

# LUGGER CRUISING REPORT



## Jim and Susan Sink powered their dream with Lugger

For decades, the dream of circumnavigating the world by boat was limited to those who could support very large motor yachts or intrepid sailors willing to put up with the vagaries of the wind. Thanks to Jim and Susan Sink, Lugger diesels and Nordhavn Yachts, those limitations are but a memory.

The Sinks went about their voyage methodically, choosing the Nordhavn 46 *Salvation II* and its Lugger L6414D very carefully. Both had the credentials to make it around the world. When Jim Sink retired after a U.S. Navy career and 30 years as an architect, he and wife Susan were far from ready for settling down. Jim's work had taken him to many parts of the world, and he wanted to do some exploring with Susan on his own schedule. Jim and Susan, ironically, weren't lifelong long distance cruisers.

In fact, *Salvation I* was what Jim calls "an 18-foot drinking barge." Their methodical and thorough approach to cruising, as evidenced by meticulous logs, made them experts very quickly.

After two years of cruising in North American waters, they knew the boat and their skills. When they set sail for Europe, they were ready. In six years and 50,000 miles, many things impressed the Sinks. The places and people were unforgettable, and the Nordhavn's seagoing qualities were always impressive.

A quiet but critical role was played by the Lugger. This Lugger wasn't specifically configured for circumnavigating. It's the same

Lugger that powers everything from fishing vessels to sailboats. It is the engine of choice for about 47 of 50 Nordhavn 46's. For the Sinks, it kept the dream chugging along at just the right pace. Fuel consumption was outstanding and, above all, the Lugger gave no problems for those 50,000 miles. "We never even pulled an injector out," reports Jim Sink. "We

just gave the Lugger a pat every day and she seemed to respond."

Whether or not you pat your Lugger is up to you. Luggers are, after all, just good hard working and reliable engines. They'll do the job even without overt signs of affection.

We congratulate Jim and Susan on a dream well kept.



# THE ROUTE



Phuket, Thailand



Honolulu, Hawaii



Glacier Bay, Alaska



Monroe Harbor, Chicago



Ostend, Belgium



Ikaria Island, Greece



Corinth Canal, Greece

The Sink's Odyssey began in 1990, when they took delivery of Nordhavn 46 hull number 10. The name Salvation was the voice call for Jim's Naval squadron, and he believes a boat's name should begin with the same initial letter as the owner's surname. The affable and unassuming Sinks shared many legs of their journey with friends. Jim Leishman of Pacific Asian Enterprises, maker of the Nordhavn

and Mason lines, actually made two trans-ocean passages aboard *Salvation II*. Leishman, himself a cruising expert, recently revised Robert Beebe's cruising handbook *Voyaging Under Power*.

Jim and Susan first stepped aboard in Dana Point, California, home of Pacific Asian Enterprises. After initial sea trials, including a passage to Oregon, they took a shakedown cruise

to Alaska via the Inside Passage, with many stops along the way. By the time the colder months arrived, *Salvation II* was on its way south. After transiting the Panama Canal, the Sinks cruised the Caribbean and Yucatan coast before taking *Salvation II* to her homeport of Houston for the first time.

Having sailed the entire West Coast in year one, in year two Jim and Susan turned their attention to the east

coast, from Florida to Chesapeake Bay then to downeast Maine. After spending time cruising New England, *Salvation II* headed to the heartland via the Hudson River and Erie Canal. Stops on the Great Lakes included Detroit, Mackinac Island, Charlevoix, Milwaukee and Chicago. "Chicago Yacht Club has the best buffet lunch in the world," reports Jim. *Salvation II* then followed the winding Illinois

Waterway to the Mississippi River then home to Houston.

Year three brought the beginning of the circumnavigation. Stops in the Bahamas, Bermuda and the Azores lead to England, where they went up the Thames and stayed at St. Katherine's dock under the Tower of London. The North Sea and the Kiel Canal led to Copenhagen and the Baltic Sea. *Salvation II* lays claim to

being the first yacht to transit the Rhine-Main-Danube canal from the Baltic to the Black Sea totally by water. It was the first boat in the first opening of the last lock connecting the Main and Danube Rivers. This was the most daring leg of the journey because the Danube River constituted the border between warring Serbia and Croatia.

This leg of the voyage ended in

Kusadasi, Turkey, which they used as a base for exploring the eastern Mediterranean for 18 months. The northernmost marina on the Turquoise coast, Kusadasi had 35 liveboard couples, 15 of whom were American. The metropolis Izmir was only a \$2 bus ride away, and there were also nearby military facilities that the Sinks could use.

