

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

Somewhere on the Water

Town of Sandwich Marina

We arrived on March 7, 2022.

We have settled into a new routine. Mark did a few maintenance items here on Valkyrie and then started back to work. I am continuing to work here on board.

One thing is certain, water is a necessity and when you do not have access to any then what are you going to do?

We need to shower, clean, do dishes, cook, etc. No one can live without water. Thankfully a previous owner of Valkyrie had a water maker installed. It needed repair before we left on our winter cruise but without having the correct part delivered in time we left without a working water maker.

How did we make out winter cruising without a watermaker?

You are probably aware that not every marina that we stopped at had their dock water on. Even with traveling with a very long hose with several extensions, we were not able to reach an onsite building with running water either. The solution...be very conservative.

Do we have water now that we are back and tied up to a marina?

No! If we want to fill our water tank we have 2-choices:

1. Leave our dock and go to the marina's commercial dock to fill up.
2. Get that watermaker running.

Mark chose option 2. <https://youtu.be/BsKkhajCZPg>

When we arrived here in Sandwich and Mark fixed the water maker we were able to make approximately 9 gallons of water per hour. It was a slow process. We had to run the water maker daily for several hours per day to keep up with our water usage. Even with being conservative we still had to make water almost daily. At 9-gallons of water being made per hour, you can imagine how quickly we go through it and how slowly it is to recover.

We went about 2-weeks with the water maker as is before Mark was able to change the watermaker membrane. Now we are producing 13 gallons per hour.

Here is a video of changing the watermaker membrane:

<https://youtu.be/e7NSj4MK-Mw>



Snowing on March 9, 2022. We chased warm weather all winter to escape the cold and snow. We are back, and no surprise it is still cold in New England. Snow showers today, but who knows, Spring is coming so soon I will be enjoying warm walks along the canal!

Haleigh was able to reconnect with her lifelong friend who happened to be home on spring break from college. A sleepover was a must and it was very nice to see these two girls back together. I am sure without having to say so Haleigh was in need of some same-age conversation after cruising for 90-days with her parents.

This first weekend back, March 11 – 13, 2022, Haleigh and I went to Maine! Traveling by Amtrak this time. Diane was kind enough to drop us off at the Woburn station and we had a nice 2-hour train ride to Saco, Maine where Jordan picked us up!

Hugging her for the first time since December meant that I was one happy momma!

We went to dinner that night at Cow Bell Wood Fired Grill.

It was packed, loud, and worth the 40 minutes wait for our table. Yummy food, huge portions, and an adorable waitress that was very good at convincing us we needed dessert even though we felt stuffed to our gills.

Jordan had to work a double shift Saturday, which was the reason we went to Maine. Her campus closed at 5 p.m. Friday for Spring Break. Even though she had class until 5 p.m. she needed to be out, but she also needed to work Saturday and she needed a babysitter for Elvis. I was happy to rescue her, get away, and be on dry land for a couple of days, and BONUS, my brother and sister-in-law were also in Maine that weekend so we had dinner with them Saturday night at Jordan's restaurant. She waited on us and then her manager let her sit and dine with us. Yay. Sunday we met back up for breakfast with Matthew & PattiJo and then did a drive-through tour of campus. After that we said goodbye. They went their way and Jordan drove us home.



It rained & snowed all day Saturday. This was the car's windshield when we got in it to drive back to the hotel after dinner Saturday night.

Jordan was back onboard Valkyrie with us for the week. Thankfully the weather was nice enough to enjoy a few walks outside on the canal, she visited with friends, Nana and Aunt Joanne brought corned beef & cabbage dinner in honor of St. Patrick's Day, and just like that the week was over! Wait, What? Over? Yes, just like that in a blink of an eye I was hugging her goodbye for her return to school. Sad mamma! That went too fast.

No one needs to remind you or us that fuel prices are going up up up!

What do you do when fuel prices are going up when you have a 500-gallon fuel tank?

Buy fuel when the marina tells you to.

We purchased fuel @ \$4.00 / gallon 191 gallons within a couple of days of arriving here in Sandwich because we were advised that it was going to go up to \$5.25. Although we only needed 191 gallons to fill our tank it was necessary to eliminate the possibility of condensation since we will be sitting here for a while.

Why is condensation a concern? Read this!!

