Now available online FREE www.pacificmotoryacht.com

PACIFIC

MotorYacht

COVERING AUSTRALIA & NEW ZEALAND

AIS EXPLAINED
What it is and why you need it

THE TRUTH ABOUT HELM SEATS
Comfort, style and design

ALL ABOUT TEAK
All you should know about laying teak

CORVETTE 340
A pocket flybridge aft cabin cruiser

Also Reviewed

CARTER 56

Classic Kiwi flybridge cruiser

ALASKA 46 & 54 SEDANS

Chinese quality

GRAND BANKS 41 HERITAGE EU

The first with Zeus

y/June 2010 $10 inc gst

Voyage of the ENVOY Part two

The Meds Hidden Treasures

WE FOLLOW THE ADVENTURES OF AUCKLANDERS LAURIE AND DIANE CRANFIELD ABOARD THEIR NORDHAVN 46 PASSAGEMAKER ENVOY, PART TWO COVERS ENVOY'S CRUISE FROM PALERMO TO PIRAEUS AND INTRODUCES A TECHNICAL SECTION.

Sicily

After cruising down the west coast of Italy and across the northern coast of Sicily we arrived in Palermo in early April 2007. Sicily is largely unspoiled by tourism and is particularly interesting, having been a melting-pot of wildly different cultures including Greek, Roman, Norman, Arab, and Byzantine. Like many other Med destinations it's fascinating not only to see the historical architecture and visit museums, but also to meet and mix with local people and see how they live. If visiting Palermo we also recommend visiting nearby Cefalu with its quaint cobbled streets, historical fortress and cathedral.

Sicily is notorious for the Cosa Nostra – the Sicilian Mafia. Locals told us, "Sicily is perfectly safe for visitors, but it's best not to ask any questions about the Mafia". In recent years the Mafia power-base has largely moved to Calabria on the mainland, but we still heeded the locals' advice.

In Palermo we purchased a second tender. Envoy has a 3.7m, centre-console RIB with a 25hp outboard. This weighs around 220kg, and being stored on the top deck can only be launched in calm conditions using the boom and electric winches. We were concerned about launching the tender quickly in an emergency, particularly with any electrical failure, so we purchased a 2.7m RIB with a 2.5hp outboard, weighing only 35kg – easily launched and retrieved by hand.

The Aeolian Islands

After three weeks around Palermo we set off late April heading NW to the Aeolian Islands, stopping first at the island of Vulcano. There we had a delightful couple of days at anchor beneath the 391m summit of the still-active volcano. Vulcano is new geologically, rising from the seabed in 183 BC. It last erupted in 1890. The ancients thought that Vulcano was "the Entrance to the Underworld", while in the middle-ages, Christians regarded it as "the Antechamber of Hell"; a description which Lonely Planet says is very apt on a hot summer weekend with thousands of tourists milling around! We avoided any crowds, as April was in the quiet season with only a few yachts at anchor. The experience of climbing the track to Vulcano's summit is very much like being in New Zealand's geothermal regions, with the smell of sulphur and steaming fumaroles.

From Vulcano we moved about 5NM to the Island of Lipari, which was regularly sacked by pirates including the infamous "Redbeard", who rampaged the town in 1544. Lipari was later fortified and the impressive Citadel and Cathedral remain. From Lipari we made an exhilarating day-trip by hydrofoil to the volcanic island of Stromboli. We left Envoy in the marina, because Stromboli has poor anchorages, and we wanted to enjoy some time ashore there.

The Straits of Messina and the Ionian Sea

In early May we left the Tyrrhenian Sea, which

we'd been in since the start of our cruise, to pass through the Straits of Messina into the Ionian Sea. The Straits are one of the few places in the Med where there is considerable current. Our cruising speed is about 7 knots, and passing through the Straits the GPS showed 9.4 knots across the ground, while we were making only 6.8 knots through the water. The cruising guide shows the position of four dangerous whirlpools in the Straits. We kept well clear of these, but the strong current does cause considerable drift, and we needed to pay close attention to our course.

The Straits are home to fishermen who harpoon swordfish. They operate boats about 15m long with high masts enabling spotters to search for surfaced swordfish. The harpoon is thrown from a platform extending far out over the bow, so the swordfish is not disturbed by the approaching boat. We saw several of these fishing boats and two swordfish in the water – unfortunately we didn't have any harpoons!

Entering the Ionian Sea we decided to do an overnight cruise northwards to Ciro, as there were no closer marinas or anchorages along that stretch of coast.

