

8,000 MILES ACROSS THE PACIFIC

# Yachting<sup>®</sup>

SINCE 1907

## SUMMER CHARTER SPECIAL

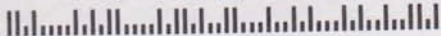
Cruise the Ancient  
Wakes of Greece

Discover the Secrets of  
Maine's Rocky Coast

## AMERICA'S OTHER COAST COME HOME TO THE GULF OF MEXICO

Serious Enthusiasts  
Join Forces to Build a  
**NEW TRUMPY 63**

\*\*\*\*\*AUTO\*\*SCH 3-DIGIT 926



COMPLIMENTS OF ARNIE HAMMERMAN  
DAN STREECH  
PAE NORDHAVN  
34179 GOLDEN LANTERN STE 101  
PO BOX 874  
DANA POINT CA 92629-0874

\$259  
8621  
3

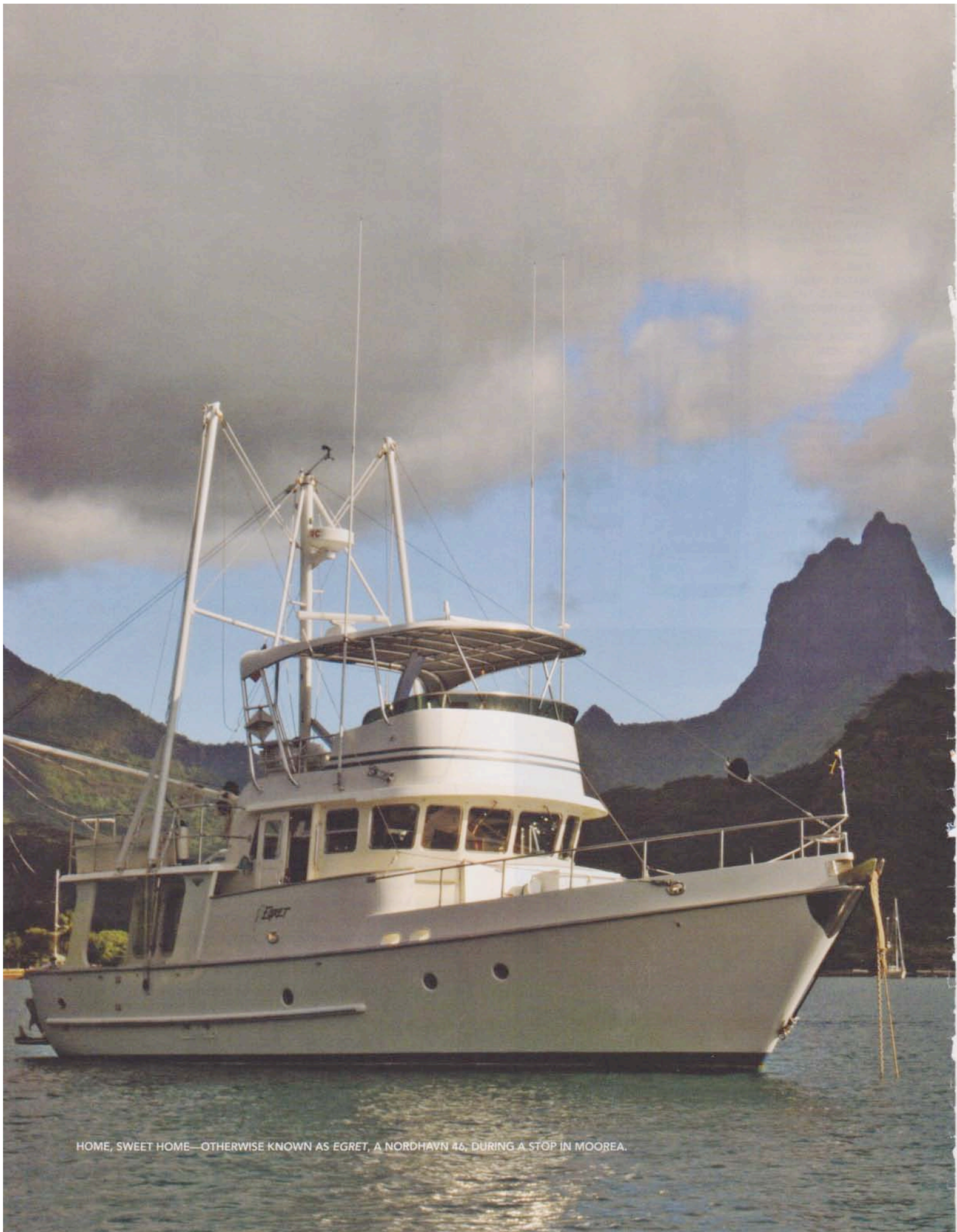
US \$7.00



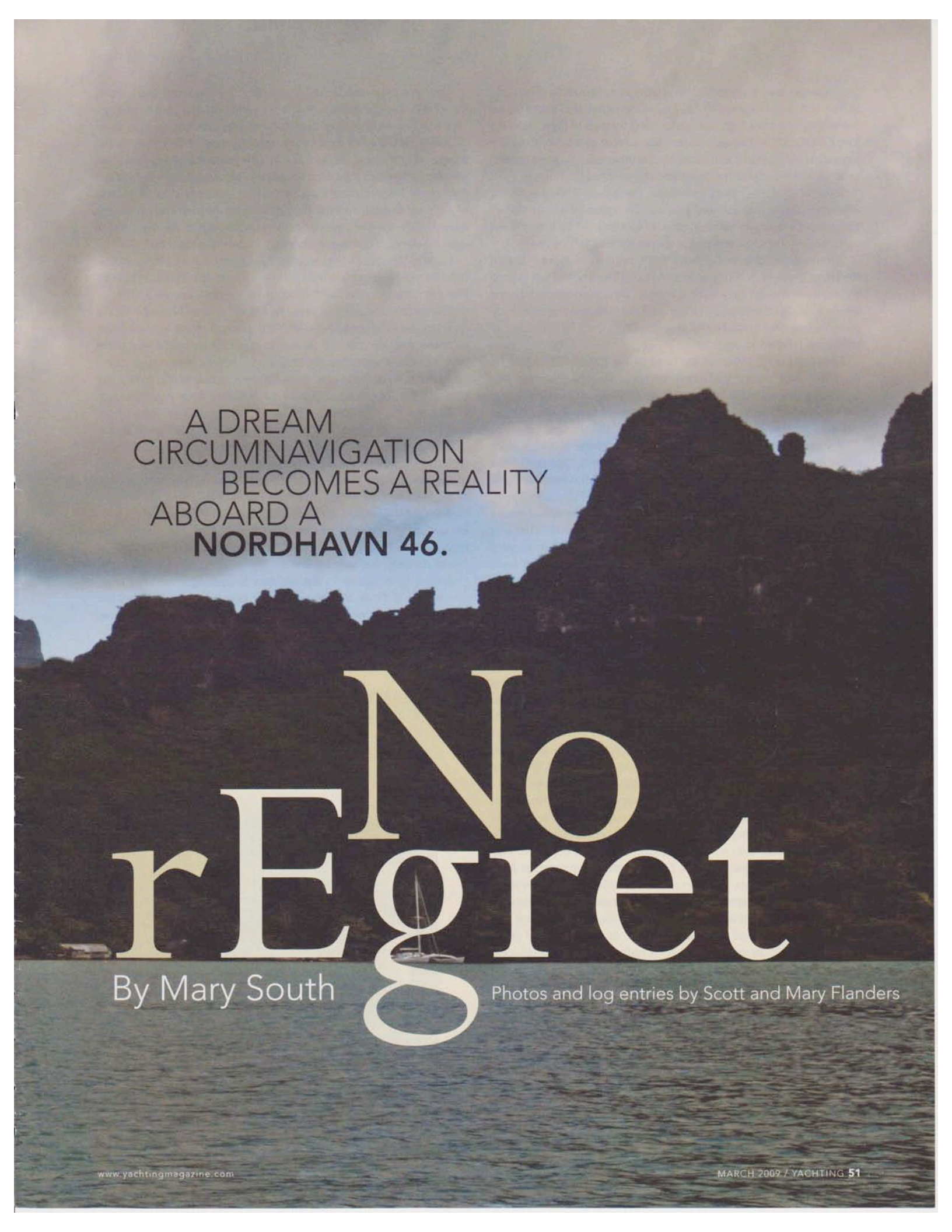
0 74820 08857 9 03

**PLUS:** Custom Line 112, Sunseeker 86, San Juan 40

www.yachtingmagazine.com MARCH 2009



HOME, SWEET HOME—OTHERWISE KNOWN AS EGRET, A NORDHAVN 46, DURING A STOP IN MOOREA.



A DREAM  
CIRCUMNAVIGATION  
BECOMES A REALITY  
ABOARD A  
**NORDHAVN 46.**

# No rEgret

By Mary South

Photos and log entries by Scott and Mary Flanders

The Panama Canal is a beautiful thing. On a passage from San Francisco to New York, it saves a mariner 7,872 miles, not to mention a pass on the hair-raising westerlies, high seas, and wicked weather of Cape Horn. Before 1914, the Drake Passage was the unavoidable gauntlet of a circumnavigation—if you ran it and came out the other side, you were entitled to an exclusive badge of honor: a tattoo of a square-rigged clipper.

