

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

Somewhere on the Water

December 16, 2021 – Day 8 Thursday Chesapeake City to North Beach, Maryland.

Last night we were *roughing* it. We did not plug into electricity and did not run the generator. No heat, minimal lights, and outlets.

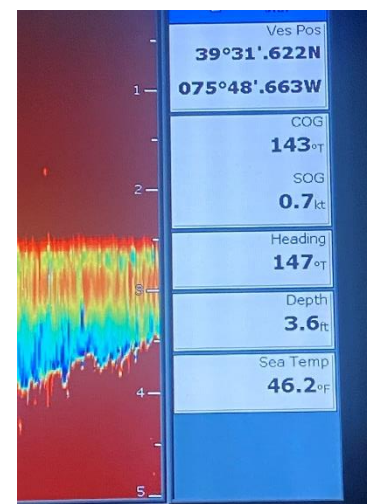
We did run the generator upon our arrival yesterday so we could have dinner onboard, shower, charge phones, computers, boat batteries, etc.

We shut the boat down and we were in bed by 8:30 p.m. I was looking forward to reading which I haven't done in a long time. I have been attempting to read "The Alice Network" for going on a year now. It is a good story and I am enjoying it. Falling asleep with the book in my hands after reading a page or two means that I am rereading those same pages the next night because I am not sure I remember what I read. Once upon a time, I used to sit down on a rainy or snowy day, or drive myself to the beach and read for hours. I have not permitted myself to do that in a long time although I did have a book in the car and would read while waiting for the girls to finish dance classes.

It was 64.9 degrees in the salon this morning at 6:15 a.m. It did not cool down too much overnight so we remained comfortable even without the heat being on.

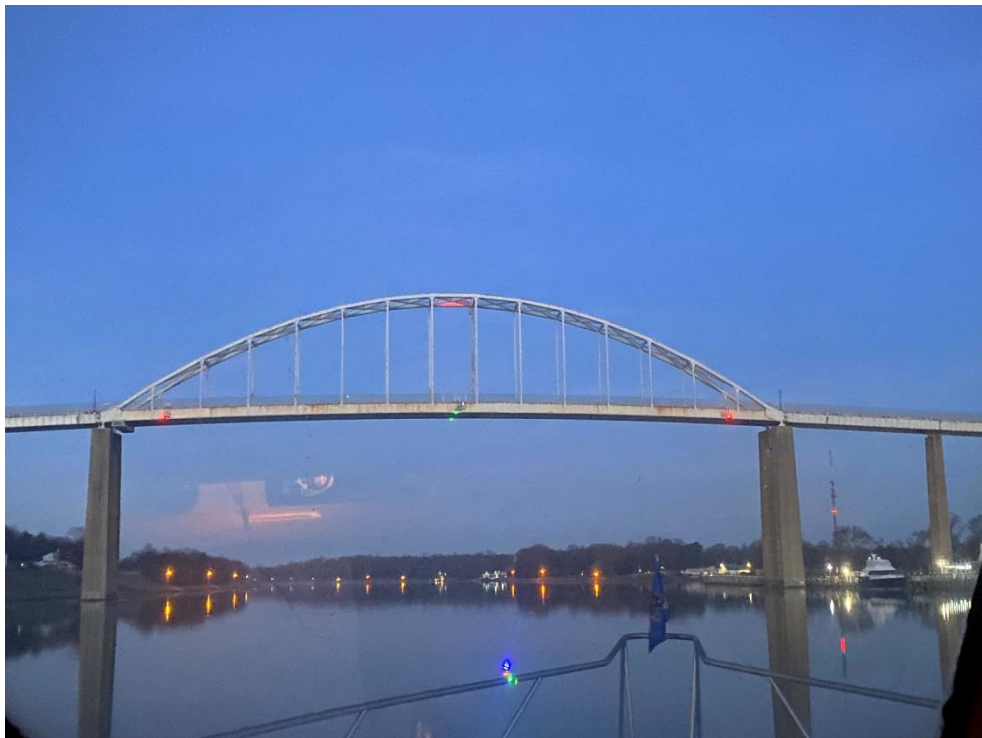
We were untied and pushing off as the sun was rising at 6:41 a.m.

