Win a Rarotongan Holiday

See Page 60

PACIFIC MotorYacht

COVERING AUSTRALIA & NEW ZEALAND

Selene 55

Coastal Cruiser or Serious Passagemaker

- HOW TO SEE IN THE DAR
- BUYERS GUIDE TO POWERCAT

Also Reviewe

MARITIMO A60 AEGEA

Numero Un

ELITE 57 - HIGHLANDE

Traditional Family Seda

LEOPARD 47 P

Multi Tasking Powerca

CANAL BARGING IN FRANCE -

The ultimate holiday experience.

March/April 2009

New Zealanders *flock to see Nordhavns*

EGRET (LEFT) AND SOUTHERN STAR ATTRACTED A HUGE AMOUNT OF INTEREST.

More than 70 guests gathered at the New Zealand Maritime Museum to greet world travelers Scott and Mary Flanders recently. The party was not only an opportunity to congratulate the Flanders on completing the final leg of their two-year journey on board their Nordhavn 46, Egret, that started out September '06 in Gibraltar, it was the chance for Kiwis to extend a warm welcome to the couple whose adventures they have been tracking, and actually pick their brains in person about cruising and Nordhavns.

Hosted by Nordhavn's Australian affiliate office, the day brought together cruising enthusiasts and boating media alike – all who wanted to get an up-close and personal viewpoint of what it is like to pick up everything and just go. Until now, fans have had to rely on blogs, web forums and the pages of PMY to glean their information and updates about the traveling couple.

With the picturesque Auckland Harbour as a backdrop, the day began with a slide show of the Flanders' various stops which guests took in while nibbling on hors-d'oeuvres. Afterward, the guests of honour were introduced and talked plain and simply about what it is they've done, how they went about doing it, and how anyone in the crowd gathered there that day could embark on the same path. As an added bonus, Nordhavn 55 owners Roger and Joan Allard – along with daughter, Kimberly – were also on hand to field the group's questions. The Allards, also global cruisers, tag teamed with Egret to New Zealand since both landed in Tahiti last June. The Allards spoke about communication with the real world, maintaining and enhancing relationships, and in Kimberly's case, how to manage education.

As questions shifted toward boat operation and performance, the party migrated down to the docks, where a visual could really be had. Here guests were treated to a virtual history lesson of Nordhavn by climbing aboard the 46, the first model of the line, then stepping on to New Paige, light years ahead in design, systems and space utilisation and flow. A third Nordhavn, the 47-foot Southern Star owned by Peter and Angela Mott based in Auckland, provided the gathering with still another comparison.

Despite having exhibited at the Auckland International Boat Show last year, Nordhavn remains a relatively unfamiliar brand in the area, said Nordhavn Australasia sales manager Peter Devers, who along with colleague David Flynn, and B arry Thompson, editor of PMY, organised the get-together. "But the successful turnout shows Kiwis are quickly catching on to the name."

www.nordhavn.com

NORDHAVN OWNERS, (FROM LEFT), SCOTT FLANDERS, ROGER ALLARD, MARY FLANDERS, KIMBERLY ALLARD, JOAN ALLARD, ANGELA AND PETER MOTT, WITH AUSTRALASIAN SALES MANAGER PETER DEVERS (BEHIND).

SCOTT FLANDERS DISCUSSES THE REAL MEANING OF PASSAGEMAKING WITH AN ATTENTIVE AUDIENCE, INCLUDING PMY TECHNICAL EDITOR, PETER MORGAN (2ND LEFT). PMY

FROM THE

transom

By Peter J. Morgan B.E.(Mech), Dip. Teaching

Slooow Down You Move Too Fast

MV EGRET, IS POWERED BY A LUGGER AND USES A NORTHERN LIGHTS GENSET AND IS TYPICAL OF HOW YOU CAN ENJOY YOUR BOATING BY TAKING IT SLOW AND EASY.

A ready-made response by boaters to the current world economic crisis was proposed for us way back in 1966 by Simon and Garfunkel in the opening two lines of the lyrics of their 'classic hit' The 59th Street Bridge Song:

"Slow down, you move too fast.
You got to make the morning last."

On the premise that if you own a motor cruiser you ought to use it, and better still invite some of your friends to share your pleasure, let's take a look at how to do so a little more economically.

Motor cruiser owners with a computerised fuel flow meter integrated with GPS or better still, a water speedometer, ought to be well aware that the fuel efficiency of their vessels decreases markedly with increasing speed. In the case of planing hulls, the so-called 'hump speed' – at the transition between displacement speed and planing speed – causes something of a hiccup, where fuel efficiency is at its worst. However, as speed increases past the 'hump speed' the fuel efficiency increases too. But as speed is increased further, fuel efficiency soon reaches an optimum and after that, fuel efficiency falls away dramatically. So if you have a planing hull and insist on being up on plane when cruising, use your instrumentation to find your vessel's 'sweet spot' – the most economical planing speed. Don't forget, though, that if you slow down to a speed well below the hump speed, your vessel's fuel efficiency will almost certainly be better than it was when at its most economical planing speed.

For those who say that they need to go fast because their time is so limited and so valuable, let's not forget that the age of digital electronics has ushered in an era of electronic communications that has made it possible to do business even while you're out boating.

If you have a displacement hull, the type most common in older, classic cruisers and also in modern passagemakers such as Nordhavns, you don't even need instrumentation to tell you that the faster you go, the less fuel efficient your vessel is, alarmingly so at speeds close to the vessel's maximum hull speed – the speed at which, no matter how much power you apply, speed increases only marginally and your vessel digs a hole in the water in a futile effort to climb over 'the hump' and get up on plane.

For displacement cruisers, one benefit of going at displacement speed is that weight doesn't matter nearly as much as it does in a planing hull. Propulsion engines can therefore be produced by marinizing industrial engine blocks that are much heavier and rev more slowly than their planing hull counterparts of similar power output. A natural consequence of this is that displacement hull engines, provided they are properly maintained by changing filters and fluids at the recommended intervals, can be run for an incredibly long time between major overhauls. This is the philosophy that Pacific Asian Enterprises, the company behind Nordhavns, had when selecting Northern Lights' 'Lugger' engines to power its vessels.

Northern Lights, a globally recognized manufacturer of marine diesel generator sets and Lugger diesel engines, has recently introduced its newest model – the L6125H diesel engine, featuring an electronically-controlled high pressure common rail fuel injection system. The L6125H is based on the time-tested reliability of the heavy-duty Komatsu 11-litre industrial engine block, and is custom marinized by the Northern Lights engineering team, whose expertise has become well known to mariners around the globe since the founding of Northern Lights in 1958. The L6125H reaches a high output rating of 470hp at a modest 2300 rpm. No lightweight, this state-of-the-art Lugger tips the scales at just over one tonne – and that does not include the gearbox and the necessary fluids. However, it is designed to run all day, every day, while the high pressure common rail fuel-delivery system optimizes the atomization of the fuel delivered into the cylinders, ensuring a more complete combustion than the old mechanical injectors could achieve, hence boosting fuel efficiency. No doubt, those passagemaker owners who doubt the dependability of the high-tech common rail fuel delivery system will ensure that they have a spare electronic engine management module, a spare high pressure fuel pump and some spare electronic fuel injectors in their on-board spare parts kits.

You may visit www.northern-lights.com for more information.

PMY