In Auckland we had done a lot of boating at night, mostly involved in Coastguard search and rescue incidents, but we had never made an all-night passage, and this requires some preparation. The routine we developed for overnight passages was that I slept during the late afternoon using the convenient skipper's berth in the pilothouse, while Diane kept watch. As darkness approached we made sure our lifejackets, safety equipment and "grab-bag" were nearby. We dined late – around 2300hrs, which seemed to make the night-time pass more enjoyably. Diane slept from around 0100hrs until daylight, and then took the helm once again while I slept for another couple of hours. Although we normally enjoy a glass of wine or two when securely anchored, we avoided this underway to maintain our alertness. Envoy has two radars and we set one on a short range of 1NM and the other on a long range of 12NM; vessels making 20 knots close with you quickly after first appearing as blips on the 12NM range-ring, and avoiding action needs to be taken early. We have a radar reflector high on our mast, but to ensure we were spotted by other vessels we often turned on additional deck lights. We recommend being thoroughly familiar with the operation of radar and collision avoidance when undertaking night passages in the Med.

Arriving in Greece with smoke in the engine room

In our last Italian port, Santa Maria di Leuca, we stocked up on supplies of the excellent Italian wines. Santa Maria di Leuca has long been a popular sea-side resort, and we were able to see some of the luxurious holiday mansions erected by fascist dictator Mussolini and his cronies during the 1930s. We visited the Port Police intending to "clear-out" of Italy, but they weren't interested. They just shrugged their shoulders and wished us a pleasant journey; there was little consistency among Italian authorities in applying their procedures.

We departed Santa Maria di Leuca with about 25 knots of wind and 1.5m seas on our port quarter; fairly good conditions for our 45NM trip to our first Greek islands – north of Corfu. We arrived at one island, but it was bleak, windswept and had several nearby reefs, so we set off about 5NM for the island of Erikoussa. We had only travelled a mile when suddenly we smelt something burning. I activated the engine room closed circuit TV camera and to my horror

OY'S STERN SHOWING THE PARAVANES DEPLOYED. A STEEL PLATE, OR "BIRD", IS TOWED ABOUT 5M UNDER WATER EACH SIDE TO REDUCE ROLL-
THE VARIOUS LINES KEEP THE PARAVANES IN PLACE.

THE 3.2NM LONG CORINTH CANAL WAS STARTED BY THE ROMANS, BUT COMPLETED BY THE FRENCH & GREEKS IN 1893.

THIS FORMIDABLE ANCIENT CASTLE GUARDS THE NORTHERN APPROACHES TO THE 4NM LONG LEVKAS CANAL.

could see a lot of smoke, although no flames. Envoy's engine room has a temperature-activated automatic fire suppression system. I could tell the system had not been activated, and thought the smoke must be coming from very hot rubber. With an extinguisher ready I carefully opened an engine room hatch to check. The smoke quickly cleared sufficiently to identify the source as hot, smoking grease oozing out of the hydraulic motor powering the Naiad stabilizing fins. Driven by two V-belts from the main Lugger engine, the motor was still turning and spewing out more smoking grease. We stopped the Lugger and started the auxiliary Yanmar 25hp engine to give us steerage. With Diane steering Envoy head-to-seas for maximum stability I removed the two V-belts, allowing us to restart the Lugger without activating the hydraulic pump. It was only 4NM to Erikoussa but noticeably rougher without our stabilizers to assist. As we anchored in Erikoussa an inflatable pulled alongside with some Kiwis aboard, who had noticed our New Zealand flag. They invited us for drinks (which we certainly needed) and dinner ashore; the first Kiwis we'd met since leaving New Zealand.

From Erikoussa we had an uneventful cruise to Gouvia marina on Corfu, where we spent a week doing some minor repairs, replenishing supplies, sightseeing and meeting friends from New Zealand who were to cruise with us for the next two weeks.

The Ionian Islands

In mid May we cruised SE from Corfu, calling at various Ionian islands, which offer superb cruising with excellent anchorages.

As our Naiad hydraulic stabilizers were not yet repaired we used our paravane stabilizers for the first time. The Naiads use hydraulics to power stabilizing fins mounted one each side of the hull, while the paravanes tow a heavy, flat metal plate, known as a "bird", at a depth of 5m each side of the boat. This system considerably reduces roll, and is widely used by fishing trawlers.

A highlight of the Ionians was traversing the 4NM long Levkas Canal, dredged through the shallow salt-lakes separating mainland Greece from the island of Levkas. A formidable castle guards the northern end of the canal where boats await the opening of the floating road bridge to let them pass. The first canal was constructed here in the 7th century BC – 2,700 years ago!