Today, navigating Cape Horn remains the *ne plus ultra* of seafaring adventure. Those that succeed join an elite group of accomplished yachtsmen. Those who succeed on a 46-foot trawler? Well, they force us to haul out the technical jargon for an upgrade to “kick ass.”

When we last checked in with the Nordhavn 46 *Egret* (“Round the Horn,” December 2007), Scott and Mary Flanders had just earned their tattoos, though they settled, instead, for a modest champagne celebration. *Egret* wintered in Chile and the Flanders lingered to explore its beautiful coast before pressing on in their 18,253-nautical-mile round-the-world odyssey.

*Egret* left Puerto Montt, at the head of the Chilean Channels, on April 28th, 2008, bound for French Polynesia. The first challenge was fuel: Scott calculated Tahiti as roughly 4,200 nautical miles across the wide-open Pacific. *Egret's* range, however, was 3,000 nautical miles. As Scott so eloquently said in his log of the voyage:

*Whoops!! We know from experience our range is much more when throttled back, particularly when we have a little push from wind and a surface current. Additionally we carry approximately 280 gallons in deck fuel bladders and an additional 50 in various jerry jugs, including another 11 gallons tucked away in the diesel heater tank. We also have the generator burn to consider. For this first long leg to Tahiti where fuel mileage is such an issue we will be moving fairly quickly, keeping generator burn low, with the most time spent in the Gambier Islands. There is a supply ship visiting the Gambiers every two weeks that will deliver fuel from Papeete if necessary for the last 900-mile leg. Bottom line: We feel comfortable with our decision particularly with the ability to get fuel in the Gambiers.*

Plan in place, their first stop was Robinson Crusoe Island, the largest in the Juan de Fernandez archipelago, 418 miles off the coast of Chile. A UNESCO World Heritage site, its 500 to 600 inhabitants make a living from fishing and ecotourism. *Egret's* crew (led on this particular sortie by friendly, hungry, and thirsty volunteer Frank Sain) took the opportunity to meet the locals and find some great fish sandwiches and cold beer. A couple of days were given over to seeing the sights of the island: rare hummingbirds, beautiful flowers, humpback and blue whales. Then they waited out an iffy weather report, before continuing on their way:

*We are ready to begin our next leg of the southern route into French Polynesia...we may have to alter course from time to time to be more comfortable on this long leg to Easter Island (Isla Pascua-Rapa Nui). We are in no rush, with comfort and safety our main objective. This leg should take between 12 and 13 days, about the same as from Bermuda to the Azores. We have put in a number of sea miles since we undertook that journey in June 2004, so it won't be the daunting mileage it was at the time. Offshore voyaging isn't rocket science. It is a matter of acclimation, gaining experience in sea miles, and doing your homework...In spite of rockin' 'n rollin' we are sleeping well, having adjusted to the routine, motion, and waves slapping against the hull. It appears the weather will continue to have the same pattern of increased/decreased winds thru our arrival in Easter Island.*

About a month after *Egret* set out from Puerto Montt, she made landfall in Hanga Roa, Easter Island.

*Easter Island is the REAL DEAL, Egret's highest compliment. Everything you have read about since childhood is here and accessible. Moais are everywhere [Easter Island head carvings]. There are over 650 of these stone guys around the island taken from a single quarry.*

*Egret* got underway again, now bound for Pitcairn Island, more than 1,000 nautical miles across the Pacific. Within a couple of days, they reached an important milestone of their crossing:

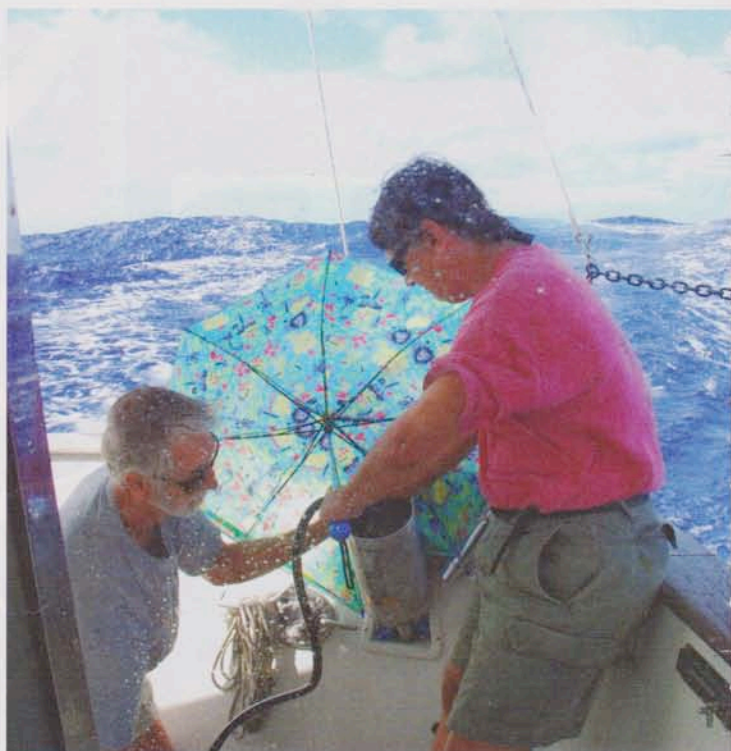
*Today we did some manual labor, taking most of the morning. We transferred the last of the deck fuel into the port tank, giving us a comfortable 940 gallons total. First we emptied the fuel bladder behind the Portuguese bridge (it had been there since Ushuaia), then 56 gallons of jerry jug fuel. All thru the baja filter, a very handy and necessary item. Finally, we are a proper passagemaker again. We hope never again to use the bladders or jerry jugs for carrying extra fuel.*

