

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

Somewhere on the Water

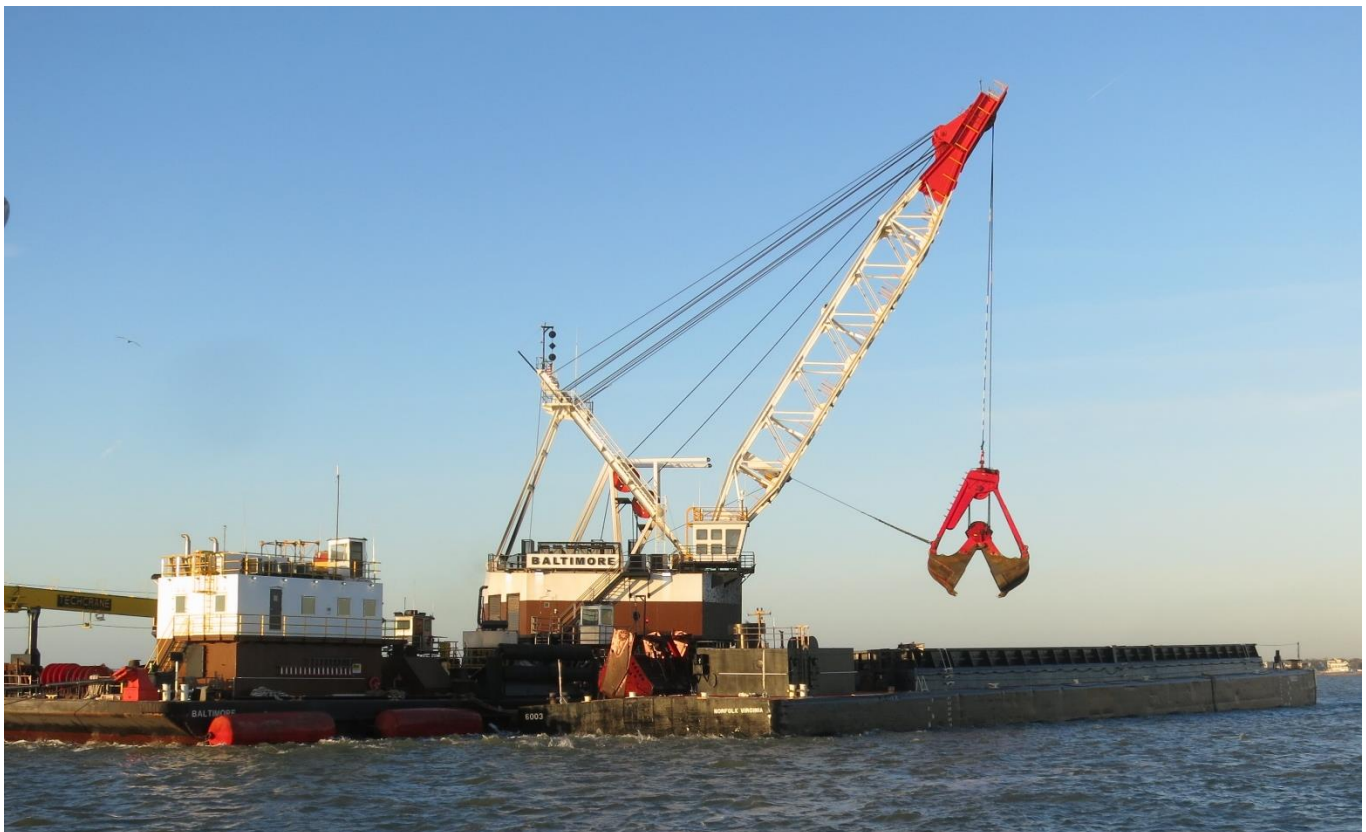
February 2, 2022, Day 57 Wednesday
Leaving Charleston, SC to Somewhere on the Water!

Engines are running and we are saying goodbye to Charleston, SC.
7:30 a.m. Mark put the engines in gear and backed us out of the Charleston Maritime Center Marina and we head out into the harbor.

We wanted to go outside into the Atlantic Ocean today but winds are not in our favor.

We are going to try something new today – Anchoring!

Mark had a few things going on this morning as we are leaving the harbor. If you have been following along you know that 2-dredging operations are going on in the harbor. We needed to get around them so



Mark called the Baltimore on the VHF.

We passed him on the starboard side based on the arrangements that were made over the VHF. Mark was confused because the day shapes indicated he was passing on the dangerous side of the dredge.

One thing I did not mention on my way into Charleston Harbor is the Hog Island Channel and the Hog Island Observation Deck.

