

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

# Somewhere on the Water

December 18 – Saturday, Day 11 Deltaville, MD to Ocean Yacht Marina, Portsmouth, VA

Wait – What?! How is it that I am just realizing I miss numbered some of my blog days!!!! Hahaha



Today, December 18 is Day 11 of our cruising adventure onboard Valkyrie. We are traveling South from Cape Cod, MA towards Florida. We left on December 8, 2021, and today, we are leaving Deltaville, MD headed to Portsmouth, VA.

It is a late morning departure compared to other departures. Engines 6:25 a.m. and we are still at the dock at 6:40 a.m.

It is a rather dark morning and there is not a lot of light from the marina or surrounding community.



Several boaters are heading out into the bay this morning to try their luck at catching fish. I counted 6 although I am sure there are more than that. I got to help with the lines and pulling the bumpers this morning. Mark is a **one-man show** he likes to call himself when it comes to departures which is impressive, however, it is nice to feel useful.

Of course, he is only joking when he calls himself that but he does go above and beyond to make things as easy and as comfortable for me as he can. I am fortunate in that regard.

Here is a 4-minute video that I took at the marina this morning before departing. <https://youtu.be/EZR6clGjsvA>

We got rocked around a little bit thanks to some fisherman.

Are we going straight out this morning? No, we are going to turn AFTER we pass that buoy. It's a marker, not a buoy, see that pile of rocks. It's a marker.



8:15 a.m. It is very foggy.

I told Mark that he was going to have to pee in a bottle today. I am NOT *taking over the wheel* today in this shit.



Sorry, I couldn't resist 😊 Please tell me someone gets this movie reference!

He is up there with fog horns going off, target marking, distance marking, the coast guard is talking about debris in the water in channel 2; I don't know where the f...



k  
..channel 2 is. Are we in channel 2?



I have complete faith in Mark to navigate us safely.

Clearer conditions would be nice, especially when it comes to our arrival in Norfolk and Portsmouth where we are docking for the next week. Ocean Yacht Marina.

I am looking forward to seeing the Naval Station.

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<https://youtu.be/DST5e5fL0D4> - watch this – it explains the fog horn thingamajig that keeps blasting in our ears.

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I am catching up with writing the blog this morning. It is not like I can look out the window and see much with this fog so it acts as a motivator to get some writing done.

I just updated December 13. 14<sup>th</sup> is next. But first tea. Then I will check in on Mark.

10:54 a.m

He has 8, no, make that 10 targets marked on his radar.

Visibility is 100' at most.



As soon as I snap a pic, there are more blips, so I have lost count and I am not going to keep snapping pictures of the screen but you get the idea, right?!

Want to hear a story about a pelican? Well, here it goes....

Mark was tracking what appeared to be a substantial target which we were on a collision course. As he monitored closely, and as we were expecting to intercept said target *Mark could not see or find it visually.*

He was expecting a small sailboat perhaps. And then...suddenly, a **pelican** took off and flew across the front of the boat and so didn't the radar target. Apparently, the unidentified radar target which we were possibly going to collide with was a pelican. Funny right!





11:19 a.m.

The fog is lifting a bit. Mark was able to go check the engine room for the first time today. It is a once-per-hour occurrence on any other day.

Did I mention the radar was blasting a **dangerous target** message at me the entire time he was in the engine room? **For like an hour he was gone!**

Ok, that is not true. He was in the engine room for a millisecond.

He wouldn't do that to me, for real, he wouldn't. Well not to live and tell about it.



We saw our first inflated balloon floating on the water. Yes, I would have grabbed it if I could, but I couldn't safely, sorry!



It is 11:44 a.m. and I am taking photos with the canon. Right now we have Buckroe Beach off to our right.

We are eventually going to be passing Fort Monroe National Monument.



Fort Monroe is believed to be the First African Landing in English North America.

In late August 1619, now believed to be on August 25th, the first ship carrying “20. and odd” enslaved Africans arrived at Point Comfort in Virginia, where Fort Monroe is today.

