

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

Somewhere on the Water

Update February 1, 2023 – February 28, 2023

Welcome aboard Valkyrie! February has been a busy month so I am glad you stopped by to catch up on all things Valkyrie!

In case you missed our last update you can find it here:

<https://alongsidecreations.com/wp-content/uploads/2023/02/somewhere-on-the-water-Fiddlers-Cove-January-1-31-2023-.pdf>

Some of the things you will find in the last update:

- Valkyrie sprung a leak
- River Otters in the cove

Here is what to expect in this



- Boat Projects including finishing up Project Soft Floor, work on the generator and more...
- Remarked the anchor chain
- Valkyrie fried the electric cord plug
- Valentines Day
- Trip to Vermont

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- Boat projects

Mark has a 'laundry list' of boat projects to complete before we leave our winter home and cruise back to West Island and more importantly before his work schedule goes back into full swing.

Many items on his list are standard boat maintenance:

- ✓ Engine oil change

You can see a video from 2021 of an engine oil change here:

<https://youtu.be/JaKeqUKZCnk>

- ✓ Generator oil change
- ✓ Oil filter change & fuel filter change for all engines

Project Soft Floor:

This project was very time-consuming because of its nature. It required several steps and between these steps, we needed to allow appropriate drying/curing time., based on the materials used.

We knew that the floor in front of the washing machine & mid-cabin closet was soft when we bought Valkyrie. It was on our radar and the list of future fixes 2 ½ years ago when we bought her. This winter, the condensation, and the amount of rain, combined with a couple of floods from the a/c this past summer in the closet put this project on the 'now list.'

Two significant things about this project were:

1. cutting space between the exterior wall where it met the floor so that any rainwater or condensation could run down into the bilge instead of onto the finished floor.
2. put a drain pan under the washing machine so that will also drain into the bilge.

(The a/c issue was fixed and is not a reoccurring issue)



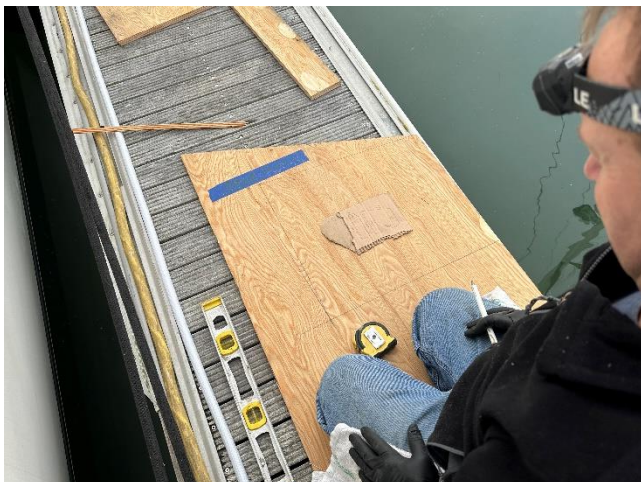
Step 1: Tearing up the Amtico flooring (which later we decided to reuse)



Step 2: Remove the rotten plywood. Discovered that there was a previous repair made in this location; the plywood was not marine-grade which contributed to how quickly it went bad.

Step 3: Removed the standing water and then determined the best solution to getting the water to drain into the bilge.

Using a multitool saw to cut a sliver of the fiberglass out between the exterior wall and the floor so that the water could drain. Mark also cut out the space for the water to drain where the new washing machine catch pan was going to be.

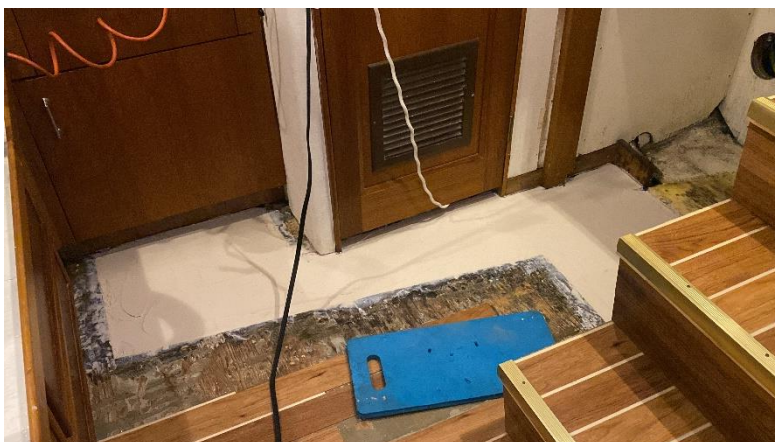


Step 4: Place new marine-grade plywood down.