In the open airspace of the steel fuel tank, the steel tank could rust and deteriorate over time.

The condensation from the open air space in the tank could find its way into the engine diesel fuel injection system causing failures and a need for repairs.

Very importantly diesel fuel algae grow in the water separated from the diesel fuel which will absolutely clog your fuel filter at an alarming rate if the algae have time to grow and fester. Diesel algae is a **menacing beast** and if allowed to grow and proliferate will certainly make your life miserable. Diesel filters are expensive and the algae will completely clog your filters and shut your engines down. Algae will keep growing until you kill it.

There are special treatments for this algae.

BUT; It can get out of control and let's just not go there.

Mark had a horrible experience with getting bad fuel and dealing with algae and having to change out filters. Wanna hear about it? Here it is:

Back in the 90s, Mark worked on a private-owned yacht that the crew was taking across the Atlantic to the Mediterranean. They took on fuel from a barge in Florida. This fuel was already infested with algae and the boat immediately started experiencing fuel starvation due to the clogged fuel filters clogged with algae. Quickly Mark started adding algaecide to kill the live algae in the diesel fuel tanks but all that algae had to come through the fuel system frequently clogging the fuel filters needing to be replaced at very short intervals all the way across the Atlantic Ocean. Mark was the engineer changing fuel filters every 2-4 hours until the algae were filtered and removed from the boat's fuel tanks and fuel systems. 2 – 4 filters every 2 – 4 hours at \$30 per filter. All of this filter contamination happened after the fuel centrifuge which could not handle the amount of contamination also had to be cleaned frequently by hand. So Mark would try to sleep and the Captain would send a crew member to wake him and let him know that one of the engines was losing RPM which meant another filter change for Mark. This went on for days.

It was a nightmare, and it was his first Atlantic crossing.

What else besides the water maker has Mark worked on since arriving in Sandwich?

The **raw water pump** had been making noise since Connecticut. (on our return back).

Mark replaced all the zincs before leaving for the cruise.

Zincs:

1 – big fat sucker goes in the raw water pump

1 – the oil cooler

1 - Heat exchanger on each engine

Valkyrie also has underwater zincs: the underwater zincs had been changed during the summer when we were docked at West Island Marina:

They go in: the rutters, shafts, and transom plate.

We had been hearing a noise at startup in the raw water pump on the starboard engine. Mark thought possibly it was the raw water pump shaft seals and bearings only to later find out that it was just the zinc anode that

unscrewed itself from the brass plug and was rattling around making noise.

A DETROIT DIESEL DEBATABLE

SUBJECT: Some people with these Detroit engines and these raw water pumps have said not to use the raw water pump zinc anode because it can break free and damage the raw water pump impellor leading to overheating an engine. The argument to that is zinc anode is the sacrificial metal preventing deterioration of the intercooler and the entire raw water cooling system. The zinc anode is important but at the same time can ruin your raw water cooling pump impellor. So what to do?

Obviously, we used the zinc in our system because I just told you Mark replaced it so now he has thread-locked the zinc to the plug hopefully ensuring that the zinc cannot unscrew itself and separate itself from the plug.

But HEY!

He knows what it sounds like when the zinc breaks loose and also he stuck his phone in there and took a video to look at the impellor for consequential damage possibly caused by the loose zinc anode to his relief the impellor looks to be in relatively good condition.

Phew!

Ok, I think that is what I have for you for now. Stay tuned for upcoming topics such as:

- Review of our travel expenses
- Busy Cape Cod Canal shipping traffic
- Upkeep and construction around the marina
- More boat projects

Thank you!!!!

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<https://www.youtube.com/channel/UCRoO6w8JLnITrWcZdPDJY0Q>

For those of you who have asked: What is a Contribution Cup?

Have you ever seen a “Buy me a Coffee” link on your favorite creator's website when browsing Pinterest or on your favorite bloggers' page? It is exactly like “buy me a coffee” but we chose to call it our “contribution cup.”

Much like you would tip your favorite waiter, buy a newly released book from a well-liked author, or throw your loose change into a street performer's hat; the Contribution Cup is our “tip jar.” It is customizable to any amount. \$1, \$5, or more. It is just one way to show support. No pressure or obligation. Unlike a Patreon account, it is not a monthly obligation but still a way to show patronage towards a creator that you enjoy following.

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