

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

# *Somewhere on the Water*

January 8, 2022 – Saturday, Day 32

Atlantic Yacht Basin, Chesapeake, VA to Coinjock, NC

7:47 a.m. leaving the dock at a chilly 27 degrees

Navigationally Mark could have decided to enter The Great Dismal Swamp Canal rather than stick to the traditional ICW. The entrance to Great Dismal Swamp is in Deep Creek, VA. Just a few miles north of where we were in Chesapeake, VA.

What is the Great Dismal Swamp?

The Dismal Swamp Canal, hand-dug by hired enslaved labor, opened to navigation in 1805 after twelve years of backbreaking work under highly unfavorable conditions. This 22-mile long canal allowed trade between the Chesapeake Bay in Virginia and the Albemarle Sound in North Carolina.

Why is it called Great Dismal Swamp?

Called "great," possibly because of its size, it was called "dismal" because that was a common term at the time for a swamp or morass. ... William Byrd II, an 18th-century planter, is credited with giving the swamp its name on maps during his 1728 expedition to survey the borderline between Virginia and North Carolina.

-googled it

Much of our trip has been a culmination of Mark's research using the Looper's Companion Guide, recommendations from his many friends that have done this trip numerous times, and of course navigational apps, websites, etc. Basically, it boiled down to heeding the advice of the many boat captains that suggested staying away from the Great Dismal Swamp. We stayed away from it. Submerged logs and intake clogging duckweed are two huge factors for avoiding it!

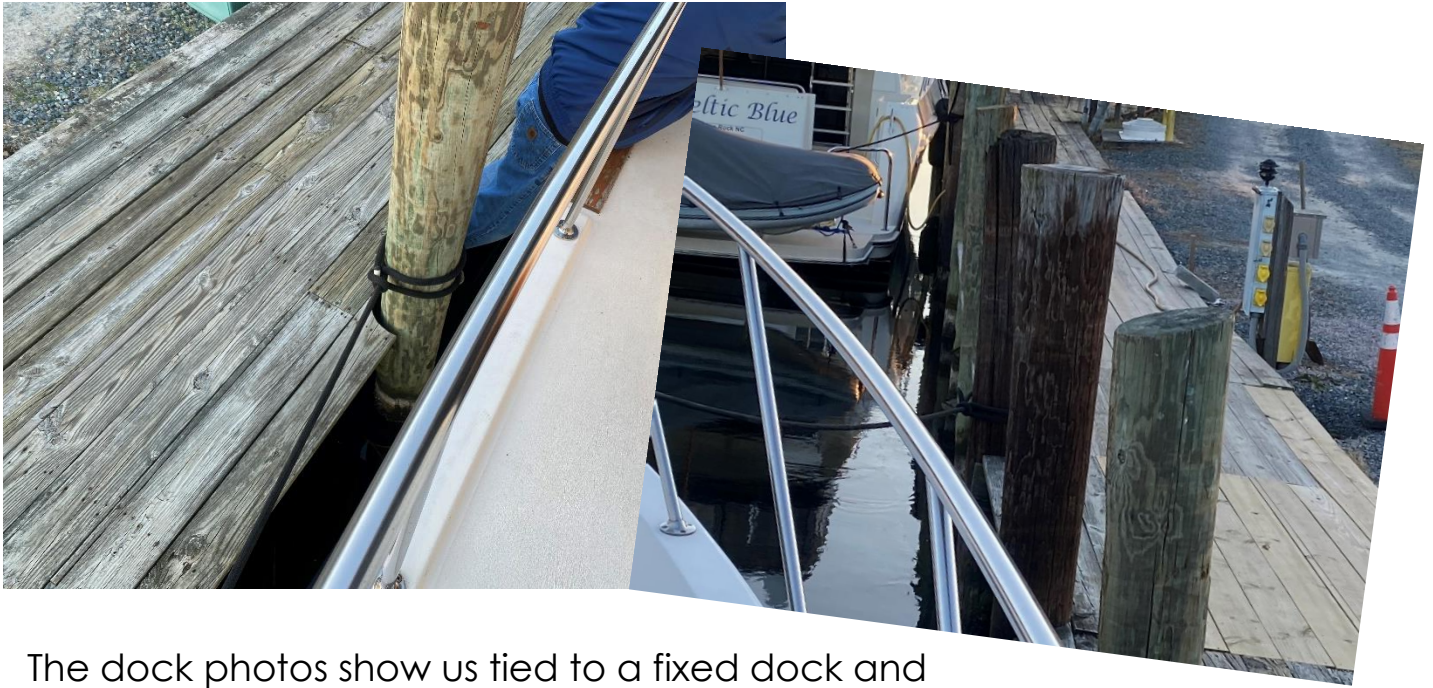


This map shows both the Great Dismal Swamp route and the Atlantic Intracoastal Waterway route. Both are a similar distance.