On May 14th, Scott's log recorded the *Egret's* contact with rocky, isolated Pitcairn and her residents, 52 of whom are direct descendants of Fletcher Christian, who led the mutiny on the HMS *Bounty* in 1789:

*The mayor and entourage riding Honda 3- and 4-wheeler ATV's rode down to the dock and decided it was too rough to launch the steel lifeboat. We asked if there was anything we could give them from our ship's stores but the mayor said no. We desperately wanted to have some mail sent from Pitcairn to collect the extremely rare stamps...In the end, we took a 2 1/2 gallon water jug, triple zip-locked our goodies inside—including postage, some boat cards, and a picture of Egret. The whole package was duct-taped to the jug...The mayor (JJ)...guided us near some nearshore low rocks with surf pounding over the top to get the wave direction right...and at the last minute, Frank threw the jug as far as he could in front of the boat and we turned and beat feet back offshore. Geesh. Ten minutes later JJ called and said they recovered the jug and goodies and the postmaster was standing beside him. The stamps will be hand canceled. Cool. He said they think a boat will be by next month for mail, but weren't sure.*

After a short layover in the Gambier Islands, *Egret* and her crew pressed on to Tahiti, Moorea, and Bora Bora, where they spent the month of July exploring, fishing, and catching up on a little maintenance in paradise before their next big run.

*Sunday, more rain this morning. We have decided to leave*



Monday for the small Polynesian Island of Maupiti, just 25 nm away and on the route to Suvorov Atoll. This is a small atoll with a central mountain and two anchorages. We enter thru a narrow pass with full-time current flowing out. One cruising guide says to enter early morning and the other says to enter at noon. (There are just two tides a day here.) We'll see. If the swell is blocking the entrance, we'll keep going to Suvorov.

Egret forged ahead, stopping at the Suvorov Atoll of the northern Cook Islands, and at Pago Pago Harbor in American Samoa, before arriving in the Kingdom of Tonga, where they spent a month exploring its gorgeous anchorages. This entry is from their first Tongan stop, Niuatoputapu Island, a name so tongue-twisting that most yachties just call it "New Potatoes."

This afternoon we attended a "feast" put on by local officials... held on a small offshore island with no one attending but we yachties and a few locals who prepared the food. There were palm fronds cut and used for mats to sit on while eating. They roasted two small pigs... in an underground umu (native oven)... The food had been cooking since early morning. We had seven dinks full of yachties joining the feast along with 6-7 Tongan adults and a few kids... One local gave a speech and told the crowd the money for the feast came out of our clearance duties and they wanted nothing from us. It was their way of showing how pleased they were by our visiting their island and helping with their economy. This was our third REAL South Pacific experience and two were on this island... As we said earlier, if someday you cruise the South Pacific in your own

little white fiberglass ship, be sure and make New Potatoes your first stop in Tonga before heading south to the rest of the chain.

On October 16, 2008, Egret arrived in Opuia, New Zealand. It was the endpoint of a long journey for Egret, but only technically. The thrilling sights, sounds, and flavors of their voyage had convinced the Flanders to explore New Zealand for a year and then keep on going: So, Egret has arrived in New Zealand after planning the overall trip during the winter of 04-05 in Barcelona, Spain. Egret has traveled a lot of miles and seen sights few in the world have seen... Now all we can say it has been quite an adventure—one we never dreamed of when we took possession of our little white fiberglass ship, August 6th, 2001. We both hope from the bottom of our hearts you allow yourselves to do the same. It will change your lives as it has changed ours. □

**You can read the entire Captain's Log from Voyage of the Egret at [www.nordhavn.com](http://www.nordhavn.com)**



SCOTT FLANDERS, ON THE LEFT, AND FRANK SAIN, TRANSFERRING FUEL WHILE UNDERWAY (OPPOSITE); COLORFUL BOATS LITTER THE SHORELINE ALONG THE COAST OF TIERRA DEL FUEGO (ABOVE); A TYPICAL GAMBIER ISLANDS BEACH SCENE (BELOW).

