

PACIFIC MotorYacht

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Vision 68

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WE LEFT BEHIND ONE OF THE MOST DESOLATE AND BEAUTIFUL AREAS OF THE WORLD.



CASCADING WATERFALLS ARE EVERYWHERE.



MARY IN THE WHEELHOUSE OF EGRET.

we had to reset. There were a few very basic tin homes on shore along with a few houses on floats. In the north of Chiloe Island and so far what we have seen here (further north) the homes are made from simple tin sheeting over a wood frame. In the south of Chiloe Island and further south the homes are mostly wood. Egret just hit another milestone - 5700 main engine hours.

Puerto Montt is our next port of call and on the way we passed numerous colorful islands on the port side and have snow capped Chilean Andes on the stbd. The temperature is a comfortable 74 degrees F. in the pilothouse, the wind is calm and the sun is shining thru the early morning haze.

So here we are in Puerto Montt ending the adventure of cruising the Chilean Channels and waiting to start our next, crossing the Pacific to New Zealand. We will be land based for the next two months

To recap the Channels leg the stats are: Engine hours 281.2 Generator hours 92.4 Nautical miles traveled: 1,503.4 (Ushuaia - Puerto Montt) Nautical miles from Gibraltar - departure Sept. 15. 2006: 9,949.35 (11,441.75 statute miles

-18,413.71 kilometers) (you Sherlocks looking for average speed remember the engine hours include warmup, lifting the anchor, lifting the dink, putting both overboard and so on)

March 24, 2008

Position: Drying grid, Marina Oxxean, Puerto Montt, Chile

Time is moving quickly. We have run out of time before we leave (in less than a week). We are leaving tomorrow (Tue) for a two day vacation to Valdivia (up river from the coast), 3 hours north west by bus. We'll putz for two days then back for final provisioning, getting our zarpe for Juan de Frenandez and we're off. It will take a day or two to clear the coast depending on tides but that's another story. We have sent an e-mail to a contact on Juan de Fernandez (Robinson Crusoe Island) to the local agent to see if he can supply 600 liters of diesel. If so we'll run straight to Robinson Crusoe. If not we have to make an overnight stop further north on the mainland Chile coast for final fuel. Every gallon counts in the 4000nm+ trip to Tahiti. In

addition to the main we also have to consider generator burn. Egret will be the pig of the sea (POS) until we are able to empty the fuel bladders and get down to our main tanks. Its something we prefer not to do but if we are to make this southern sailboat route to Polynesia its a must. Ciao.

March 31, 2008

Position: Under way from Puerto Montt

Well, mis amigos, Egret will soon no longer a marina queen and under way beginning her longest single cruising season ever with the fewest stops. Leaving Turkey and arriving Ushuaia, Argentina eight months later covered more miles but at a more relaxed pace except for the final push from Gibraltar that took just 110 days. After running and rerunning the numbers we will have to make a mainland Chile stop before pushing off for Robinson Crusoe Island in the Juan de Fernandez Island group off the coast of Chile. The miles are scary with no handy dandy fuel pumps along the way. The rough mileage is 4200nm to Tahiti and according to the 'book' Egret has a 3000 mile range. Whoops!! We

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 Gambier's every two weeks who 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 Gambier's.

Here we go!! Egret is underway riding the tide thru the islands to tonight's anchorage (6.7 knots at 1300 rpm - over 5mpg, Egrets kind of deal). After saying goodbye's, taking on fuel and paying the marina fees we were underway at 10:30 local time. The timing couldn't have been better with the tide just starting to fall to give us a free ride out between the islands to tonight's anchorage. Tomorrow the seas lay down a bit, so with a south wind to give us a push north up the coast tings should be good. We will have a swell from the SW at 3 meters (9' +) and a mild SE wind. The key is a wave period of 14 seconds meaning gentle swells.