Mark is driving from the main helm station here on the main level, not the flybridge.

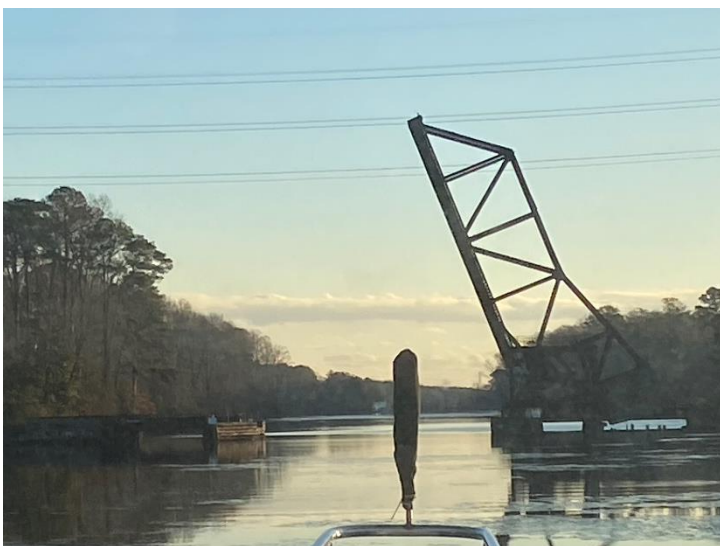
Ice this morning – thin layer. I was not quick enough with my camera to snap a photo of the seagull standing on a small piece of ice as we traveled by but it was cute just the same.





The dock photos show us tied to a fixed dock and piling versus a floating dock. We have to set the lines according to the tide. The tide here is only 1-1/2' some areas are more significant so Mark needs to determine the tide difference at each stop so we are appropriately tied so we do not tilt the boat.

Trying to make the **drawbridge** by 8:00 a.m. because it is by the hour and at 7:58 Mark is radioing to the bridge operator telling him we are on our way. It will happen to us eventually; arrive at a bridge at 5 past the hour and have to wait for 55 minutes for a bridge to open. It is kind of a bummer since we only run our boat during the daylight these obstacles and scenarios could slow us down, but that is all a part of boating that one just accepts. **It is not a drawbridge it's a swing bridge.**



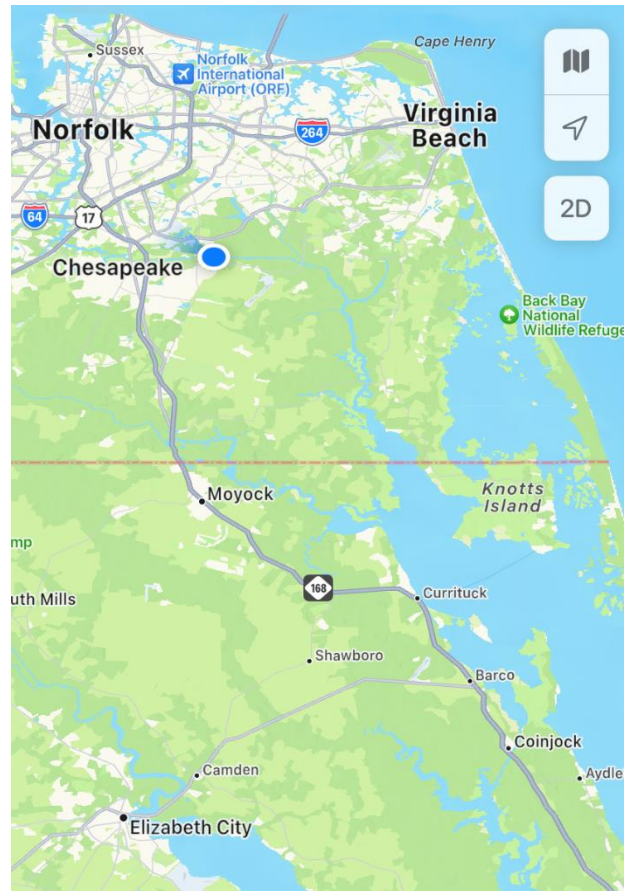
We went under the Chesapeake Expressway bridge and a railroad drawbridge that stays drawn all the time ←

The swingbridge is the Centerville swing bridge.

