

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

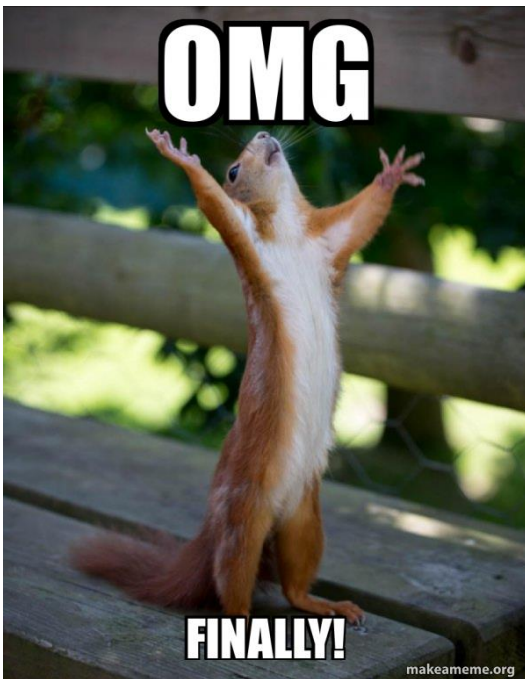
Somewhere on the Water

Update Winter Cruise 2023-2024

Day 46 - Monday, January 15, 2024 – Chesapeake, VA

Martin Luther King Day. Yes, I am working. I have my phone on but am anticipating a quiet day. The marina workers are here and working. Mark spoke with Marina Manager James this morning. James said he did not haul us out last week because of the winds. Not sure what the excuse was for all the other weeks we have been hanging around waiting but lets just focus on getting an actual date.

Most importantly, once we do get a haul out date, we need to keep an eye on future weather forecasts so we can plan the next leg of our trip. We want to head South toward Manteo, NC and eventually Ocracoke, NC. The outerbanks. Stay there for a few days and explore. Ocracoke is predicted to be warmer than here which is nice. We would like to drop the hook while in Ocracoke.



We are getting hauled out this afternoon, the travel lift will move Valkyrie inside the shed and we will stay on the hard inside there until the work is completed. The shed is heated!!! We will have electricity!!! No water. That is ok. We can use the bathhouse for toilets and showers.

To prep Valkyrie for the lift and haul out Mark lowers the antennas. Anything else? Just one other thing. Mark the side of the boat with tape to show where the lift straps should be placed. Using photos from our

last haul out Mark tried to match the strap placement as best he could.

Poorly placed straps can result in incorrect weight distribution in the slings which could lead to structural failure. Not getting the balance of weight correct in the slings can overload and crack the hull.

Let's get into position. Once we leave the dock we need to cruise around to the back of the marina passing several of the boat sheds that I walked through the other day. <https://youtu.be/Elr6NXqO7Xs>

Once we bring Valkyrie around to the lift, the marina crew takes over and we are required to get off the boat.

Little bit of trivia:

Unlike many other marine facilities on the East Coast, our 300 ton railway is capable of hauling yachts and commercial vessels up to 110 feet. And our 60 ton travelift is capable of hauling and launching sport fishing boats, sailboats and trawlers as well as properly positioning them for services performed on the Yard or in our climate controlled, twin bay work building.

We have a 70 ton railway and 15 ton travelift for smaller wooden and fiberglass boats. Our crew also has the capability to step and unstep masts with our 35 ton stiff leg crane. (Atlantic Yacht Basin website)

The videos we took of the haul-out prep and the haul-out have been sped up and clipped. Once we arrived at the lift it took 2 hours to get Valkrie in place inside the shed. This includes the time it took them to powerwash the bottom.

Work we were planning:

- Powerwash the bottom

- Paint the bottom

- Replace the props (we supplied these)

- Change the starboard side Spurs line cutter (we supplied this)

- Replace broken intake screen (they ordered)

- Portside stabilizer bushings needed to be replaced (they ordered)

Mark does an underwater inspection of Valkyrie in the Spring and Fall of each year which is one of the reasons why he knew in advance what some of these parts were going to be and was able to order in advance.

There is some history to Valkyrie's line cutters; During the Spring/Summer 2022, Valkyrie sucked up a tire going into our slip at West Island. As a result, the portside stationary cutter ring broke and was missing so Mark replaced it. He was able to do this while Valkyrie was in the water.

During the Spring 2023 underwater inspection, Mark noticed the shaft-mounted rotary cutter portion on that same portside loosened up on the shaft and was slipping around it. This should be fixed to the shaft, not loose so Mark tightened it.