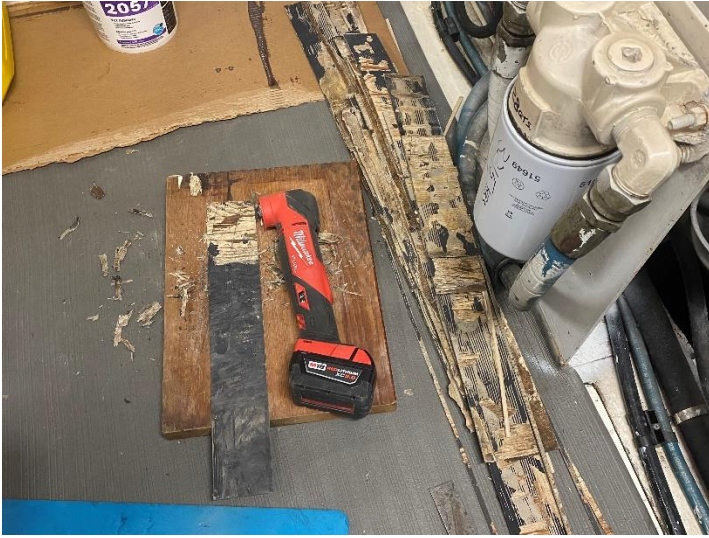
The new plywood was coated with epoxy resin as well as the existing old flooring which took a couple of days to cure.



Step 5: After the new plywood and existing plywood were coated with the epoxy resin, Mark put a layer of fiberglass down.



Step 6: The floor leveler was next. Mark put down several coats of floor leveler. He let each level dry overnight before continuing with the next level.



Step 7: Several days into this project - Mark sanded the floor leveler and then spent several hours scraping the old glue and remanence of plywood off of the Amtico that we were reusing.

Resuing the Amtico was a cost decision. We needed so little and to buy new would consist of having a box that would cover 45 square

feet at \$300ish. Plus the white strips that lie in between the Amtico would be an additional purchase.

Step 8: Reapplying the Amtico flooring & white strips. This sounds easier than it was. Reusing the pieces meant laying them out in the exact place it was removed to make sure they fit back into the same space; much like a puzzle because we had no materials to spare.

We captured this all on video and cut it down into multiple parts. Here is part 1: <https://youtu.be/plf9e0csmo8>

Thankfully Jordan was back at school during this project because her room was uninhabitable. Her bed, the engine room, and the bathroom all became storage & work spaces leaving no room for any occupants

Project Generator:

Maybe you remember...while we were cruising last winter the generator sprung a leak.

Quick recap: While at anchor one evening, Mark discovered a leak in the generator. The generator was in use at the time and it was leaking fuel at a pretty significant pace. Since it was night, and we were at anchor he had to McGyver a fix using whatever he could find onboard. All captured on video:

<https://youtu.be/Ey4Q8xOxQMg>
<https://youtu.be/YEleZbclHqk>

This fix has lasted all this time and only just now did Mark make a more permanent repair to the generator.

I have a video of this new generator repair here:

<https://youtu.be/QfwF7hwMvR0>

It was not a complicated fix. A matter of replacing the 'temporary' clear hose (which was rather remarkable that it worked so well) with a new fuel hose and changing out the fuel filter to replace the broken (discontinued) fuel filter.

