

# Nordhavn 46 Prepares for Med to NZ voyage

In line with the Around The World voyage of 2001-2002 and the 2004 Atlantic Rally comes another great Nordhavn adventure. This summer, a Nordhavn 46 will depart Gibraltar for a 16-month cruise to New Zealand by way of Cape Horn.

Scott and Mary Flanders, who took part in the Nordhavn Atlantic Rally on their boat, Egret, will embark on their own 20,000 nautical mile course this August. They spent a year-and-a-half researching the project and are eager to get out and experience this journey of a lifetime. "This trip is about taking a modern comfortable power boat from the Mediterranean to New Zealand via Cape Horn, in as much comfort as possible and enjoying all that the voyage has to offer.

The trip will be covered on [www.nordhavn.com](http://www.nordhavn.com) with weekly log updates and real time tracking. It will be a fantastic read for boaters and adventure enthusiasts alike. Adds Scott: "I hope to encourage people to head offshore and enjoy some of the things that we - who do go offshore in our boat - get to see and do."



Egret will take 16 months to cruise to NZ.

The Flanders are also planning to write articles on everything from how they prepared themselves and their boat for the trip to how "plain folks" like them gained the knowledge to embark on such an ambitious excursion.

Their target departure date is August 15 and they plan to arrive in New Zealand in December 2007.

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# PAE Introduces *new flagship, the Nordhavn 86*

Since the first Nordhavn was built nearly two decades ago, we've seen countless Nordhavn owners move up to bigger Nordhavns. So it's no surprise that Pacific Asian Enterprises, Inc. (PAE) is announcing a brand new larger model: the Nordhavn 86.

The most significant difference between the new 86 and the current flagship, the 72/76 model, will be the overall girth of the boat. The 86 will be more than 1 1/2 times greater in displacement and volume. It will reflect the layout of the aft wheelhouse-configured Nordhavn 76, but feature a larger flybridge, a more spacious wheelhouse, an exceptional sky lounge and a six-stateroom interior.

The standard configuration will include twin engines with keel coolers and a dry stack exhaust. "This new boat will be based on the specifications and standards of the 72," said PAE President Dan Streech. "It will use the ideas, concepts and systems that were developed for the 72 and carry them to the next level."

In truth, the birth of the 86 was just a matter of time. Over the years, PAE focused on smaller-sized vessels, but there was always a call for Nordhavn to delve into the megayacht market. "There is a demand for a larger boat with greater capabilities," Streech said. "Our existing Nordhavn owners have shown a propensity to move into larger boats and so we've felt that demand within our own owner's group alone."



The new Nordhavn 86 flagship will be launched late 2006.

But timing is crucial. And the fact that the Nordhavn 86 is being introduced now is no coincidence. Yes, it is a logical progression from the 72/76 model. But producing these complex, large-scale boats is a challenging endeavour - one that PAE heads feel their partner factory in the Far East, as well as their own skilled project management, engineering and design teams, are ready for.

"We made the decision to proceed with the new Nordhavn 86 after almost nine years of working through numerous designs from 24.4m to 30.0m (80ft to 95ft)," said PAE Vice President Jim Leishman. "Our own expert team of designers and engineers are up to the task as is our new

big boat facility in Xiamen, China.

Tooling is scheduled to commence next month with the first boat being completed toward the end of 2006. PAE intends to package the base boat with extensive equipment and systems as standard, and is aiming for a selling price of around \$US5 million.

"This boat will be a marvel of technology, elegance, and seaworthiness," said Streech. "It will carry forward our tradition of ocean crossing capability."

And with the first three hulls already having been reserved, it should prove to be a popular-selling vessel like all the Nordhavns before it.

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