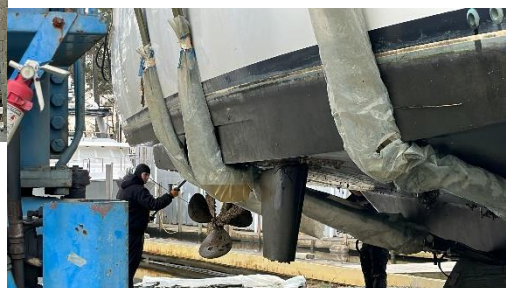
Come Fall 2023's underwater inspection Mark found that the entire shaft-mounted rotary cutter was spinning on the starboard shaft so Mark removed it and ordered a new entire cutter assembly. He was going to put it on himself but the weather changed and the water temps dropped so he did not install the new starboard side cutter assembly.

Present Day

Valkyrie is sitting on the hard, in a big-ass garage and while we were inspecting the bottom of her Mark noticed that the portside shaft-mounted rotary cutter that he had tightened is broken. A new one has to be ordered.

A line cutter assembly has 3 main components: A cutter assembly, a holding block, and a stationary cutter.

Is your brain fried yet? Mine is, this is so confusing. To keep it simple, Mark is replacing both the starboard and portside line cutter assembly whose brand name is Spurs'.



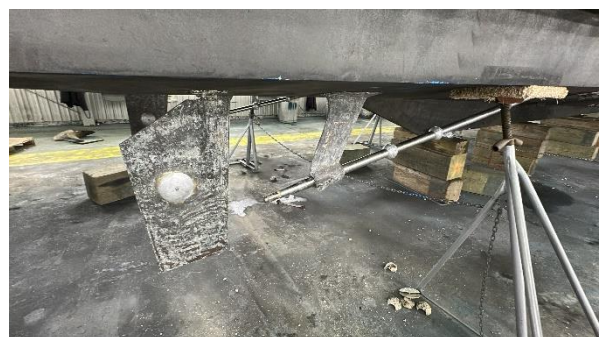


Day 47 – Tuesday, January 16, 2024 – Heated shed at Atlantic Yacht Basin, Chesapeake, VA

This morning started with the workers arriving around 8:00 a.m. They chipped and scrapped and taped their way through the morning. 4 hours later Valkyrie looked amazing. The barnacles and growth have been removed and the props (propellers) have been taken off. Mark has been down working on the boat while I am inside Valkyrie. I have electricity, wifi, and heat but no water. We have to use the bathhouse for showers and toilets. Not the cleanest bathhouse around and although I should say something to the manager I probably won't.



Before



Washed & scrapped

2:00 pm and I took a break to stretch and get some fresh air. Little did I know it was raining. I have no windows to the outside. The bottom of Valkyrie is getting primed & painted however the fumes had not reached the inside of Valkyrie until Mark opened the door and left it open long enough to carry the old props in. It was a bit overpowering. I asked Mark if he should be wearing a mask like the workers are. Well, yeah, probably...as he walks out the door without one. I am running a fan to circulate the air inside the salon to help with the smell. If it gets too much I can go to the marina's lounge.

3:16 pm I got an update from Mark: Parts needed to be ordered.

A pair of bushings

2-intake screens

line cutter

new propellor nuts (fell apart when putting them back on)

Zincs for the bow & stern thrusters (4 total)

We are now expecting to go back into the water on Friday.

It was suggested that the shafts could use some work but Mark said no. Next time.

I was expecting to be out of the water one maybe two nights but now we are at four nights. This did not settle well with me. I was torn between booking a hotel room versus staying onboard. The money being invested into Valkyrie this week (this entire winter) is significant and I did not want to add to that expense. However, I am not sure that I want to be in "camping" mode all week. Is it unreasonable and would I earn the title of being a high-maintenance wife or am I being perfectly reasonable and just spending the extra money? Sometimes it is hard being married and figuring out what is negotiable and where the lines are.

I am trying to be a good sport. Last night we made some fun of it by using the movie projector and created our own "drive-in." We projected onto the shed door and ate dinner on the bow of the boat. It was cozy. But I am not sure I had my mind wrapped around having to "camp" for several more nights.

Tonight we had dinner on board. Salmon burgers and green beans.

Doing dishes was tricky since we could not pour anything down our sink drains. Thankfully Mark remembered that we had a washbasin in the cockpit so we used that to wash and a second one to rinse. Mark then carried the dirty water outside.

It was a late start to dinner and Mark was pretty tired after a full day of working on the boat so he went to bed early I watched TV in the salon.

Stay
tuned



https://youtu.be/EpIS_jwKf24 Prepping for the haul-out
https://youtu.be/aAK_ZGH8IHs Haul-out

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