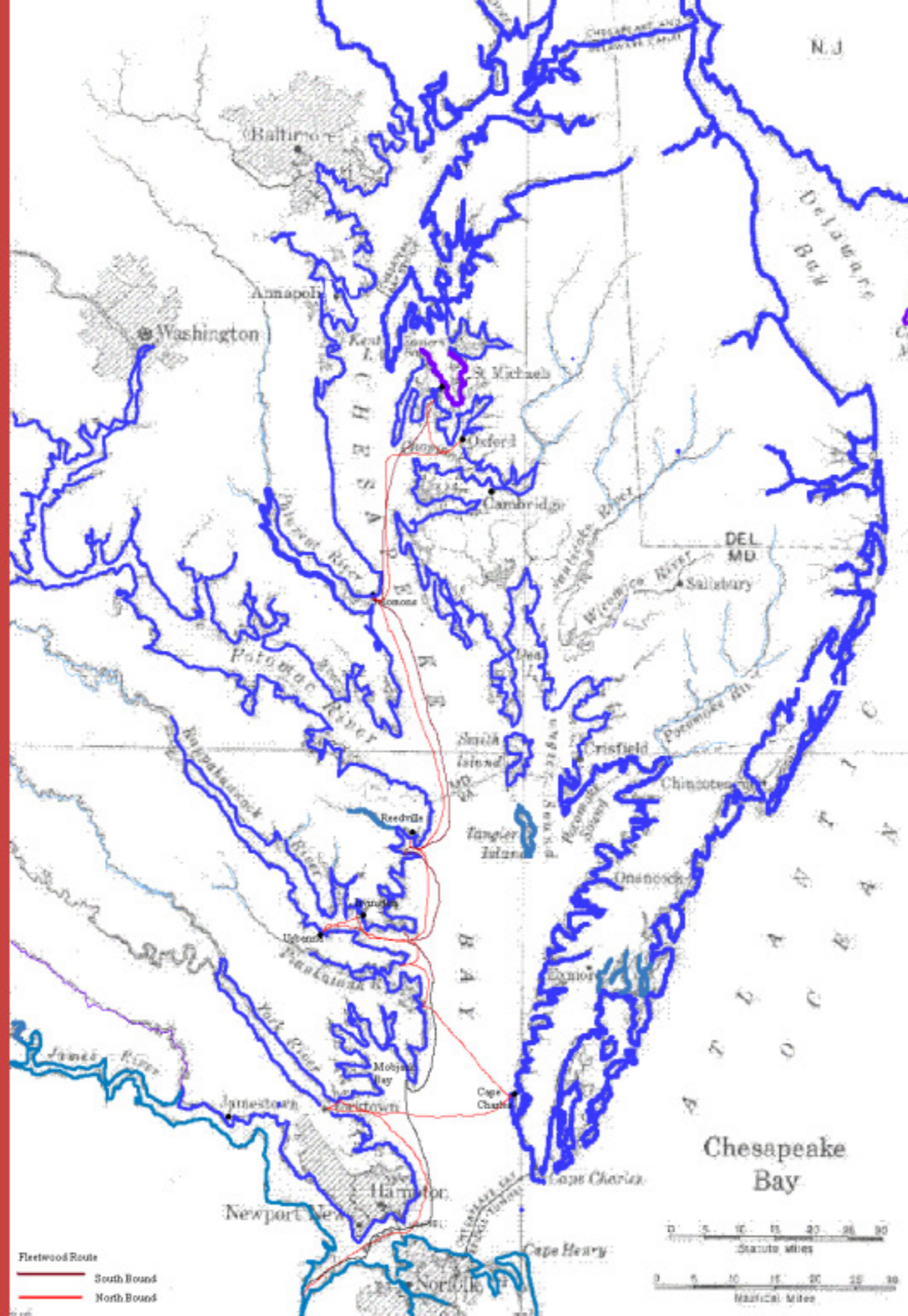


Chesapeake Bay Cruise August 2008

Photos by JvO. except aerial Norfolk and Tides Inn shot

Hit enter or space bar to advance to next slide

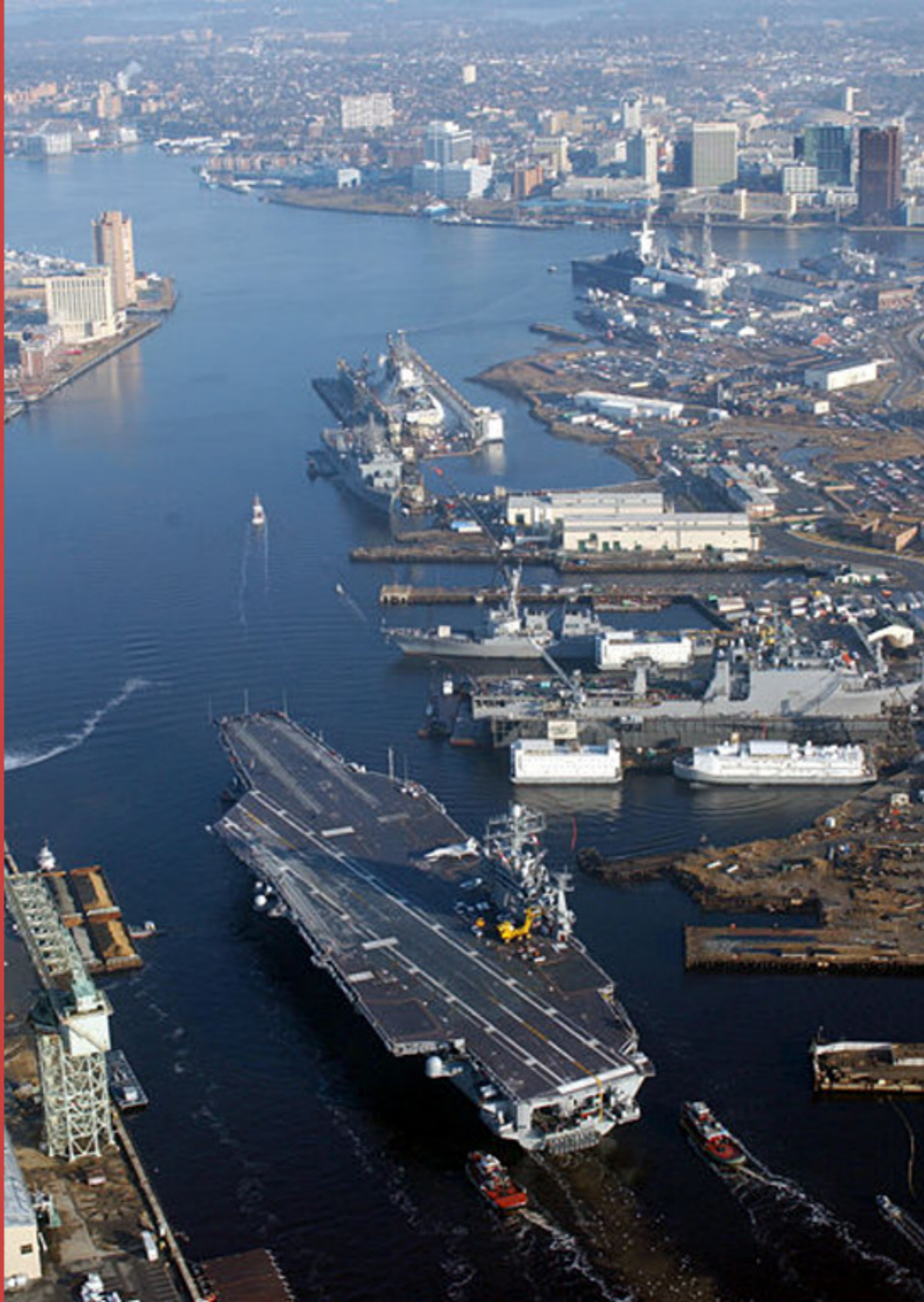


Fleetwood Route
 — South Bound
 — North Bound

0 5 10 15 20 25 30
 Statute Miles
 0 5 10 15 20 25 30
 Nautical Miles



Off Cape Henry
Entering Chesapeake Bay



Starting point
Elizabeth River
Looking North
from Portsmouth
to Norfolk



First Stop, York Town



York River



Grace Church, Episcopal 1697
York Town

GRAND FRENCH BATTERY

These three batteries and redoubt were a continuation of the Grand French Battery complex across the road. Occupying a section 1,000 feet from east to west, this battery complex contained approximately thirty pieces of artillery which bombarded the main British Defense a half-mile away. So effective was its work that the digging of the Second Parallel could take place one day after the Grand French Battery opened fire.



Decisive win over the British was fought here in 1781 with the help of French naval and army forces.

SURRENDER ROAD

The course of the road here is about as it was in colonial times. On October 19, 1781, in the afternoon, the soldiers of Cornwallis' Army marched this way and filed off into the field on your left. This was the place designated for the formal capitulation of the British Garrison.