We anchored in Ormos Vlikkho, a sheltered bay on Levkas Island, and joked it was so calm we could have anchored using a brick on a string. Regardless, we laid out 40m of chain in the depth of 6m. A few hours later a sudden thunderstorm hit us; the wind rising from 5 to 32 knots in the space of 5 minutes, accompanied by torrential rain. Boats started to drag everywhere as skippers tried to re-anchor in the wind-driven rain. Our usual caution paid dividends and Envoy didn't drag at all.

Cephalonia and Captain Curulli's Mandolin

From Levkas we cruised to the picturesque harbour of Fiskhardo on Cephalonia, where we berthed for free against the harbour wall lined with tavernas and cafes.

Cephalonia is the island featured in the excellent movie Captain Curulli's Mandolin. During WW2 there were 9,000 Italian troops stationed there along with a larger German force. When the Italians deposed Mussolini and made separate peace with the Allies, the Germans demanded the Italian troops surrender their weapons. Out of pride the Italians refused, and 6,000 Italians were killed in the fighting which ensued over seven days. The remaining 3,000 Italians surrendered only to be shot, and sadly, of the original 9,000 Italian troops, only 34 survived.

The Gulf of Corinth and the Corinth Canal

In early June we arrived at the industrial town of Patra on the western end of the Gulf of Corinth, and then spent several days visiting most of the islands and mainland villages along the Gulf. Not to be missed is Delphi, about 30 minutes by taxi from the harbour town of Itea. Delphi, considered by the ancient Greeks to be the centre of the world, was inhabited from 1300 BC. The cult of the Oracle was established by 700 BC and the Temple of Apollo built in 330 BC. In the chambers beneath the temple the "Pythia," or high priestess, would fall into a state of ecstasy and utter a prophecy made up of inarticulate sounds, which were supposedly the voices of the Gods. These sounds were "translated" by priests, and the prophecy was then given to the supplicant who paid a considerable sum for it. The ruins at Delphi are among the most important in Greece covering a large area. They are well marked-out, so we gained an appreciation of how it once looked. In particular the Temple of Apollo, the 180m long stadium (where you can still see the athletes' starting blocks) and the theatre made the visit memorable.

Continuing on, we reached the most easterly village in the Gulf – Porto Germeno. The impressive remains of the 4th century BC fortress of Aegosthena have thick stone walls and two towers mostly still intact, because Aegosthena was never considered of sufficient importance to lay siege.

We left the Gulf of Corinth via the 3.2NM long, 25m wide, high-sided Corinth Canal. Using the canal is expensive at 200 Euros, but saves a much longer trip around the south of Peloponnisos Island. The construction of the canal was originally started by the Romans, and Emperor Nero used a ceremonial golden axe to make just one cut before 6,000 Jewish slaves took over his labours. The canal was finally completed by the French & Greeks in 1893.

Piraeus, the Saronic Gulf Islands and a near-collision in Paros

Needing to get our hydraulic stabilizers repaired and an oil leak from the gearbox checked (see under Technical Issues), we stayed for two weeks in Zea Marina at Piraeus, near Athens. Once the home port of the ancient Greek fighting galleys, Zea Marina is now surrounded by apartments, with no reminders of former glorious times.

In mid June we cruised south to Poros, which is a small island with superb bays for anchoring, and is separated from the mainland by a narrow channel. Numerous small ferries ply this area, bringing day-trippers to Poros, and one of these ferries nearly caused a disaster. As we cruised down the starboard side of the channel we noticed a ferry ahead, approaching us. The ferry was on a safe course, and would have passed about 20m to port. Suddenly, about 10m ahead of us, the ferry changed course by turning to port, crossing our bow. We

LAURIE ON THE ISLAND OF VULCANO WITH ITS SUMMIT IN THE BACKGROUND. IN THE MIDDLE-AGES, CHRISTIANS REGARDED VULCANO AS "THE ANTECHAMBER OF HELL".

were too close-to-shore to turn to starboard, and my heart missed a beat as I turned hard to port and put Envoy into full reverse. We missed ramming the ferry amidships by only a few metres, and its captain and passengers, seemingly oblivious to the near disaster, gaily waved to us as we passed.

We spent several very relaxing days anchored at Paros, just swimming and exploring the local coastline in the dinghy. It's quite hard to find remote and unspoiled beaches on Greek islands, as most of them have make-shift tavernas with loud blaring music and every square metre of sand covered in rented deck chairs.