Harriet Tubman worked the Union hospitals along the James River: There was a great need to find someone willing to work at the segregated military hospital at Fort Monroe in Hampton Roads. Tubman agreed to serve and was placed at Fort Monroe’s Colored Hospital to treat wounded and sick African American soldiers and “Contrabands.” However, after observing the inferior medical care being provided by doctors to African American soldiers and the lack of adequate medical supplies, Tubman left Fort Monroe in July of 1865 after only serving several months.

<https://www.nps.gov/fomr/learn/historyculture/index.htm>

What I read about Fort Monroe was very interesting and hopefully accurate. The link is there if you want to read more about it.



Hampton roads bridge-tunnel is in front of us as well as Rip Raps Island also called Fort Wool.

<https://hrbtexpansion.org/>

This is a link to information on the expansion of the bridge-tunnel. A \$3.8 billion project making it one of the largest infrastructure projects in the country.



Robert E. Lee directed the construction of Fort Wool in 1819 which played an important role in the Civil War and both World Wars.

It was originally named Fort Calhoun. Seemingly fallen into disrepair I believe it is closed to visitors.



We will be leaving the bay and coming into James River and the Newport News

Channel. James River eventually flows past Newport News and up into Richmond. We will turn into Elizabeth River, under the Martin Luther King Freeway with Norfolk being on our left and Portsmouth, where we are docking, will be on our right.

<https://youtu.be/gb8ybZ-7hoQ>

[https://youtu.be/d\\_eXnu-NzWA](https://youtu.be/d_eXnu-NzWA)

<https://youtu.be/oGdv2giFrAw>

There are 3 videos that I took along the river with the naval station, the shipping port, and whatever else it is we saw. In the video I mentioned Nauticus. That is a museum you can visit and is where you can board and tour the USS Wisconsin. Waterside, in Norfolk, has many restaurants, bars, nighttime entertainment, etc.

In the video, we passed by the USNS Comfort. Some of you will remember that this 1000-bed floating hospital was sent from Norfolk to New York early on in the pandemic to support the NYC hospitals. It only ended up with 20 patients on board while there.

While I was taking in the sights and shooting video Mark was avoiding river traffic using radar, AIS, and communicating via VHF in order to arrange safe passage with oncoming ship traffic. A lot was happening on the flybridge that you would not have noticed on the video.