Project Port Engine Water Pump Leak Repair:

When we bought Valkyrie the freshwater pump cover had a damaged pipe. (an issue that took \$10,000 off the asking price)

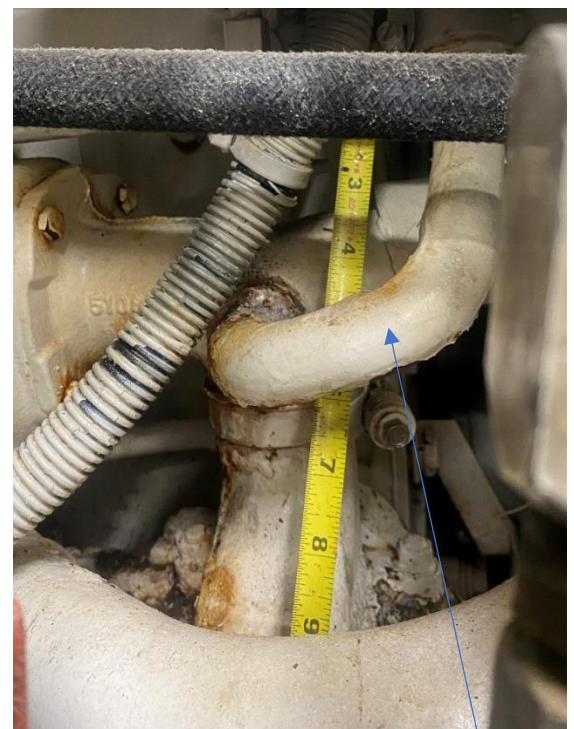
To repair this, Mark needed to drain the antifreeze out of the port engine, remove 3-coolant hoses from the cover, and then remove the cover from the pump. Once he removed the cover he took it out for repair.

This cover is not a "cover" like you would picture a "cover". Mark would describe it as an intake manifold.

After the cover had been repaired and put back in its place he had to replace a broken pipe.



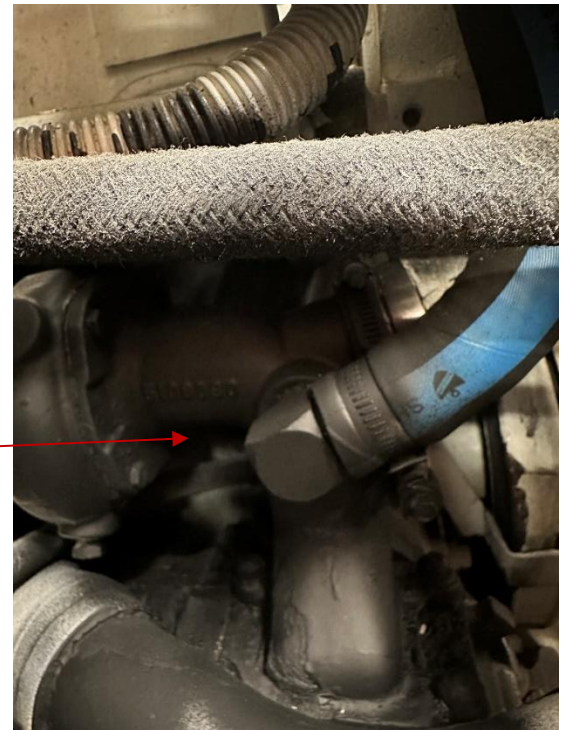
This is the broken pipe.



This is the broken pipe before it was removed.

Originally the pipe cover had a curved solid pipe that was braised and welded onto the pump cover. That braised solid pipe was rotted through and leaking. Once he had that pipe removed he had that hole reamed out and threaded so he could thread in a male barbed elbow. A new, longer piece of hose was installed to stretch across to the existing receiving pipe.

The new elbow and hose.



Project Waste Tank Meter

Valkyrie's waste tank has a meter that registers empty, low, mid, and full.

During our first weekend onboard we found out the hard way that this meter was not accurate!

We also learned how important it is to have an obscene number of towels onboard.



Mark has tinkered with this meter a few times and hopefully, this time is the last. Tweaking the position of the magnets that are inside the tank is not difficult. It is a two-person job, however. I watch the tank meter and call out the level as they light up until the magnets are in the correct position.



