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PACIFIC
MotorYacht
COVERING AUSTRALIA & NEW ZEALAND

HOW TO VARNISH LIKE THE PROFESSIONALS

ONE ON ONE WITH SCOTT FLANDERS

Formula ICON 54
A Sixth Sense

THE RIGHT BOAT FOR THE RIGHT REASON
A comprehensive listing of over 760 models by size and style

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PASSAGEMAKERS SUCH AS THIS NORDHAVN ARE DESTINED TO GO ALMOST ANYWHERE.

saloon and forward cockpits, or open designs with hardtops and clears. They don't have a flybridge station and depending on the size can still offer exceptional accommodation and living spaces forward. Some offer Targa tops with sliding sunroofs that open up the outdoor area even more, yet close it in when the weather's not suitable.

The cockpits are usually designed for serious social cruising. Italian designs tend towards large sunpads, while the locally built models are more in favour of open and spacious cockpits. There are some outstanding examples available from Italian, UK and Australasian builders. If you like speed and getting to your destination in a hurry, then maybe you should look at a sport cruiser.

TRAWLER & PILOTHOUSE:

One of the fastest growing modes of recreational boating, the trawler style has grown in popularity in recent years thanks mainly to the influx of boats from Taiwan and China. While they may be built there, many are of European or American design. Trawlers come in a variety of sizes from those designed for coastal cruising to ones dedicated for serious ocean passagemaking.

They are traditionally based on displacement style hulls, but there is also a trend now towards planing hulls with trawler style topsides and superstructure.

Offshore Motor Yachts

Offshore Motor Yachts are the Australian / New Zealand importers for Offshore Yachts USA, manufacturers of Semi-Displacement long distance cruisers. The vessels range in size from a 54' through to a 90'. You will recognize the Super Yacht quality of the build across the range. Offshore Motor Yachts will also design the internal layout to suit your application and requirements. If you are planning on circumnavigating Australia, New Zealand or the world you will feel safe and secure in an Offshore. Built from fiberglass with a deep 'V' the vessel can be put through any condition and bring you safely to port. Being a Semi-Displacement vessel, the fuel usage is as minimal as 30 liters (total) per hour when travelling at 9.4 knots in an Offshore 64.

For more information: Offshore Motor Yachts, contact Offshore Marine Technology, Ph +61 2 8338 8070 www.boatparts.com.au

OFFSHORE

Cabo Yachts

Since 1991 California-based Cabo Yachts Inc has been designing and manufacturing the most advanced sportsfishing boats, and has earned a worldwide reputation for unmatched design, quality and performance. Cabos goal is to build the best production sport-fishing boats afloat. Cabo owners have an eye for excellence. Whether primarily anglers or cruisers, they appreciate the classic styling, the steroidal construction, the flawless fit and finish and the microscopic attention to detail that define these California-built flybridge and express fishing boats. For many searching the market for a new sportfisher, it's no longer which boat, but simply, which Cabo. Game and Leisure Boats Principal Graham McCloy has overseen deliveries of 15 Cabos in the past 18 months to customers from New Zealand, PNG and Australia.

For more information on Cabo Yachts, contact Graham McCloy at Game & Leisure Boats Ph +61 7 5577 5811 or visit www.gandlb.com.au.

CABO Yachts

AFTER A SUMMER FILLED WITH CRUISING ALONG THE MEDITERRANEAN AND CONDUCTING FINAL PREPARATIONS FOR THEIR BIG VOYAGE, SCOTT AND MARY FLANDERS LEFT SEPTEMBER 16TH, 2006 FOR THE CANARY ISLANDS – THE FIRST STOP IN THEIR GREAT ADVENTURE, TAKING THEM FROM GIBRALTAR TO NEW ZEALAND BY WAY OF CAPE HORN. AFTER SUCCESSFULLY TRAVERSING THE HORN, THEY FELL IN LOVE WITH THE PRISTINE CRUISING GROUNDS OF THE "DEEP SOUTH" AND DECIDED TO WINTER IN CHILE, THUS POSTPONING THEIR ARRIVAL INTO NEW ZEALAND BY A YEAR, BUT THEY MOTORED INTO THE BAY OF ISLANDS ON OCTOBER 16TH 2008. NOW PLANS CALL FOR EXPLORING THE LANDS OF NEW ZEALAND AND AUSTRALIA. PMY SPOKE TO SCOTT ABOUT THE TRIP ON THEIR ARRIVAL IN OPUA.

MARY AND SCOTT FLANDERS ABOARD EGRET IN OPUA, NEW ZEALAND.

NO TIMETABLE

ONE ON ONE

with Scott Flanders

PMY: What was the motivation to do the trip?