With a rising tide, we had 3.6' water under us as we reentered the C & D Canal. (Chesapeake & Delaware Canal)





Yesterday, as we crossed the border from Delaware into Maryland the portion of the canal that we were in is called the Guthrie Branch. The Chesapeake City dock that we tied to last night is in Back Creek which is also the name of the portion of the canal that we are cruising this morning.



Trying to type the last few days of the blog I let the canal pass me by. Looking up for the first time only when Mark asked me to take the wheel while he does his hourly engine room check.

The sun is rising, and it is cold outside.

It is 7:40 a.m. and we are somewhere on the water having left the C & D Canal a little bit ago.

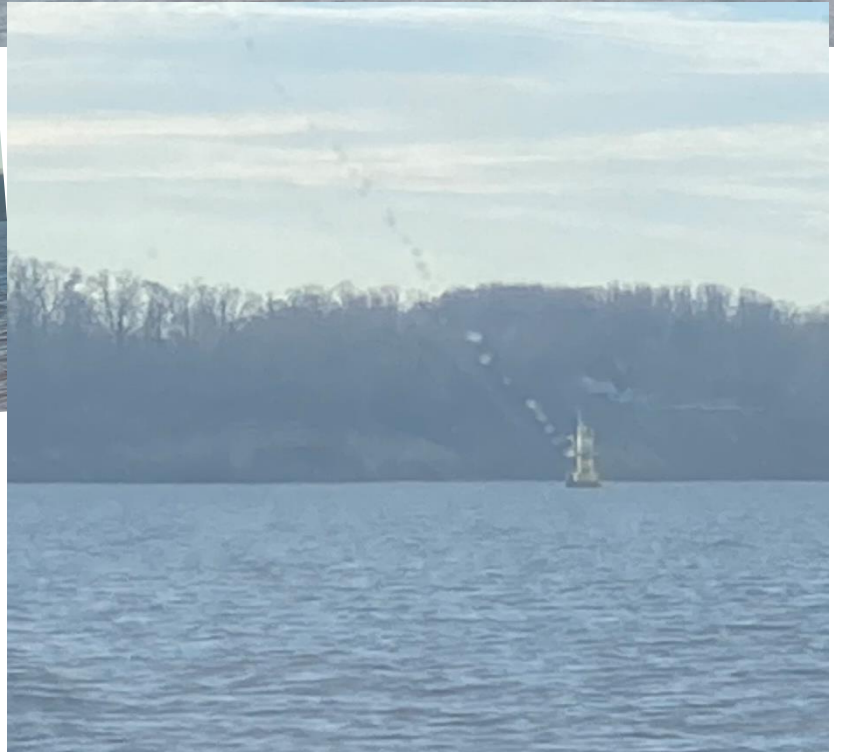
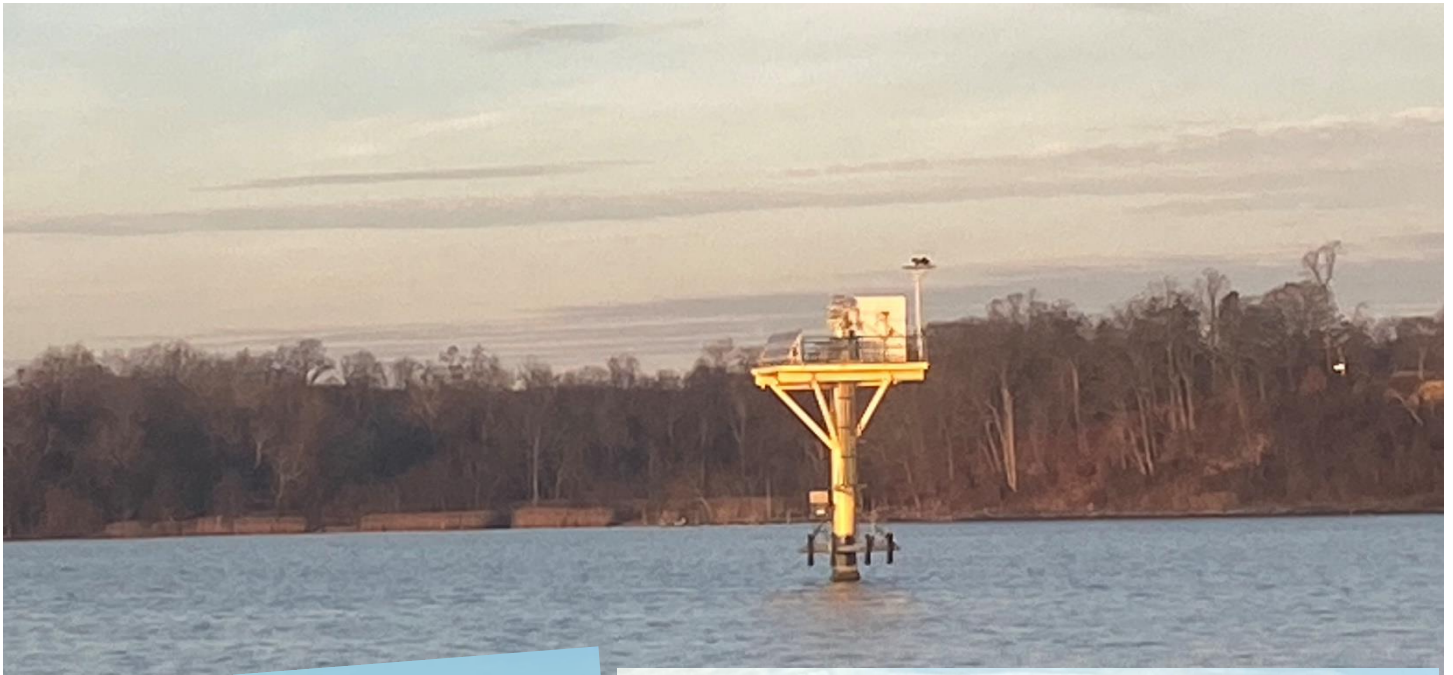
From the C & D Canal, we enter the Elk River. I am seeing another boat for the first time.

