing.

We came into Chesapeake City's dock at **super low tide**. We had **no water** under our boat. As we were drifting in, we stopped drifting. Mark said, "I think we are stuck."

A local from the Chesapeake City Inn noticed that we were coming in and that we were stuck. He reached out to Mark on a VHF radio and sharing some local knowledge helped guide Mark in. We basically just let the wind push us through the silt until we were up against the city dock. Once tied and secured he used the propellers to blow some silt away from our running gear.

Meanwhile, my phone was ringing, texts from two different people were coming in and I am on standby with lines. It was exhilarating. Yes? No? Actually, it made us laugh because that was so unexpected. Who knew?? Luckily we came in at no/low speed as we ended up drifting, slowly into our spot.

Mark said that is called "**A touch and Go.**"

I experienced my first 'touch and go" His first too! (on this boat)

Power is on at the dock but it is only a 30 amp outlet and we are 50 amp 240 volt and even with all of the adaptors he has he could not even turn on a light.

Running the generator to get hot water so we can shower on board tonight. More importantly; charge the batteries. No bathhouse here and no water at the docks.

We are doing our version of camping/roughing it. But hey, at least it doesn't cost us anything to be here.

Haleigh and I walked to the Post Office a couple of miles round trip. I tried to snap a few pictures along the way.



Historic Chesapeake City is adorable. It gives me Martha's Vineyard vibes. The houses are quaint, little, and with detailing similar to the Gingerbread Cottages in Oak Bluffs. There are Christmas lights everywhere including a lobsterpot tree. An evening walk is in order, once it is all lit up.