➤ Marking the anchor chain

Using a new system that he saw a “looper” use on their anchor chain; we headed to the bow on a sunny, but windy day to remark the anchor chain.

Anchoring well means knowing the ratio of your **anchor rode** to the depth; marking chain is how most of us know how much chain we’ve put out.

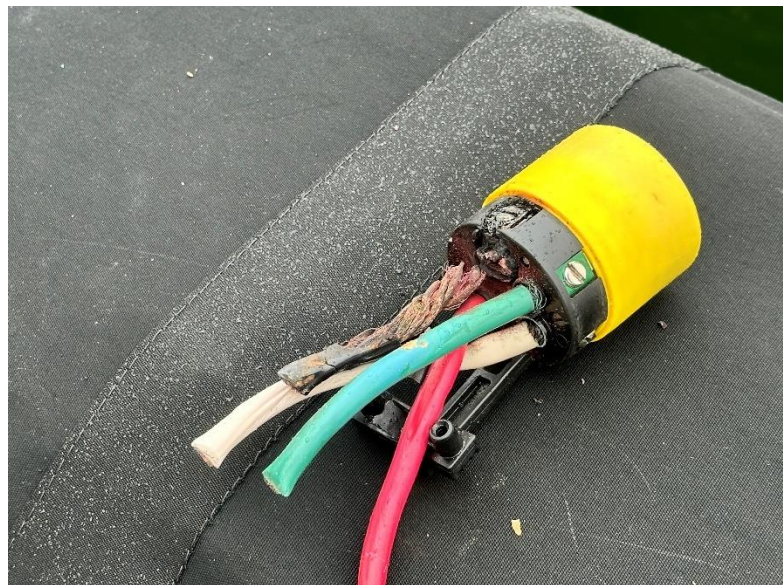
The anchor chain refers to the component that attaches the anchor to the boat or structure and is usually referred to as the anchor rode.



Anchoring a boat well does take practice. There is a fair amount of knowledge involved in knowing how much chain to let out. Depth of the water, tide range, and more. It is helpful to know what the “bottom” is. Is it muddy, sandy, or weedy? More frequently than not you while you are boating you will see someone standing on the bow of the boat taking control of the anchor and communicating with the captain to ensure a secure anchorage. Some have fancy hand signals, somewhere headsets others may just yell back and forth. Not me...for the 15 years we owned Second Nature and the 2 ½ years onboard Valkyrie I have never assisted

in anchoring. Mark does it all. Yes, if I had to help I would be able to do so, but for now, if Mark can do it himself he wants to do it himself. Click the link for the anchor video: <https://youtu.be/CQA2xUTHINI>

- Fried our electric cord plug



As often as possible during cruising times or while at our seasonal marinas, we try to do a starboard tie-up. The starboard power cord is longer, our water tank access is starboard side, and we can lower the dingy, to name a few reasons. This winter at Fiddlers Cove Marina is no exception, we have a starboard tie-up. Not too long ago Mark had to replace the starboard shore cord plug. Mark watches our electric panel daily. The electricity that we draw from running the 4 electric heaters, plus our everyday appliances needs to be monitored. We have tripped a few breakers this winter here on our panel, outside on our pedestal, and the whole dock. On this particular evening, it was more than just a tripped breaker. Whether this was our fault or a problem with the pedestal we are not sure.

This happened in the evening of course; after stores are closed so we had to pull out the port shore cord and run it alongside the boat. This meant Mark had to walk along the side of the boat to prevent the cord from falling into the water. You've seen him do that...



This is back when he was washing Valkyrie. He is on his tiptoes holding the railing inching his way down along the side. He had to do this with the shore power cord in his hand.



➤ Valentine's day



Haleigh outdid herself this year. She bought flowers, made a red velvet cake with cream cheese frosting, and made dinner reservations for Mark and me at Estia. Plus she chauffeured us so we could have a couple of cocktails with dinner. The cocktail we ordered was so much fun. It came in a small treasure chest and when it opened there was smoke coming out and it glowed red.