7:57 a.m.

The boat came up fast. He radioed Mark, said if we cut it back he would give us a nice slow pass. Mark said that is how courteous boaters do it.

I am glad he slowed down, his boat threw a good-sized wake and I am not prepared for that this morning. Being in the canal and then the Elk River I am anticipating smooth sailing so I have not done a walk-through to secure everything that may have been left out last night.





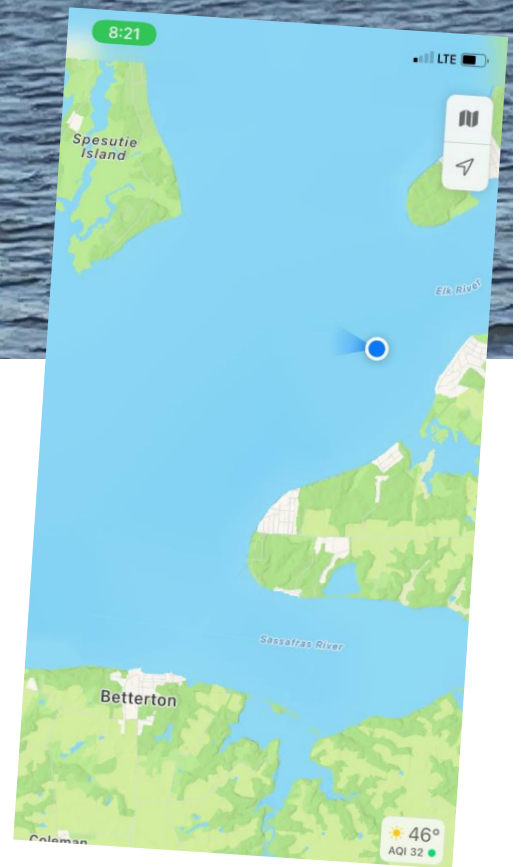
What I am trying to capture here with these photos are range lights. We are cruising out of the Elk River into the Chesapeake Bay. Range light markers are navigational aids that help mariners stay centered in a navigational channel. Range light markers would be ahead of the channel you are traversing in a straight line. There are two lighted range lights, one closer and lower and one further away and higher. When these two range light markers are in line, one above the other, that indicates you are in the navigational channel. If these lights are out of alignment you are off to one side or the other and would need to go left or right in order to line them up vertically to be in the channel.