Now called Patriots Point, Hog Island played a crucial role in the defense of the Charleston Harbor. In 1775 Patriot forces were sinking old ships in the deep Hog Island Channel to block British access to the Cooper River and Wando River. They were fired upon by British ships in the first naval battle of the Revolutionary War in SC. This hostile act served to promote the Patriot cause. – as written on the Hog Island Marker

There is a park and an observation tower here that you can walk out to. If you are making a day of visiting Patriot Point Naval and Maritime Museum, Hog Observation Deck is something you can add to your outing.



The Ben Sawyer Bridge, a swing bridge with a clearance of 30 feet is not opening until 10:30 a.m. or 11:00 a.m. and it is 8 a.m. right now.

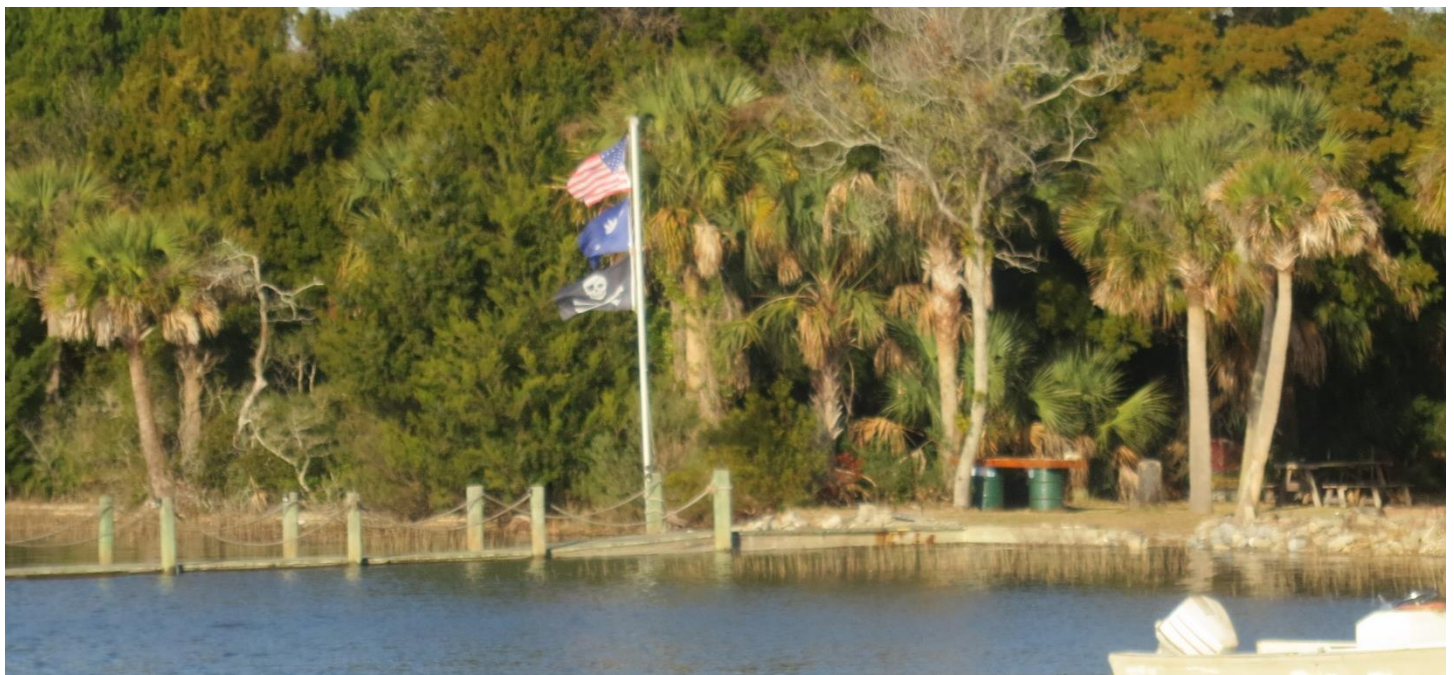
We should be able to clear it but there is no clearance board on the bridge. Mark called the bridge on the VHF. The bridge operator said that we should

have a 30 ½ ft clearance. In reality, we had 29 ½ feet. Valkyrie with antennae up is 29 feet high. We cleared the bridge by 6 inches according to the clearance marker we saw after passing under the bridge on the other side facing south.



Here is a picture of the swing bridge with Pine Street Bridge in the forefront but the sun is forbidding me to get a good shot of the Sullivan's Island Lighthouse. If you reference January 19, 2022, the day we came into Charleston you can see what I have for photos.

We are leaving Charleston the same Intracoastal Waterway we entered. This time at high tide. If you remember; low tide made it very difficult on Mark. We had as little as 3.7' of water under us. A very touch-and-go situation for Mark and Valkyrie.