Although technically we are cruising the Intracoastal waterway, this portion is known as the Southern Branch Elizabeth River. Mark's navigation app is calling it the Albamarl Maryland Chesapeake Canal.



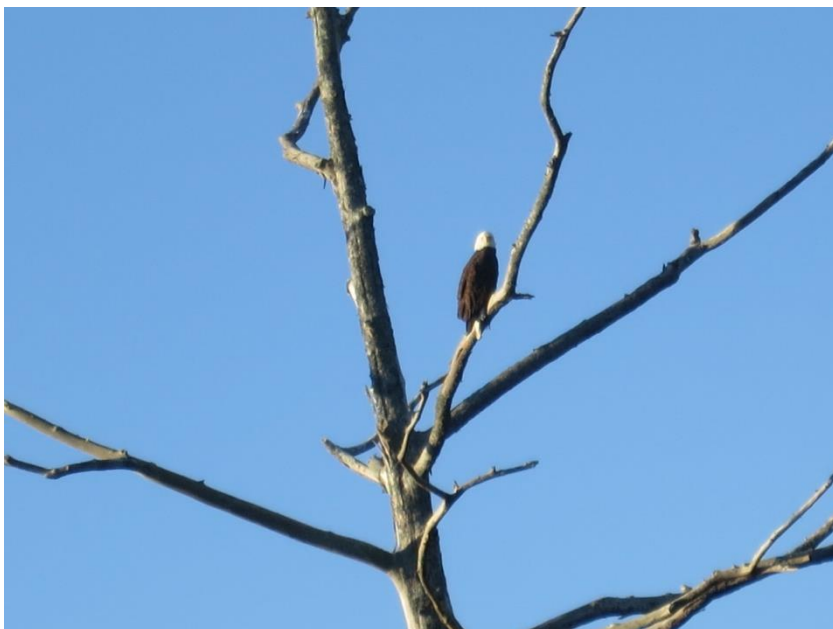
Video of the swing bridge;  
<https://youtu.be/tcUkD55fsGY>



Today's cruising itinerary:

We are cruising the Intracoastal through to the North Landing River, crossing into North Carolina into the Currituck Sound into Coinjock Bay to the Coinjock Marina.

8:21 a.m. Mark did a very quick engine room check. It is narrow here in this waterway and has a lot of possibilities for needing to maneuver around downed trees and debris.



We saw a bald eagle. Beautiful I hope my photo does it justice.

8:38 – we are at the next drawbridge. Opens at 9 a.m. so we will be lingering for the next 22 minutes. North Landing Bridge.



This double swing span, a two-lane bridge is operated by the U.S. Army Corps of Engineers. It was constructed in 1955.

<https://youtu.be/ht1RRhyokzg> - video link of us going through it.

We never did end up washing the boat back in Portsmouth, VA which is a good thing because when they pressure washed us yesterday a lot of grime splashed over the windows etc. The only washing that happened was a few black streaks that Mark tried to clean off.

9:06 a.m. We have gone through the North Landing double swing bridge successfully. That should be the last bridge we have to go through.

9:19 we just passed West Landing Marina. The sun is making it difficult to see if there are no wake signs. We saw our second bald eagle.

Mark is driving the boat, not Hooper. Trying to stay on the blue line...



Pocaty River – 9:26 am...it's a dock in the middle of nowhere...



9:32 a.m. Mark says he hasn't heard my work phone ring much this morning...That's because it's Saturday honey!! Lol

9:40 a.m. in the distance we can see the Pungo Ferry Road bridge and the Pungo Ferry Landing.



Our ETA to Coinjock Marina, Coinjock, NC is noon.  
We are 8.7 knots and 6.5 gallons of fuel an hour. That's good.

10:00 a.m. Mark increased our speed to 15 knots

I took a few photos as we passed Munden Point Park, the waterway widens as we enter the North Landing River and soon we will cross the border into NC



We met another boat of hunters all in camo they stopped their boat after hitting our wake. I watched them through binoculars to make sure they were ok and just a few short minutes later they took off again. I could only guess as to why they stopped and being that we are responsible for our wake we wanted to do the right thing by making sure they were not disturbed by it.