8:18 a.m. we are leaving the Elk River and entering the Chesapeake Bay, passing Turkey Point and the Turkey Point Light Station.



The Turkey Point Light is a historic lighthouse at the head of the Chesapeake Bay. Although only a 35-foot tower, the 100-foot height of the bluffs on which it stands makes it the third-highest light off the water in the bay. It is also known for the large number of women who served as lightkeepers. -Wikipedia

<http://www.tpls.org/history.html> - Turkey Point Light website link if you want more history.



9:52 a.m. Mark has been running the generators all morning. It was really cold on the flybridge but that provides the best visibility and there are more gages and engine information up there so that's where he prefers to be while running the boat. With the generator running the batteries get charged, the heat stays on and we are at a toasty 70 degrees inside the salon.



Chesapeake Bay

By 10 a.m. my phone battery is low, my backup camera, (an old canon s100) battery is dead. This is a good time to have a cup of tea and test taste the biscotti that came in our welcome bag from Utsch's Marina. Haleigh and I agreed that the cranberry almond tasted the best. Unfortunately, Mark missed out 😞

10:03 a.m. it's a boat, another boat, I jump up to take a peak. There are at least 1 footers out there so although we are handling them no problem that smaller boat is slamming into them pretty good but at the speed they were going they did not seem to mind the choppiness of it all.

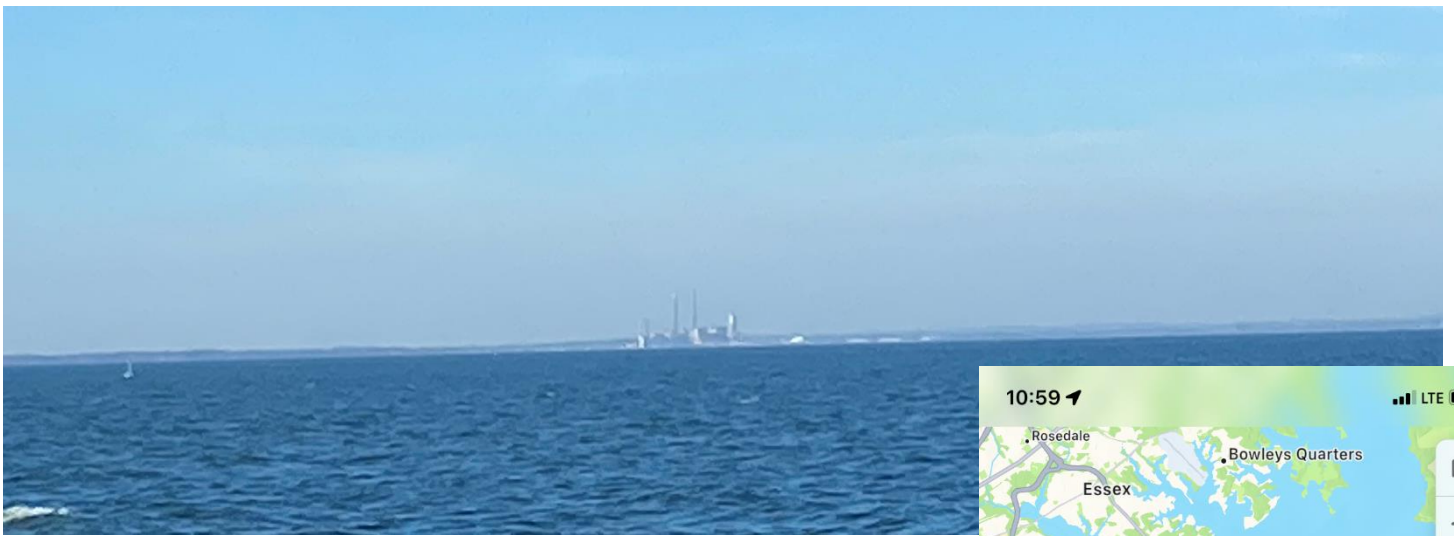
Our speed is 8.9 knots. Everything that passes us looks like it is going fast even if they are only going 12knots which isn't fast, but compared to us it is.