Scott: When we bought the boat we had no idea where we were going to go, we just knew we were going to go somewhere. We had done a lot of boating but never did much cruising, so we did it the easy way by coastal cruising for around 2 1/2 years. Our intention always was to go to Alaska from South Florida, but then we heard about the Nordhavn Atlantic rally from Bermuda to Gibraltar and after doing that we spent the next 2½ years cruising the Med.

During our stay in the Med we read some articles on cruising around Ushuaia (Argentina), including Cape Horn (Chile) and thought that looks like a neat place to go. After a load of research, over a couple of years and getting the

ONE OF THE MANY TRANQUIL ANCHORAGES IN THE CHILEAN CHANNEL WITH THE SNOW CAPPED MOUNTAINS OF THE CHILEAN MAINLAND TO THE EAST.

boat fully equipped for the trip we left Gibraltar and headed south!

PMY: Why did New Zealand become your final destination?

Scott: When you speak to cruising people around the world there are two places everyone agrees on. One is Turkey the other New Zealand. We also met a number of Kiwis while we were away cruising in the Med and found them delightful people.

PMY: Was there a lot of meticulous planning before you left?

Scott: You can't just go and hope! Going the route that we did requires being very prepared and you have to have the ability to look after yourself as there is no one to help. For example there is a stretch of 1100 nautical miles on the Argentina coast where there is no place to land and the weather is traditionally very severe. Once you get below 50° South there is nothing but ocean and the wind blasted tip of South America.

PMY: What was it like when you rounded Cape Horn?

Scott: Traditionally you do it in stages going to within about 15 nautical miles of Cape Horn, drop the anchor, take two lines ashore and then wait 'til the weather's suitable to round the Cape. In our case we made an intermediate stop and then at daybreak headed straight for the Cape. We went around in less than 20 knots of wind and nominal seas!

PMY: Was the trip more difficult than you thought it might be?

Scott: You can never over prepare for anything. We got the weather down the Argentina coast we expected, Cape Horn was a blessing and almost every part of the journey from Gibraltar to New Zealand was what we had come to expect from all our research and planning.

Initially we had only planned a short stay around the Southern tip of South America, but once we were there we just fell in love with the place. It's so hard to get to you can't just pop back there, so we decided to stay for a while. We were there right through the winter for almost a year and loved it. Remember, we were in no hurry and had no timetable – something that if you are ever going to think about a cruise like this, is very important.

There is an airport at Ushuaia so we were able to fly home to see family in the US, so we were not totally isolated.

PMY: Were there any anxious moments on the trip?

Scott: One time we were coming through the Chilean Channels, an archipelago of islands about 1000 nautical miles long and it was severe

EGRET AT HER 'FINAL' DESTINATION....YEAH RIGHT!

weather at the time. We were about halfway up the coast and looking for an anchorage that was recommended in a very detailed cruising guide, which is the cruising bible for the area. There was a very heavy mist with a howling wind and virtually no visibility over the bow. We had both radars working at different ranges, but couldn't rely on the GPS because the charting was two miles off at times....maybe within 200 yards if we were lucky!

Suddenly we could see water 30m to starboard going straight up the cliffs, although we couldn't even see the cliffs. We are on a lee shore and we had no idea where in the world we were. The radar image picked up a small island that looked very much like the one in the guide, but it wasn't. We carefully reversed out and went another kilometre down the coast in the wind and mist and eventually found the right bay.

That caused us to rethink our safety issues and from then on we got our safety equipment, such as our ditch bag, flare canisters and iridium phone and strapped them all together on a 7m warp and left them on the main saloon sole. The idea was if we had to leave the boat in a hurry we had everything together. Obviously there was also the liferaft, but in the case of running up against the cliffs, a liferaft wouldn't have been much use!

PMY: What advice would you give anyone thinking about a similar trip?

Scott: Start off slowly and do your homework. Put your sea miles in and be very comfortable in rough weather. Don't think it will not happen because it eventually will – you can be assured of that. It's all about acclimatization and sea time.

Don't just sit in the comfort of the marina – if it's blowing 30-40 knots, go out and get beaten up for 12 hours or so and spend a night in storm conditions.

PMY: How important is the right boat and equipment?

Scott? I used to be a boatbuilder so I know something about construction and that helps. Secondly, typically it's not the big stuff that fails as long as you look after it. Engines with continuous ratings just require good clean fuel and clean air. We have done over 7000 hours with our Lugger and it has never let us down.

I go through a very meticulous programme to ensure clean fuel, which includes washing the fuel tanks on a regular basis and it's all cleaned through a 10-micron filter and a circulating pump which runs continuously when at sea, constantly cleaning the fuel. This is very important and it's not hard to do.

We also have self-standing fibreglass fuel tanks that are also insulated, which unlike metal tanks do not 'make' water due to condensation. In 7 years we have taken less than a thimblefull of water out of both tanks combined.