Jordan came down from school and popped in for a few hours before going to dinner with Vinny. I met up with her the next day to get some banking done...all in preparation for South Africa, and then back to school she went to work at 5 pm.

➤ Trip to Vermont

Mark and I drove to Vermont for a weekend of fun with the family. We met up and went axe throwing at Burley Axe in Burlington. So much fun! We were in stitches laughing at ourselves and each other.



Next, we stopped at Queen City Brewery. Most ordered a flat and sampled several ales and lagers. Mark and I had an Argument and then off to meet more family members for dinner. It was a great birthday celebration for our niece, Kristyn, and worth the torture of 1-degree weather.

QUEEN CITY BREWERY DRAUGHT \$7 - 16 oz | \$5 - 12 oz | \$3 - 6 oz | \$10 / Flight of 4 prices may vary on seasonal or specialty beers

Ask for an order form!

ALES

American Pilsner - 1950's style. Made with pilsner malt, rice and...
German Helles - A delicate malt-ger, with a refreshing crispness and finish. 5.4% ABV, 23 IBU
Light - Light in body with a bright, with 100% local Saaz hops from farm in Starksboro VT! 5% ABV
Big - The bigger sibling of our balanced, higher gravity, and, 27 IBU
Amber - Amber colored, toasted lager. It balance between the noble 10 IBU
Light - yet refreshing and brewed ops. 5.6% ABV
Alpine - An ancient alpine beer ed with hot rocks to reach rors of smoke and caramel hieved in any other way.
Lager - Rich, nutty palate beer is medium-bodied IV, 30 IBU
Flavors - Flavors of bread,

Kraftwerk Kolsch - Kolsch - Brewed in collaboration with our friends in Country Malt Group, this traditional Kolsch is crisp and slightly fruity. Best enjoyed under neon lights. 4.5% ABV, 22 IBU
Hefeweizen - German Wheat Beer - Complex and refreshing unfiltered Bavarian wheat ale. Pleasant creaminess and subtle notes of banana and cloves. 5.8% ABV, 23 IBU
Proper Jim's Ale - English Bitter - Deliciously balanced and session-able bitter that will transport you straight to the pubs of Britain. 4.2% ABV, 45 IBU
Landlady - Yorkshire ESB - Refined light amber ale with malt sweetness and a flowery, hoppy elegance in the finish. 5.2% ABV, 35 IBU
Argument - English IPA - Big and bitter, but nevertheless balanced and wonderfully drinkable. 6.5% ABV, 55 IBU
Yorkshire Porter - Rich, full-bodied, with an understated hop bitterness. Dark chocolate and black coffee shine in this highly drinkable English-style dark ale. 5.0% ABV, 36 IBU
Gregarious - Scotch Ale - Kettle caramelization of the malt sugars combined with cool fermentation temperatures produces a smooth, full-bodied strong ale. 7.5% ABV, 26 IBU
Barge Canal - Oatmeal Extra Stout - Silky-smooth and rich, with coffee-like roasted notes. Hints of toffee and dark fruit with a warming finish. 6.8% ABV, 24 IBU

NOT BEER

Citizen Cider - Unified Pro Dirty Mayor or Brose Can
Wine - Pinot Grigio, Ch Rose, or Pinot Noir \$8

NON-ALCOHOLIC

Rookies Root Beer - l made! 12oz \$3 / 16oz
Ginger Ale or Seltzer
Run Wild IPA - Ath NA IPA - 12oz can
Cerveza Athletic - Brewing NA Mexi lager - 12oz can

FOOD

Quetzel - S made in-ho (Sat) \$3
Bag of Ch varieties!
Enjoy to



But please.....



OUR journey onboard Valkyrie continues...

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



Did I just skip over one of the biggest events of February 2023???



The coldest temperatures we have experienced while living onboard Valkyrie happened the weekend of February 3 – 5, 2023.

New England, along with much of the East Coast had below zero temperatures.

How did we make out? <https://youtu.be/GFkAgrKbeZQ>
<https://youtu.be/s6zPQAIR1Rk>