I just mentioned to Mark that between typing the blog and working I am letting the scenery pass me by. Not to worry he said there isn't anything to look at. Well, it is the Chesapeake Bay so there is a lot to look at but not at this distance, and it's winter so everything looks brown and blah. Looking forward to doing this leg of the trip on our way back. Perhaps March will give us a different view.

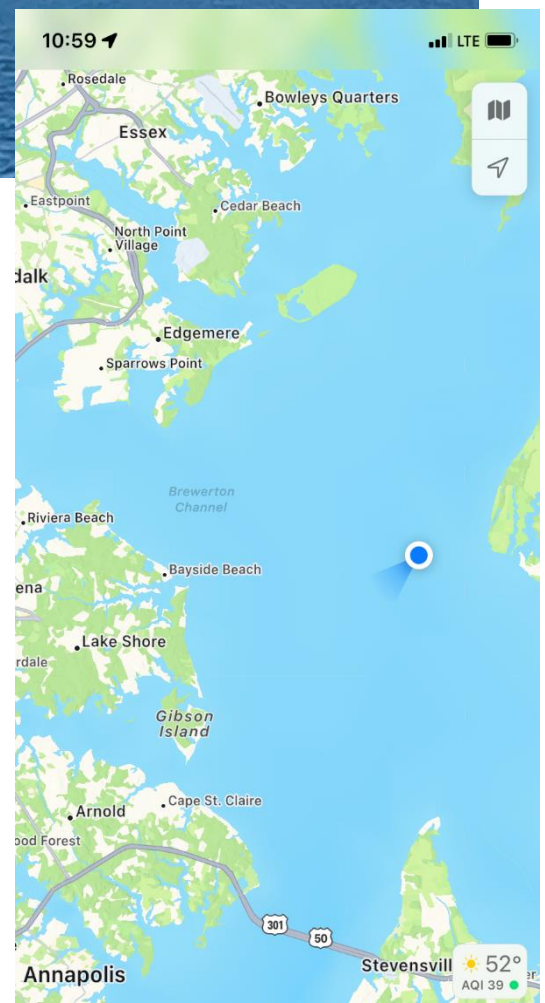
11:00 a.m. we are passing by/through the Brewerton Channel. Following this inland would bring us to Baltimore, Maryland.

I believe this photo is of Sparrows Point.



Named after Thomas Sparrow, landowner, it was the site of a very large industrial complex owned by Bethlehem Steel, known for steelmaking and shipbuilding. In its heyday in the mid-20th century, it was the largest steel mill in the world.^[1] The site of the former Bethlehem Sparrows Point Shipyard and steel mill is now renamed Tradepoint Atlantic in a revitalization program to clean up the environment and make it one of the largest ports on the East Coast of the United States.^[2] Today Sparrows Point is home to many distribution centers, fulfillment centers, training lots, storage lots, and the like, including those operated by Under Armour, Amazon, Home Depot, Volkswagen. – Wikipedia

Gibson Island is a posh gated community and has included residents such as Thurgood Marshall, Pat Sajak, and Godfrey A. Rockefeller. This island was once (not sure still) rated 1st on a list of richest zip codes in the country (bizjournals.com)



11:58 a.m. Mark says take the wheel.

What?! Look at what's out there, why ya gotta do me like that?!



That's nothing, he shrugs; it'll take us an hour to get there.

"¡Ay, caramba!"

What is running
through my mind



Mark's reaction
Please hit the link below to get the full effect!



<https://tenor.com/view/austin-powers-steamroller-imminent-run-over-take-your-time-gif-13595515>



The William Preston Lane JR. Memorial Bridge is long!

The world's largest continuous over-water steel structure when it opened in 1952.

At four miles, the spans are among the world's longest and most scenic over-water structures.

The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic.

The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).



Although it did not take an hour to get to the bridge; I took those photos at 12:35 p.m.

This photo was taken at 12:38 p.m.