We then returned to Pireaus.

In PMY's next issue we'll cover our travels from Piraeus, Greece to Marmaris, Turkey and manoeuvring a passagemaker. PMY

Technical Issues

TO ASK LAURIE QUESTIONS GO TO: ADMIRALFW@GMAIL.COM

Envoy is a technically complex vessel and other Nordhavn owners advised us it takes several months of cruising to become totally familiar with the many systems.

Our maintenance philosophy is to be practical and pragmatic but not pedantic. We enjoy using Envoy and are not excessively concerned about cosmetic issues; minor marks and imperfections add character, and are part of a boat's life story. We strike a balance between preventative maintenance and "if it ain't broke don't fix it". We avoid doing any significant maintenance away from the dock, and therefore away from expert assistance if needed – at sea leave well-enough alone.

We back up our philosophy in several ways:

- We maintain a comprehensive, catalogued and locatable inventory of essential spare parts for all equipment, as many parts are not easily procurable abroad.
- We carry a complete set of tools, fastenings, chandlery etc to make maintenance easier not only for us, but also for local service technicians, who are often poorly equipped.
- We have a library of technical manuals, instructions and spare parts lists for all equipment, and know where to seek additional information when required.
- We keep and update a comprehensive manual describing the operation, peculiarities and maintenance of all on-board systems (without repeating what is in the OEMs' manuals.)
- We have a maintenance schedule for all equipment based on both hours of operation and elapsed time, and we record each item of maintenance as it is completed. Often we find it more practical to combine maintenance issues, letting some go a bit over time and bringing others forward.
- We dedicate at least one hour per day to maintenance.
- We check all areas daily when at anchor or in the marina. Under way this is extended to include a comprehensive engine room check before departure and then hourly checks. These checks include recording temperatures (both from gauges and using an infra red pyrometer), pressures, charging voltages etc. By becoming thoroughly familiar with what is normal we are better placed to detect events which are abnormal and become aware of any developing problems.

In our first few weeks we didn't have any technical issues except our own unfamiliarity with equipment and systems, but leaving Palermo I noticed some red oil floating on the bilge water, and later identified this as leaking automatic transmission fluid (ATF) from the main gearbox. This leak was relatively slow – 150ml over 55 engine hours, but I was unable to trace the exact source of the leak and on arriving in Piraeus sought specialized help. The Borg Warner Velvet Drive gearbox was lifted out and taken away. This was a major job, as the gearbox weighs about 60kg and is situated in a tight space.

The engineers were competent but rough, and lacked the right tools and lifting gear, which fortunately we provided. Later I was taken to the workshop; a high-speed journey through narrow cobblestone streets on the back of a motor-scooter, and with no helmet. The engineers explained they had replaced the oil-circulating pump, changed the type of oil from ATF to SAE 30 (I never did understand if this was a good idea or not, but the Borg Warner manual says either can be used), and replaced all the gaskets. The next day the gearbox was re-installed, and we had a sea-trial only to find SAE 30 oil now leaking from the gearbox. A re-examination followed and the seals on the gear selector shaft, mounted on the gearbox, were changed. Lo and behold – no further oil leaks! It appears the removal and repair of the gearbox may have been unnecessary, and the failure of the seals was caused by over-filling the gearbox with oil, increasing the internal pressure. This was one of life's lessons and faced with the same circumstances again I would handle the situation quite differently.

In Piraeus we contracted the authorized Naiad dealer to repair the hydraulic stabilizers. They changed the two-pulley V-belt drive system with three slightly larger diameter pulleys and toothed V-belts. The Vickers hydraulic motor and load adapting bearing was replaced (with spares we carried on board), and subsequently this has all worked fine. It does not explain why the former system worked perfectly well for several years including an Atlantic crossing – but that's boating!

Envoy Specs

Design Name	Nordhavn 46
Year Launched	1991
LOA	14m
LWL	11.7m
Beam	4.7m
Draft	1.7m
Ballast	2.2 tonne
Displacement	27.2mt
Cruising speed	7.4 knots
Range	2,800nm
Fuel Cap litres	3,780
Water Cap litres	1,060
Construction	GRP
Main Engine	Lugger L6414D @143hp
Wing Engine	Yanmar 3GM30FV @ 25hp
Generator	Northern Lights M753 @ 8kW
Inverters	Freedom Combi & Charles
Watermaker	HRO Seafari
Bow Thruster	Wesmar
Stabilisers	Naiad active & paravanes