PMY: What about having the right electronics?

Scott: Of all the things that are needed to make trips like this, the least important are electronics. Okay, you have to have good radar and we have two, but I also would recommend that they are MARPA (Mini Automatic Radar Plotting Aid) capable.

We have five laptops, all with navigation software and three of those have email capabilities. We have four GPS units, two of which are handheld Garmins. We have a lot of back-ups.

We also have paper charts because in some places, such as Chile, you can't rely totally on electronics. However, we don't have a paper chart on board for the Pacific!

Also, the wiring is critical to a boat working properly and since we have owned Egret we have not replaced a single wire or terminal, which says a lot for the build process employed by Nordhavn.

PMY: If you started all over again would you go for a bigger or different boat?

Scott: No, definitely not. Bigger isn't necessarily better. What is really important is that you do your homework. Most boat sales people don't know anything about offshore passagemaking and are quite happy to sell you a boat that may look good for the purpose but in reality isn't.

We found that the Nordhavn is purpose built for the task and what the Nordhavn people say the boat will do, it does and then some. Our Nordhavn 46 is perfect for what we want and I wouldn't want anything else.
We looked for a boat for four years and although we started on the used boat path we ended up buying brand new in 2001. Egret was hull 74 of the Egret 46 and had undergone a significant number of evolutionary changes since hull #1 twelve years before, all of which made for a better boat.

PMY: Was the trip what you expected?
Scott: Everything we have done has been really exciting, because every day has been different. It's a really big world and there is a lot to see and we really have no end in sight. Why go ashore? It doesn't get much better than this! We sold everything we had and all we own is Egret.
Our whole life is cruising now and we have built up some great relationships with other cruising people. Cruisers are free spirits who understand what it is all about. You have to do it to really understand it.

PMY: So where to from here?
Scott: We plan to spend around a year in New Zealand cruising both islands and then cross to Australia to Sydney and down to Tasmania. Then we might come back to New Zealand and then after that, well who knows? We can go where we like – we have no timetable.

THE STATISTICS ON THE TRIP FROM GIBRALTAR TO NEW ZEALAND
Total distance travelled from departing Gibraltar, September 15th, 2006 to arriving Opua, New Zealand, October 16th, 2008: 18,253.5 nautical miles.
Mileage from Puerto Montt, Chile departing April 30th, 2008: 8076.3 nautical miles.
Average speed from Puerto Montt to NZ: 5.9 knots.
Our highest recorded speed on our GPS was 14.9 knots. We can only guess that this was recorded while surfing down a wave or perhaps in a short stretch of current. In truth we don't have a clue. This supersedes our previous fastest speed of 13.4 knots in Hell's Gate, New York City.
An interesting statistic was the average speed from Chile to NZ. The 5.9 knot average includes spending 12 hours in a storm making 1 1/2 - 2 1/2 knots in the wrong direction, all anchoring and engine warming plus putting around anchorages here and there.
We based our overall mileage in the stats below based on 5.8 knots to be as conservative and accurate as possible. At sea we average between 6.1 and 6.2 knots when stretching fuel, running at our usual 1350 RPM. (Most N46 owners in most situations run much higher rpm and correspondingly higher speed.)
The next paragraph is an updated version we first did during 2006. These interesting figures are 100% accurate based on Egret's travels. Most every other cruiser travelling more normal routes would have fewer days of weather than the few Egret experienced as well as fewer days between a day's run from a safe harbour. The only exception would be if there are SCHEDULES involved. Schedules compromise weather.
MOST long distance cruisers spend the FAR majority of their time safely within a day's run (24 hours) of a protective harbour during their cruising years. Egret's little Lugger (main engine) has 7113.6 engine hours over a period of 7 years, two months and twenty one days since delivery. (To be accurate we were liveaboards for six months prior to retirement. Those few miles/hours are assimilated into the total.)
At a conservatively estimated average speed of just 5.8 knots, Egret has travelled 41,258.8 nautical miles, crossed the Atlantic twice and has now crossed the Pacific. Of those miles, roughly calculated, we have spent just 85.65 days outside a day's run from a safe harbour.
Eighty six days in seven years and three months. (2639 days or 0.03258% of the time) Including those days we have had just 9 partial days of bad weather (.00341%). (1 Gulfstream crossing, 1 Turks and Caicos to Dominican Republic, 2 in the Med (only because of a SCHEDULE), 4 off the Argentine coast, and 1 nearing Easter Island.) The first four days were by our choice. The last five were NOT our choice. So, there were just 5 partial days of nasty seas that were not our choice in the hands of Ms Ocean and the ONLY 5 days outside a day's run from a safe harbour. (.00189%) Of those 5 days NONE were beginning to approach survival status. (00.000%) You get the picture?

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