Passing by our first ship around that same time.





I took this picture at 12:56 p.m.



I was absolutely obsessed with these ships. There were about 5 or 6 and I must have taken 20 photos of them. It is hard to put into words how I would describe the awe and appreciation I felt towards these immense ships and what it takes to accomplish their jobs.

Once we passed under the bridge and through these ships we were approaching the US Naval Academy located in Annapolis.



About USNA

As the undergraduate college of our country's naval service, the Naval Academy prepares young men and women to become professional officers of competence, character, and compassion in the U.S. Navy and Marine Corps. Naval Academy students are midshipmen on active duty in the U.S. Navy.

They attend the academy for four years, graduating with bachelor of science degrees and commissions as ensigns in the Navy or second lieutenants in the Marine Corps. Naval Academy graduates serve at least five years in the Navy or Marine Corps.

<https://www.usna.edu/About/index.php>

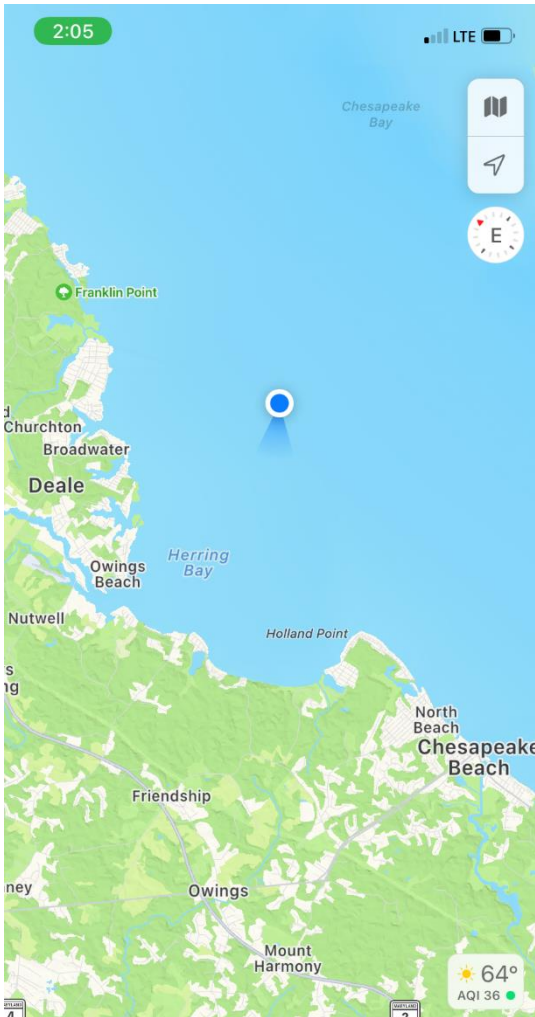
1:04 – 1:30 p.m. We pass by Thomas Point Shoal Light and the ships are behind us now. Ok, so maybe he was right when he said they were an hour away, but an hour later we were *on the other side of them!*

Haleigh, not so impressed. She is napping.



Built in 1875, the Thomas Point Shoal Lighthouse is the last screw-pile lighthouse on the Bay still in its original location, one-and-a-half miles offshore in the Chesapeake Bay at the mouth of the South River.

