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

Somewhere on the Water

Update Winter Cruise 2023-2024

Day 76 – Wednesday, February 14, 2024 Chesapeake, VA to anchorage in the Chesapeake Bay, VA

Happy Valentine's Day!

7:00 am – Started generator
8:45 am – Started engines
9:00 am – Great Bridge draw bridge opened
9:20 am – Completed the Great Bridge Lock
2:16 pm – Anchored near Kiptopeke State Park, VA

The engines did not like being started this morning. They were 45degrees when Mark called for them to start.

We were aiming for the 9-am bridge opening. Once Mark got the engines started, we pulled the lines in and called the bridge over the radio. The bridge opened promptly at 9. We went through first and hugged the wall the best we could. There was a large log that Mark did not want to hit but as we were crossing paths with a 625 foot tug and barge we had to give as much clearance as possible.

The lock was a bit caotic. Normally there is a lock tender that grabs the line for you however there was not one this morning. The way the cleats lined up the stern was not close (in my mind) enough to wrap a line so Mark had to come back and jump off the boat and hook the line after one attempt of trying to laso it did not work. (Remember that I have been nursing a neck and lower back problems this trip.)
I am not sure what it is about Chesapeake and me and lines. If you have been following along you might remember the trouble I had back in December at the Atlantic Yacht Basin.

Chesapeake is my nemesis. It makes me feel useless as a first mate. Of course, what turned out to be less than 15 minutes felt longer standing at the stern holding the line as the engines were idling and I was breathing stinking diesel fumes. Not a good way to start my day.

It has been just over 2 hours of cruising. We are in the Elizabeth River. We have cruised through Portsmouth, VA, and Norfolk, VA, and are now passing by the Navy Ship Yard and all the Cargo Ships. Impressive in size for sure. We saw some getting loaded and some getting unloaded, a pilot boat, in the last hour. Like NYC, I have yet to tire of seeing the ships in Norfolk, VA. They are so impressive.

When in Norfolk we passed the mile marker 0 marking the beginning & end depending on your cruising direction of the AICW.

Norfolk (Mile Marker 0) – Buoy 36

LATITUDE: 36° 50' 53" N
LONGITUDE: 76° 17' 53" E
Distance from Marker '0': 0 mi.
Clearance: 6 ft.
This is considered the beginning of the Intracoastal Waterway. All markers and points of interest are measured as a distance from this buoy. Mile marker "0".
https://www.thelittlecreekmarina.com/icw-point/norfolk-mile-marker-0/

We are officially no longer cruising the Intra Coastal Waterway.

Map credit:
https://www.cruiserswiki.org/wiki/Atlantic_Intracoastal_Waterway

12:00 pm – 3 hours into our day on the water we exited the Elizabeth & James Rivers and entered the Chesapeake Bay

With just about 1 hour left of our cruise, the waves were bigger as we got closer to the shipping channel. Something about deeper water traveling faster than shallow water. We were getting hit on our portside. The wet bar lid crashed closed. That has never happened before. Unfortunately, there was a small repair that Mark had to make once we were securely at anchor.

Orbital Motion of Waves

By watching a buoy anchored in a wave zone one can see how water moves in a series of waves. The passing swells do not move the buoy toward shore; instead, the waves move the buoy in a circular fashion, first up and forward, then down, and finally back to a place near the original position. Neither the buoy nor the water advances toward shore.

As the energy of a wave passes through water, the energy sets water particles into orbital motion as shown in Fig. 4.18 A. Notice that water particles near the surface move in circular orbits with diameters approximately equal to the wave height. Notice also that the orbital diameter, and the wave energy, decreases deeper in the water. Below a depth of half the wavelength (D = 1/2 L), water is unaffected by the wave energy.

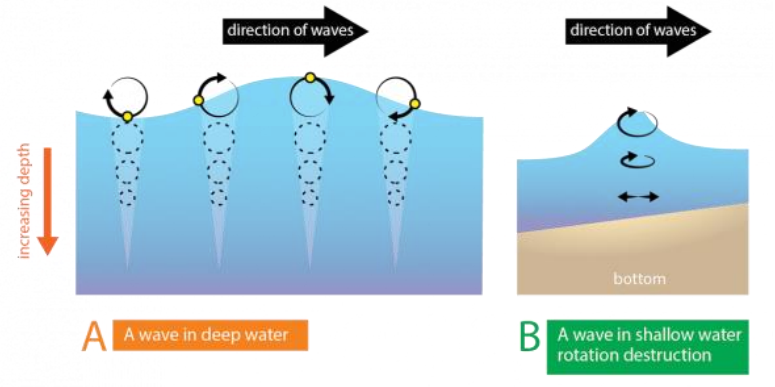

Image caption

Fig. 4.18. (**A**) If a small buoy (black circle) was on the surface of the water, it would move in a circular motion, returning to its original location due to the orbital motion of waves in deep water. (**B**) As deep-water waves approach shore and become shallow-water waves, circular motion is distorted as interaction with the bottom occurs.

Image copyright and source

Image by Byron Inouye

Deep-Water, Transitional, and Shallow-Water Waves

Swells are **deep-water waves**, meaning that the depth (D) of the water is greater than half the wave's wavelength (D > 1/2 L). The energy of a deep-water wave does not touch the bottom in the open water (Fig. 4.18 A).

When deep-water waves move into shallow water, they change into breaking waves. When the energy of the waves touches the ocean floor, the water particles drag along the bottom and flatten their orbit (Fig. 4.18 B).

https://manoa.hawaii.edu/exploringourfluidearth/physical/waves/wave-energy-and-wave-changes-depth

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2:16 Mark drops the anchor. We are in Cape Charles, VA, Just outside Kiptopeke National Park, VA. 44 degrees with wind gusts at 20 mph. It was cold.

Since we have anchored the sun warmed us from 64 to 67 degrees in the salon.

This has to be the most unique anchorage we have experienced. We are tucked in between the shoreline and a row of ghostly abandoned, sunken concrete ships. Dolphins are swimming in the distance, hundreds and hundreds of birds nesting, and a sunset that rivals some of the best we have seen so far this trip.

The Concrete Fleet, also known as the Kiptopeke Breakwater, consists of several concrete ships lined end to end just west of the former Chesapeake Bay ferry terminal. The crumbling hulks consist of 9 of the 24 concrete ships contracted by the U.S. Maritime Commission during World War II. In 1948

the ships were brought to Kiptopeke Beach in order to bring protection to the terminal during severe weather. Once arranged, their bilge-cocks were opened to bring on water and they were left to settle on the bottom of the Bay. https://www.atlasobscura.com/places/kiptopeke-s-concrete-fleet

Two of the ships are in Oregon and seven are used as a breakwater in Powell River, Canada. These ships were commissioned during both WWI and WWII due to the shortage of steel.

We spent a long time out on the mezzanine watching the dolphins swimming, feeding, and splashing about and we were treated to another wonderful sunset.

YouTube https://youtu.be/dmtislYkKRo

Time is unrenewable and tomorrow is never promised so do it before you can't.