Oyster dredging/tonging on York River



Cape Charles on Eastern bay shore



Cape Charles



Early 20th century
Hotel Cape Charles



Sunrise entrance to Jackson Creek, Deltaville



Jackson Creek



Jackson Creek on return trip, Labor Day weekend



**Urbanna on the Rappahannock River
Hampton One Design Nationals to the starting line**



Hampton One Design, Urbanna



Old Tobacco Warehouse, 1767, Urbanna



LANSDOWNE

In 1763 Ralph Wormeley III of Rosegill sold this house to James Mills, a Scottish merchant. In 1791 Arthur Lee bought it and 1,000 adjacent acres to be his home in retirement. Lee named this estate Lansdowne in honor of his friend, William Fitzmaurice, Earl of Shelburne, and Marquess of Lansdowne, a British statesman who supported the American cause before and during the Revolution. Fitzmaurice became Prime Minister in 1782 and negotiated the Treaty of Peace recognizing the independence of the United States.

ERECTED BY THE SOCIETY OF THE LEE OF VIRGINIA, 1967

LANSDOWNE
271
VIRGINIA ST





The Tides Inn, Irvington on the Rappahannock



The Tides and "Miss Ann"





"Miss Ann" for over 50 years a fixture on the Rappahannock



Christ Church, Episcopalian, 1735, built and privately maintained by the Carter family, Irvington



original interior with privacy cubicles



Communion at Christ Church



Osprey Chick, on left, with flight instructor, Deltaville



On the Rappahannock



F.W. anchorage in Reedville





"No Vacancy"



Fishermen's Museum Reedville, SkipJack, long boat replica of Smith expedition first Chesapeake explorers, looking for passage to Orient

Chesapeake Bay Log Canoe

This artifact is a remnant of a Chesapeake Bay Log Canoe, so called because it was sharp at both ends, constructed from logs rather than planks, and was unique to the Chesapeake Bay. Such vessels, varying in length from 20 ft. to greater than 60 ft. were a standard and popular workboat for the watermen of the Chesapeake Bay through the early 20th century. The log canoe is a refinement of the dugouts used by Virginia's Native Americans. The town of Poquoson, Virginia became the center of log canoe construction in the lower Bay, but very few of these canoes are still intact and even fewer afloat.

The native dugout was a single log, hollowed out by the controlled use of fire, and limited in size by the girth of the trees that could be felled without manufactured tools. The later watermen, desiring larger boats, devised a way of making canoes from more than one log—3 for smaller boats when large trees were still available up to 9 or 11 for larger boats when only smaller trees remained.

The canoe builder would go into the woods, find a straight tree for the center log and preferably slightly curved ones for the sides and cut them down. He would proceed to round the outer sides of the logs, hollow out the inner sides and fit them together using an ax and adze (a woodcutting tool roughly shaped and used like a hoe). This was a challenging process. When the logs had been fastened together with iron rods driven from log to log, final shaping took place and the centerboard trunk and decks were added. Canoes were sail-driven until the advent of small gasoline engines around the beginning of the 20th century.

This particular boat was a 3-log canoe, but extensive repairs have replaced the log material with planks in the middle of the boat by replacing the log material with planks. Construction can best be seen at the end of the boat where the support



Museum workshop, Herreshoff 17 ft "Flame"?



Blue Crab, daily diet



Praying Mantis crewed with me for 4 days



Smith Point Light, well ventilated out house, entrance Potomac River



Solomons Island, Maryland, Patuxent River





Sunrise in the Solomons



Solitary Swan Sunset SolomonS



"Fleetwood" from Calypso Bar



"F.W" from Tiki Bar
Solomons



Drum Point Light House now at the Calvert Marine Museum Solomon



OXFORD

ONE OF THE FIRST TOWNS AND PORTS AUTHORIZED BY ASSEMBLY IN 1683. CALLED "WILLIAM-STADT" IN 1695. ROBERT MORRIS, FATHER OF THE FINANCIER OF THE REVOLUTION, LIVED HERE UNTIL HIS DEATH IN 1750. HE IS BURIED AT OLD WHITMARSH CHURCH.

STATE ROADS COMMISSION



American Bittern
Oxford



Skipjack at Oxford Boat Yard



Skipjack at Oxford Boat Yard



St. Michaels



St. Michaels, Md.



Antique Cat Boat "Selina II", St.Michaels
Owner/skipper Iris Clarke. www.sailselina.com



Green Herron, St. Michaels



Sunrise at Mobjack spit



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