Maybe this is their hunting blind?



Coincidentally when I asked Mark if everything was ok going this incredibly fast warp speed, Haleigh's water bottle tipped over and leaked a little bit of water on the salon floor. There is a vibration that has turned my concentration on the plants. I would normally have put them on the floor but since I thought today's cruising was in narrow, smaller waterways I didn't think we would be hitting waves, wakes, or anything that would cause them to fall off their perch.

Video – <https://youtu.be/3klrW9WesOk>

In the video I mentioned Valkyrie being in hard-dock yesterday. That is not true – **On the hard** is the term; It means to **lift** the boat from the water, and to do repairs and cleaning in a cradle onshore.

I asked Mark in the video to explain the muskrat guards, which I have done already so hopefully I got it covered.

**EVERYONE SAYS YOU HAVE TO WIND IT UP EVERY NOW AND AGAIN TO BLOW THE COBWEBS OUT YOU CANNOT ONLY GO AT 1000 RPMs ALL THE TIME.**

At 15 knots the RPMs were 1875 at 32 gallons of fuel an hour. 1800 is 80% load which is the most you should cruise these engines at for longevity. 1991 – original to the boat Detroit Diesels.

At 10:32 we slowed down as we met this tug. It was not 'working' and although the body of water we are in is wide, the channel that provides safe water passage is not.

We are officially in NC and off to the right is Currituck. Knotts Island is off our port side. It has warmed up to 34degrees.





I was taking video as we were cruising at 15knots and just as I pushed the stop button an eagle went soaring by in front of us. It was magnificent and I am sorry I was not able to capture that image for you.

11:19 a.m. we are entering Coinjock Bay and I was trying to take photos of the Carrituck-Knotts Island ferry. I do not think they came out clear, it was a bit of a distance behind us.

Bells Island is off to our right and I was hoping to get a shot off our port side of what should be a barrier island and a portion of the False Cape State Park.

11:27 a.m. – looks like Mate island is for sale

12:00 p.m. we are here at Coinjock Marina.

It is 34 degrees.



We just had some hunters that docked behind us stop and chat for a minute. They had no luck duck hunting this morning but may or may not have gotten a couple of swans however I couldn't say for sure.



Mark is hooking up the electricity, the water here at this marina is on but it is well water so we may choose not to fill up our water tank with it. We are tied off to cleats mounted on the pilings and I heard the dockhand state that there is no tide here so lines should be fine as tied.

Mark turned two of the fenders sideways.



Two boats tied up here, passed us by while we were at the Atlantic Yacht Basin. Also tied up here is a boat dated from 1947.



We left this morning from mile 12 and we are now at mile 50 of the Intracoastal Waterway. If we want to get to Charleston, SC before we go back to New England we have 400 miles (at least) to go! Wowzers.

Once the boat was situated, Mark and I walked around the marina, checked in at the office, and shopped the store. There were a lot of self-branded food items on the shelf. For example Coinjock salsa, pickles, pickled okra, hot sauce, jams, etc. A rather extensive selection of t-shirts and other souvenir options and interestingly enough a small section with boot warmers for the hunters that stop in for lunch at the restaurant to let their items out to dry.

We always ask the same questions whenever we arrive somewhere new;

1. Is there wifi and what's the password?
2. Are there bathhouses, are they open, and is there a code to get in?
3. Where is the dumpster located?
4. Is the dock water on? (We already knew that it was from the dockhand that helped us tie up but if we did not have a dockhand upon arrival we would be asking this question of the office personnel.
5. Is the dock water well or town? Is it potable? Would you drink it?

In addition to our normal questions, we asked if the bar's television would have the New England Patriots game tomorrow and do we have to reserve that famous prime rib dinner?

Just to note: Mark and I had no idea about the hunting regulations here in NC. When the hunter was telling us about getting a couple of swans while hunting this morning we weren't sure what to think.

Come to find out after googling it:

North Carolina is one of only a few states where **the hunting of tundra swans is allowed**. Swan hunting here follows strict guidelines with only 5000 permits issued annually. Because of our large wintering flock and permit allocation, North Carolina waterfowlers harvest more tundra swans than any other state.

We had a quiet night on the boat. We have reservations for tomorrow for the marina restaurant. Looking forward to it.

The prime rib and crab cakes come very highly recommended by the boating world.

As an observation, I noticed that on days that my work isn't as busy my blog is much more detailed regarding timing out where we are. I wonder if you noticed that too?