

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

# *Somewhere on the Water*

Update Winter Cruise 2023-2024

Day 71 – Friday, February 9, 2024 – Anchorage off Roanoke Island, NC in the Croatan Sound to Currituck Sound, NC

7:00 am – Started generator

8:55 am – Started the engines

9:11 am – Anchor up and away we go

Cloudy and 45 degrees with wind gusting to 10 mph.

1:38 pm – Anchor is set where the North Landing River meets the Currituck Sound. We are just shy of the Currituck-Knotts Island Ferry Lane, NC  
9 knots average speed thanks to the current burning 8 gallons per hour.

After a relaxing morning watching the news with a cup of coffee & tea we hoist the anchor and set out to tackle the Albemarle Sound. The Albemarle Sound can get nasty with high winds but hopefully enduring the winds and waves yesterday and travelling a bit further North than originally planned put us in a good position for favorable conditions today.

The anchor came up dirty so Mark dragged it for a little while to clean it off rather than get the hose back out.

Mark did not do very many engine room checks yesterday. I am sure he knew I would not be comfortable at the helm station while we were hitting those waves. Mark does his due diligence to check all the weather apps available to him to make the best decisions he can. Pamlico Sound has had the worst predicted wind and wave predictions that he has ever experienced. There is no buoy data for Pamlico Sound. NOAA weather radio did not work (at the time) and PredictWind was stating wave height similar to offshore. Wind predictions were fine but wave predictions were

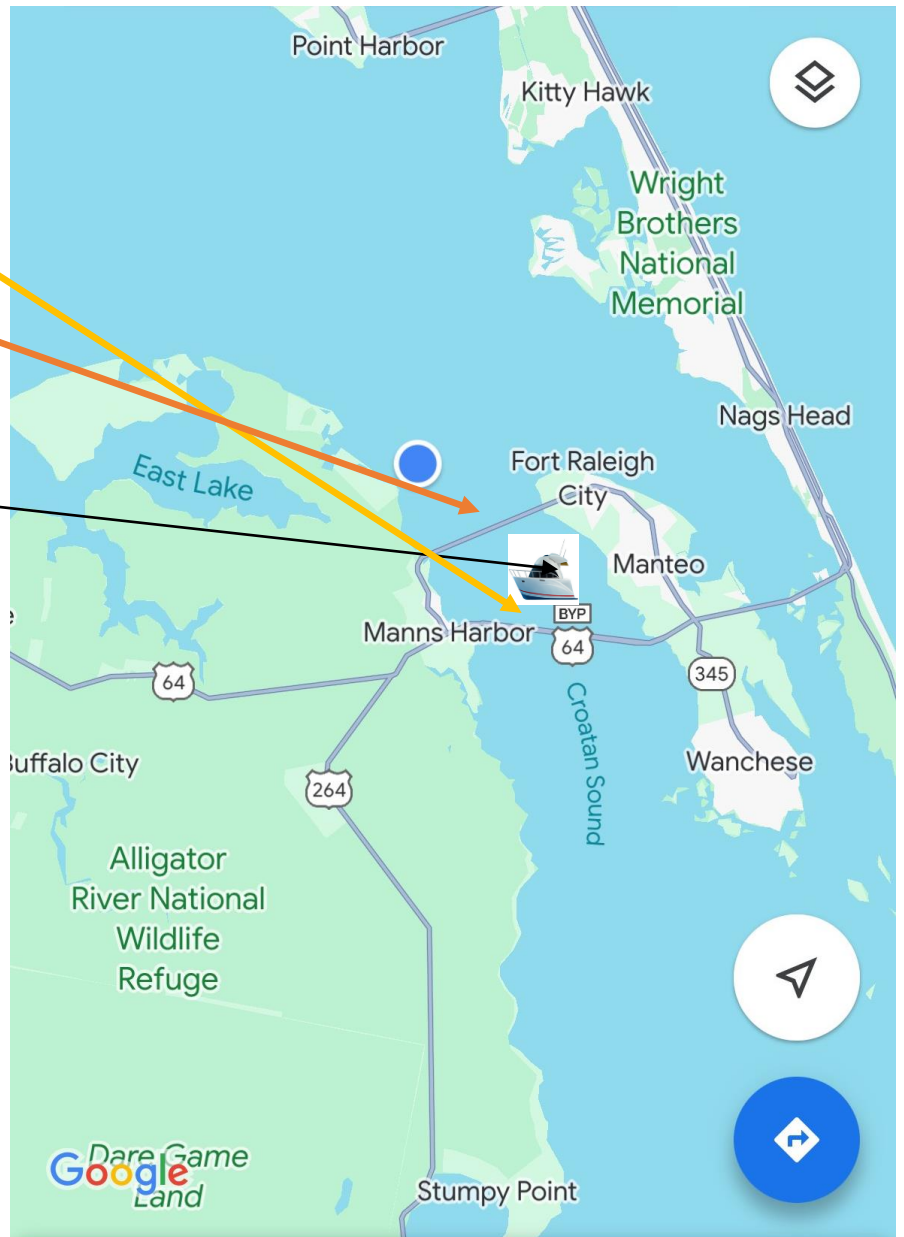
completely unreliable. Even he was surprised at the wave conditions we encountered yesterday.

Yesterday in error I labeled the Virginia Dare Memorial Bridge as the William B. Umstead Memorial Bridge. This morning we will be cruising under the WBUMB. Sorry about that!