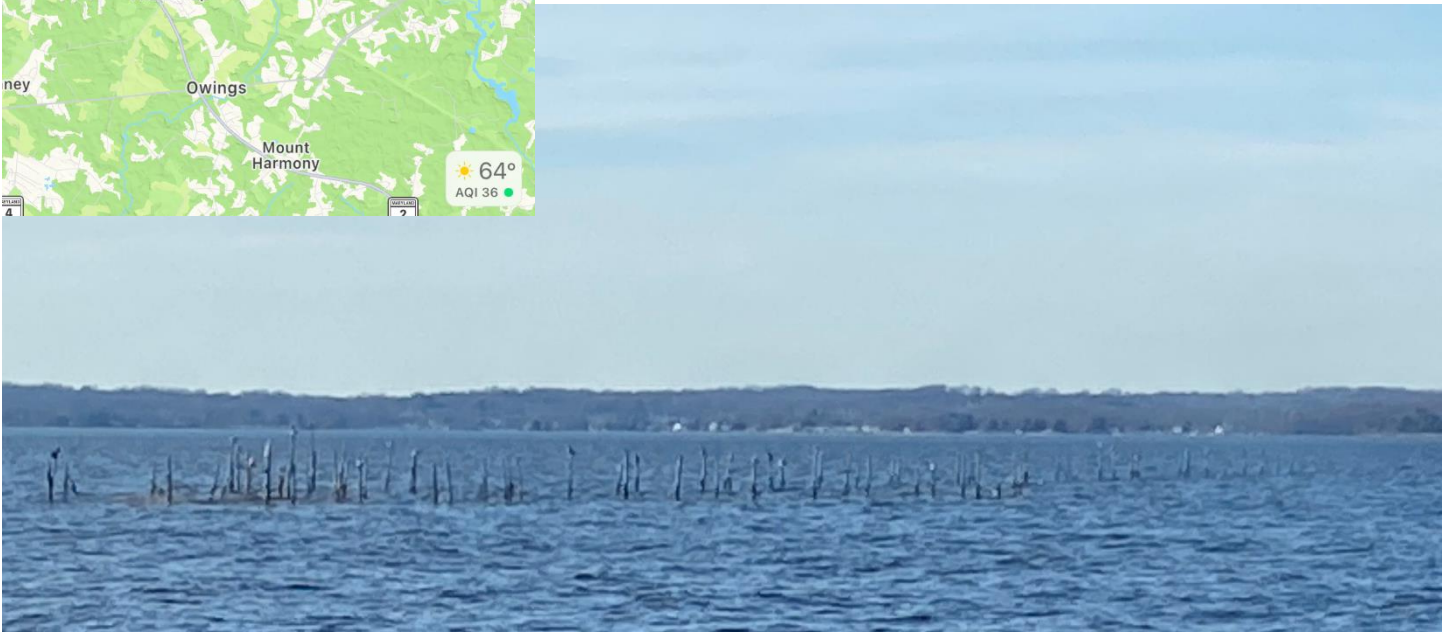
<https://amaritime.org/museum/thomas-point-lighthouse/>



Mark has been staring into the sun for a while now. The glare is fierce. At 1:42 p.m. we are about an hour away from the marina we are overnighing at in North Beach, Maryland. The Herrington Harbor South Marina.

Mark pointed out a 'fishing trap' we are just outside of Deale, Maryland near Owings Beach. There were two and we cruise right in between them. If the picture comes out clear enough you should be able to see a part of the net where it is tied to the poles.

It has warmed up considerably: 64 degrees



4:20 pm – we are settled in. Valkyrie got a nice rinse, Mark is washing windows again, I am working, trying to anyway. Wifi is always an issue at these marinas.





Mark is working on his music selection for tomorrow. He has a cd player up in the fly bride. He totally just ditched NSYNC, and Maria Carey what is he thinking.

90's boy band – who doesn't appreciate that kind of music?



We got fuel 145 gallons. Surprise that it was cheaper than expected \$3.92 was quoted, but that was the gas price, not the diesel price.

\$3.12 was our price per gallon

Dinner on board. We had the Lobster Bisque and New England Clam Chowder that we bought at the fish market in Cape May at the Lobster House Restaurant that we walked to from Utsch's Marina.

So yummy.

After dinner, we used the bathhouse to shower. So super nice. Clean, individual bathroom/shower combo units. The one that I used had a Moen rain shower head with a separate handheld. It was so tall even my nephew Richard could stand under it. (6'7" tall he is!)

Beautiful marina, excellent facilities, friendly staff. Across the street is a restaurant that came highly recommended. We will have to try it on our way back in March. This is a must-do again marina.

On my way back from the dumpster (walking in short-sleeves and not even a little bit chilly) a gray heron squawked at me and flew off and perched himself on top of a nearby piling. He was a cranky, but beautiful bird!

We are up and out early again. Another long day. I am sure that Mark said most of our days would only be 4-6 hours however we are cruising for 8 hours on average per day.

Next stop:

Doziers Reggatta Point Yacht Center, Deltaville, Virginia.