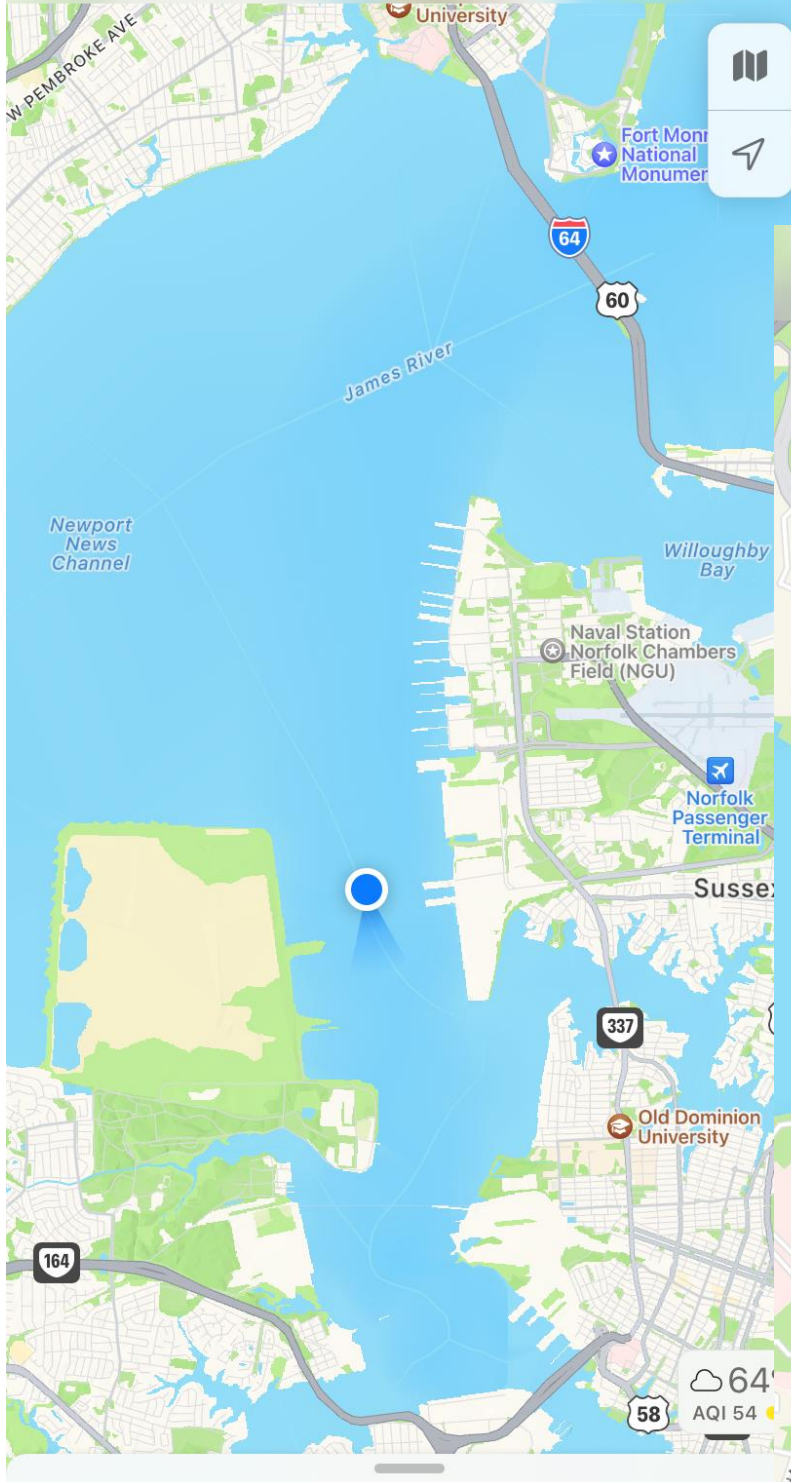
Cruising the James River today was amazing. I was in awe of everything that I was seeing. I know the videos are long but I hope you watch them. There was so much to see, and if I was not onboard Valkyrie making this trip, Norfolk, and Portsmouth, VA are two cities I would otherwise never visit which is a shame really. They both have so much to offer.

Keep scrolling down. I added a couple of maps of the area plus several photos.....