This morning he took his first break at 10:45 a.m. There is no sun shining down on us today. The salon has already dropped to 63 degrees. That calls for a cup of hot tea.

Two exciting things happened this morning around 11:15 a.m. One of course is more exciting than the other. First, we met a boat on the ICW. They were traveling south. Second, we saw a bald eagle. When you cruise this time of the year, seeing any other personal craft (other than hunters) is exciting, trust me. It would not be unusual for us to see a tug & barge, ferry, or fishing boat, but not too many pleasure boaters like us are out and about in the Winter.



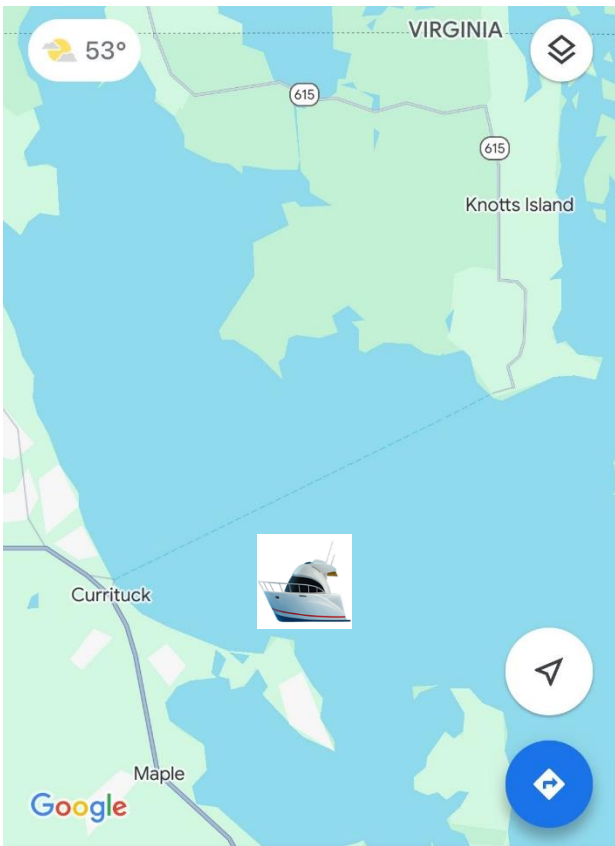
We saw a second bald eagle. Met another boat, this time a sailboat sailing South.

We got passed by a couple of local hunters near Coinjock who looked to be headed to the boat ramp to end their day on the water. Not the same excitement on the water today as yesterday's 4+foot waves created although I admit I did get excited about seeing the eagles since sightings are rare up North where we live.



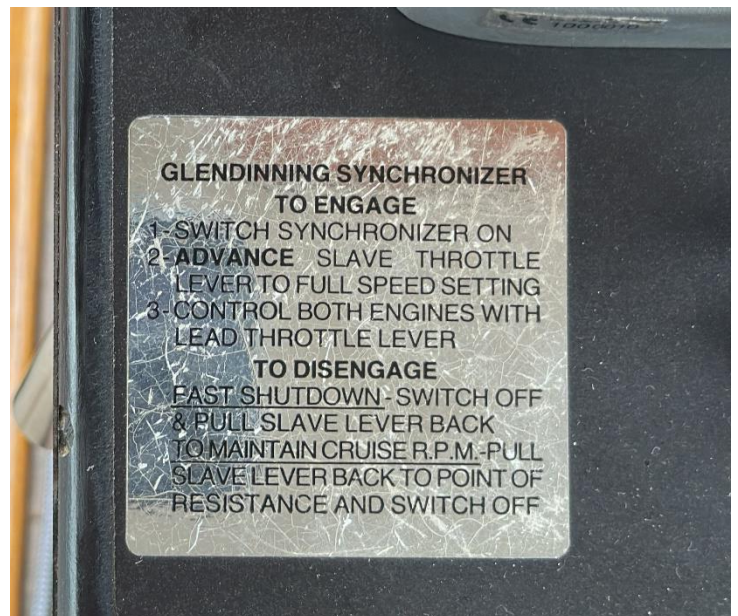
Having cruised from Pamlico Sound into the Croatan Sound yesterday, today we continue North into the Albemarle Sound, through the North River along the ICW passing Coinjock, and ending in the Currituck Sound at the base of the North Landing River.





Mark started the generator right away after setting the anchor at the end of our short 4 ½ hour cruise. It is 64 degrees in the salon. We would like it to be a little warmer than that. 🚢

During this entire trip, Mark has had trouble with the engine synchronizer. There is a clutch/slip adjustment and the problem is that the slave engine would rev up and down as it tried to synch with the lead engine. At first, he tried loosening the clutch but that only resulted in the slave engine not even trying to catch up. Next was to try increasing the clutch tension which resulted in the engine revving again but with every slight increase in the tension it was getting better. This is one of the tasks he does while he is on an engine room check while we cruise. It has never worked great, the synchronizer the entire time we have owned Valkyrie. He says (with a giggle) that he is going to either make it better or break it. When the engines are not synchronized he has to manually adjust the throttles so both engines are running at the same RPM. Both engines need to be working the same. IF they don't one of them is working harder and could potentially wear out faster than the other.



Stay  
tuned

 **YouTube** <https://youtu.be/Y1c8UgL86S4>

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