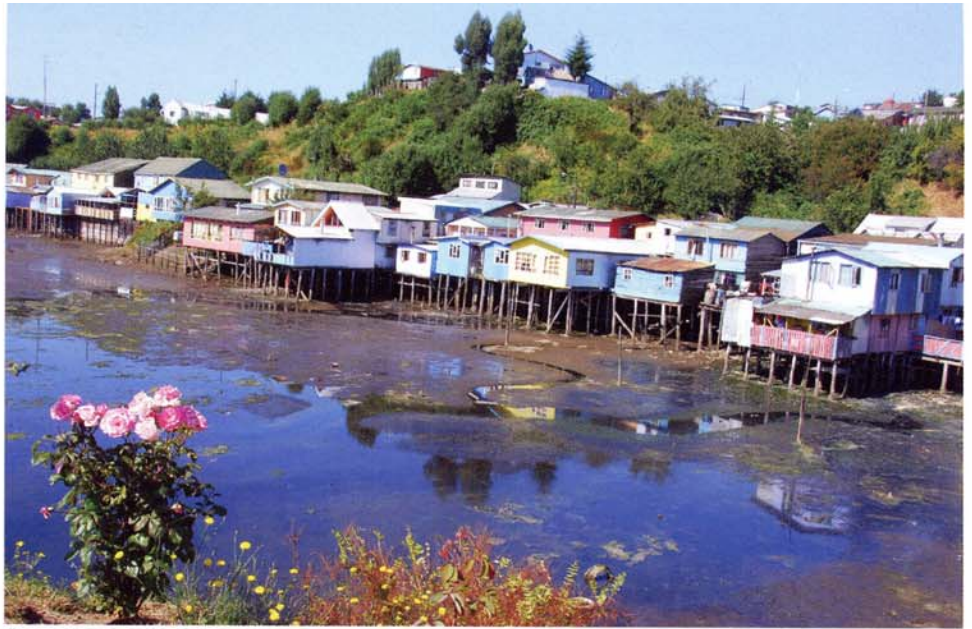
We took on 2562 liters of fuel (674.2 gallons) at 542 Chilean pesos a liter. When we arrived the USP (US Peso) was 440-1 and fuel was 517 CP/liter. The USP is now 420-1. Double whammy. Two years ago the CP was 735-1 USP. Geesh. We filled the foredeck 150 gallon fuel bladder and topped off the 50 gallon (44 usable) bladder behind the flybridge. We also filled the main tanks. Because we have decided to make a last mainland Chile fuel stop to buy us another 300 or so miles we didn't fill the 100 gallon cockpit bladder or the piles of plastic jerry jugs we accumulated before we left. There is no reason to sink the transom any further than necessary until we push off for the big stretch to Tahiti. Looking at the big picture, it costs what it costs and doesn't matter. We aren't going to change our lifestyle as the USP bounces along with fuel costs. The cruising we are able to enjoy is priceless. Time can't be bought AND is finite. You get the picture.

April 1, 2008

Position: S41 10.00 W74 01.33 (70nm and we will be out of the Roaring 40's)

Well mis amigos, Egret is currently pushing her way slowly thru the tide in Canal Chacao waiting for the tide to swing and flush our little white fiberglass home out into the Pacific. Tides on the fall run up to 9 knots. We'll see if we beat our all time record of 13.4 knots set in Hells Gate, NYC. Backing up to yesterdays run, we enjoyed a smooth, sunny ride with the tide thru the near-shore islands until our speed began to fall rapidly and we needed to find an anchorage. We ended up in Puerto Abato. Puerto Abato is simply a channel between the mainland and a longish island. The anchorage was calm and uneventful. It will be our last anchorage for two days on our run up the coast for final fuel before turning left heading west in to the Pacific.

PMV



IN CASTRO, SOUTHERN CHILE SHANTY HOUSES CALLED PALAFITOS ON STILTS ARE BUILT OUT OVER THE BAY.



ANOTHER PEACEFUL, PRIVATE AND SECLUDED ANCHORAGE IN PARADISE.



THE WINDS IN SOUTHERN CHILE SHAPE THE LANDSCAPE INTO SURREAL IMAGES.