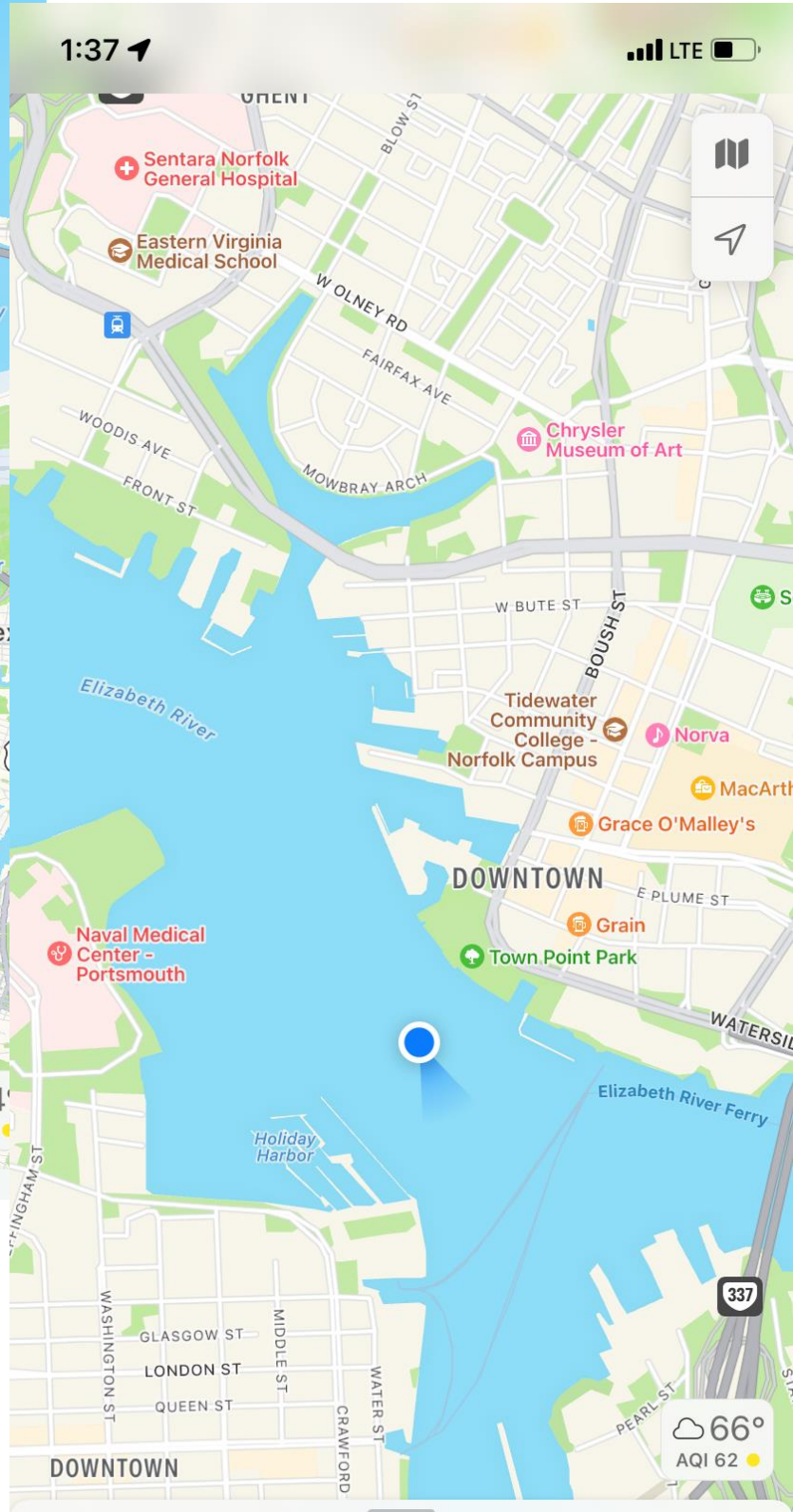
12:55

LTE



1:37

LTE





I took so many pictures I cannot possibly put them all on here. I will try to add a few over the next few days and fill in some fun tidbits of information on the area.





Lamberts Point Coal Terminal is an NS-served and operated transshipment terminal located on the Elizabeth River in Norfolk, Va. Annual throughput capacity is 48 million tons. The heart of the terminal is Pier 6, which has two shiploaders that permit the facility to load two vessels simultaneously. Twin tandem rotary dumpers feed the shiploaders for a combined dumping capacity of up to 8,000 tons per hour. Vessel loading rates are augmented by two surge silos.

Pier 6's versatility allows the loading of vessels ranging in size from small coastwise barges to large Cape-sized vessels. The pier is 1,850 feet long. Both loading berths and the layberth have been dredged to allow loading to a 50-foot draft. The shiploaders can accommodate vessels with a beam of 175 feet and an air draft of 74 feet.

Complete coal blending and mixing is available for both metallurgical and steam coal applications. A 4-stage sampling system, operated independently by Sampling Associates International, is available to provide ASTM- ISO-approved samples for all cargoes.

Lamberts Point operates 24 hours a day, seven days a week. Brochures describing this facility and its unique operating capabilities are available.

2:50 p.m. It just started to rain as Mark is hooking up the electricity. This is a very industrial area so I am not too surprised by the smell, but it smells. Mostly like sewage with a little oil mixed in.



We will spend the afternoon settling in. Dinner on board this evening and more Christmas movies will be tonight's entertainment.