The Sinks decided to cut back on the distances a little during year four and enjoy getting to know the Mediterranean. They sailed the Aegean, transited the Corinth Canal, then cruised Italy, Tunisia and Malta before returning to Kusadai.

The remainder of the circumnavigation commenced again in earnest in Year five. After cruising the Turquoise coast, Cyprus and Israel, *Salvation II*

took the Suez Canal and Red Sea to Djibouti, then onto Oman. Timing their next leg to miss the monsoons, Jim and Susan crossed the Indian Ocean from Salala, Oman to Sabang, Indonesia, their longest non-stop leg of 2,571 miles without a single fuel stop. This dangerous leg was followed by a cruise of Thailand and Malaysia, eventually coming to a stop in Singapore.

The sixth and final year of the circumnavigation revolved around islands. Borneo, the Philippines, Palau, Micronesia, the Marshall Islands and Johnston Atoll were all ports of call. The long passages to Hawaii, and from Hawaii to Dana Point brought *Salvation II* "home", where she was greeted by a small flotilla of Nordhavns and Masons and

their owners. Many of these owners, having seen *Salvation II's* success, are certainly giving some thought to their own voyaging plans.

The Sinks aren't quite sure what they'll do next. They chronicled their voyage with excellent photographs and have plenty of memories to call upon. However, they hardly seem to be the kind of people to sit around and reminisce indefinitely.



*Jim and Susan Sink and their Salvation II on the Mississippi River.*

#### Comparative Major Ocean Passages

LEG/PERFORMANCE	NM	HRS	GAL	NM/HR	GPH	NM/GAL
Ft. Lauderdale—Bermuda	925	150	496	6.17	3.31	1.86
Bermuda—Azores	1789	275	723	6.51	2.62	2.47
Azores—Falmouth	1226	191	556	6.42	2.91	2.21
Port Said—Djibouti (7 legs)	1334	287	625	4.7	2.2	2.2
Djibouti—Salala	696	119	274	5.8	2.3	2.5
Salala—Galle	1671	274	602	6.1	2.2	2.8
Galle—Sabang (no stops)	900	169	390	5.3	2.3	2.3
Singapore—Majuro (7 legs)	4184	776	1772	5.39	2.28	2.36
Majuro—Johnston Atoll	1280	264	577	4.85	2.19	2.22
Johnston Atoll—Honolulu	720	137	333	5.26	2.41	2.16
Honolulu—Dana Point	2272	354	805	6.42	2.27	2.82
Totals & Averages	17007	2996	7153	5.68	2.39	2.38

### About the Engine

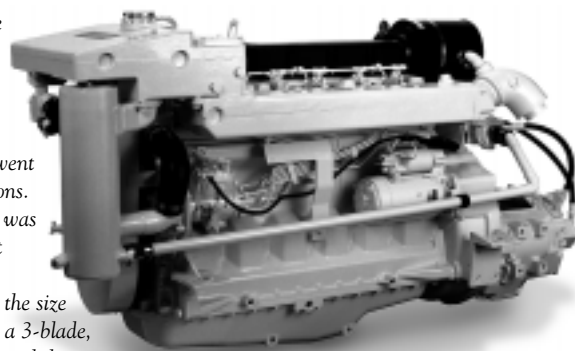
*Salvation II's* Luger is the 6-cylinder model L6414D, rated 140 HP at 2200 rpm. (This engine is now called the L668D) The displacement is 414 cubic inches, the bore is 4.19" and the stroke is 5.0". It is based on a naturally aspirated engine block.

The reason's this engine has been so successful for the Sinks and many others is largely due to superior cooling and lubrication systems. The components are all of the highest quality, built for demands most owners will never put on their engines. Simplicity has been engineered into the L668D, eliminating hoses, belts and other wear-vulnerable items. Should it require major

servicing, wet cylinder liners mean the engine can be rebuilt in the vessel.

*Salvation II's* Luger L6414D logged 7,761 hours with no major repairs. One Alaska Diesel representative went to Kusadasi and another went to Hawaii to perform routine inspections. In each case, it was agreed the engine was running so well that it was best to just leave it alone.

In Hawaii, they decided to change the size of their 4-blade 30" x 18" propeller to a 3-blade, 30" x 24" propeller. This change improved their fuel consumption approximately 18%.



140 HP L668D