

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

Somewhere on the Water

February 1, 2022, Tuesday, Day 56
Charleston, SC

I returned the rental car this morning. Taking a long way around to feel less guilty about that ice cream sundae I ate last night. The cold air was incentive to walk as fast as I could. A Tuesday morning at what would be considered rush hour did not produce the traffic, auto, or foot that I would have anticipated. I was mostly by myself on the streets except for passing one school during parent drop-off.

It is our last day here in Charleston. It has been a fun 2-weeks. Mark hurt his foot the first day we arrived. We had walked around downtown and by the time we returned it was very sore. After that, he kept mostly to the boat doing odd chores to keep busy.

Haleigh was hard to coax off the boat as well but I did manage to get her to King Street and Market Street.

The T/S Kennedy left yesterday (January 31, 2022). Headed south before returning to their homeport of Buzzards, Bay at the Massachusetts Maritime Academy.

Tug boats are in a position to pull it off the dock. →



Tugboats have been around since the 1800s. They are used in ports to push, pull & otherwise assist large ships and increase their maneuverability. They are more efficient when pushing rather than pulling, but they do both. Tugboats are also used to move barges that have no engines.

What you cannot see here is the Pilot. Most ships are required to have a Maritime Pilot board the vessel. The Pilot either verbally or physically takes command of the ship while it is in a port. Different ports have different regulations. The T/S Kennedy did have a Pilot on board as it entered Charleston Harbor and during its departure.

There are a total of two Pilots that will assist the Kennedy and other ships as they arrive at Charleston. There is a Harbor Pilot that boards the ship and takes command bringing the ship into the harbor. That Pilot turns it over to the Docking Pilot. The Docking Pilot brings the ship alongside with the assistance of the tugboats until the ship is tied off.

When the ship leaves, Docking Pilots and tugs assist in getting the ship off the dock and into the harbor where the Harbor Pilot will take over bringing the ship out of the harbor.



Another gorgeous sunrise here in Charleston to help us start our day on the right foot!



We got to listen to a piledriver all day. That was fun-not!

What do you do when your fender leaks air from the plug?
Use a toothpick as a stopper of course!





Not the most beautiful piling that I could have photographed but we are tied to a cement floating dock. The rollers squeak a little bit but we rise and fall with the dock & tide so lines stay pretty consistent with little worry. This is a good thing because the tide is about 5feet.



Organizing our groceries was a priority for Haleigh and me plus finalizing any last-minute errands, chores, etc. Once we leave tomorrow we are limited to 150 gallons of water for the next several days.



Haleigh created a meal plan for us and gathered ingredients for each recipe and stored them accordingly.

Using up the fresh fruit and vegetables first and then going to canned & jarred food.

Besides our pantry for daily quick grabs, we store our food in containers under the salon bench.

Using the menu planner & shopping list it was easy to stay organized.
<https://alongsidecreations.com/health-wellbeing/food-diet/>
You can download it with this link.

This is our backup pantry.



Mark will start the engines and “exercise” everything including the generator, engines, thrusters, and radar. As you know nothing likes to sit unused. After being in port for 2-weeks he starts and tests everything so there are no surprises when we go to leave.

Looks like we are prepped and ready to leave and start the trek back north.