In this same area of the Atlantic Intracoastal Waterway, we have a range of 17 – 11 feet of water at high tide.

Looking off to our left just after the swing bridge in an area of the ICW called the Sullivans Island Narrows, I see a building that looks like it should be flooded...from my perspective, it looks to be beneath the waterline.



This is why structures are built on stilts here in the low country.



Our one and only Bald Eagle sighting.

We are traveling through the Cape Romain Wildlife Refuge. This part of the Atlantic is called Bulls Bay. I tried to once again get a picture of those illusive lighthouses that I was having trouble with on our way south back on the 18th & 19th. Apparently, they are camera shy!

11:24 a.m. We are cruising at almost high tide in the ICW and although you wouldn't think it, the high tide does give you a different perspective than low tide. We can see over the marsh to the Atlantic Ocean, not only just peeking through the inlets.

We are almost to McClellanville where we docked at the Leland Oil Company Marina on the 18th

We are continuing North towards Georgetown, SC.



Low tide, going south.

Same house at high tide going north.



Haleigh is taking advantage of the warmth of the sun. She is sitting in my anywhere chair back in the cockpit. Enjoying a book snug and hidden from the wind. She should be good for a couple of hours. It is 51 degrees.

Ok then, apparently I am a liar. She literally just came in as I finished typing the above sentence and said the wind got cold. We did make a slight turn so perhaps that is all it took. She carried her book up to the flybridge. On a sunny day like today, the flybridge is probably 75degrees.



Dolphins!! We had dolphins swim with us. This makes my heart dance. I love it so much. <https://youtu.be/5E19nyDm7ME>

Typically 2/2 is not a day that I look forward to. In all honesty, for several days leading up to February 2nd, the sadness starts to build. I can feel it from my feet right up to my heart and the heartache sits on my heart and in my head. By the end of 2/1, I am not fit to be around people. I am moody and snippy and I just want it to be 2/3.

Today 2/2/22 I have 2 things to report that are happy.

- 1. Dolphins swam with us*
 - 2. My brother was sworn into the Vermont House of Representatives.*
- You can find both these things on my Facebook page.*

Insisting that I keep my mind as far away from sadness as possible I spent time with Mark at the helm getting more comfortable driving Valkyrie.

In between that, calls for work, taking photos, and writing up January 20 blog I am not feeling so bad.



Heading through the floating swing bridge again. About to take a sharp turn. I took a video and Mark and I had a long conversation about??....watch and listen 😊 <https://youtu.be/iPcBOJmS1vU>

Now that we have turned into the Wynah Bay, nearing Georgetown we are going against the current. Valkyrie's RPMs are pushing for an 8-knot speed but we are only going 6-knots. She is vibrating a bit more under our feet and working hard.



Up north, on the Cape, this fisherman would have seagulls swarming him rather than patient pelicans.

Entering Georgetown...stay to the right, do not go left. Keep all the docks close to your starboard side.

The deeper water is over by the docks, however, if you want to anchor a boat it is skinny and shallow for a boat our size.

We did run out of water upon our entrance into Georgetown. We did not run aground as the saying goes but we did have to back out and spin out so that we could maneuver towards the docks where the deeper water is.

Now that we have come into the harbor, passing the restaurants, etc. We passed the last two moorings trying to find a spot large enough for us to drop the anchor as suggested by previous boaters visiting this area.

We spent a better part of an hour surveying to determine the best spot to drop the anchor in this super small shallow area. In doing so we did kick up some mud. Once Mark set the anchor, at a 5:1 ratio (basing it on a high tide which is 11' of water. 5' more than what we are currently in). He set the anchor alarm and sat at a watch to make sure we did not drag. The anchor alarm is set to alert us if we drag more than what Mark set as an acceptable parameter.

We dropped the anchor in the center of a 100' circle. 100 feet one way we run aground. 100 feet the other way we hit a dock. Hopefully, the alarm alerts us before we hit either one! (Taking into consideration the wind and current).



Once there was a comfort level with the set anchor we sat outside with a drink and talked about the day, our trip, the blog, YouTube, current news events, and watched the sunset. Haleigh is making dinner. Rice & sausage skillet and back by popular demand, sweet potato salad.

The SC Maritime Museum runs a sailing program. We saw that in action today. We have plans to go to shore tomorrow and tour Georgetown and visit the museum.



Georgetown at night.



First night at anchor. Wish us luck. Not much room for failure here.

Psst...did you watch the video?

Did you see our new tablecloth? It is super wrinkled, I know.

We will iron it. Maybe. Maybe not.

It was nice to be cruising again. See you soon Cape Cod!