

Jennifer and James Hamilton from Seattle, together with shipping cat Spitfire, a journey around the world on their 52-foot Dirona, a Nordhavn motoryacht that is ideally suited for this global expedition. The Hamiltons have been on the move since 2012. Also special: the six-cylinder diesel has 10,200 operating hours without a click. Past the Dirona arrived in Amsterdam to spend the winter there. Motorboat stepped on board and recorded an impressive story.

LAURENS OF SIDE

they had a Bayliner for a long time 4087 available. "We each went weekend and every free moment with the boat away, whatever the weather conditions," said James. Right away He adds that she smiles boat have often exceeded the limit hunted in rough seas.

#### RIGHT SHIP AND SIZE

However, they came in calmer waters ter. They wanted a ship with which they could take longer trips

Jennifer and James Hamilton sat up to enjoy a balmy evening in the tub. On their newly purchased Nordhavn 52, moored in the port of their hometown of Seattle. Suddenly said James: "And if we want the world go sailing around?" It was one out loud pronounced thought. Or better: a dormant for some time

wish. It continued the preparation of a world trip in motion. Not waiting until after their retirement, but now, now they were fit and fit ... Both led to a pressure until then life; plenty in the rat race that top fun in the IT sector bring along. Hard work, totally relaxed. For the latter

and where they could live. Friends had switched to one Nordhavn and that also turned out for Nifer and James the right choice. The American Nordhavn wharf state known for the seaworthy traw-educational motor yachts built in composite. Tough, sturdy and of unmistakable American cut. James: "We initially wanted one

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47 feet, but the yard just started on a larger model of 52 feet. That size naturally has the advantage of more living space and storage on board and the longer waterline contributes more speed. Moreover, it is one size that puts you on relatively small fair water. "

experience life optimally. Via water closed doors you reach the salon with a semi-circular lounge area on port sofa and starboard dining area. Subsequently, a transverse, open kitchen - almost ship-wide -, in which really nothing about equipment missing, to a waste crush.

**UNDETERMINED TIME**

The Hamiltons made by way of test runs from Seattle long trips to the Prince Williams Sound in Alaska. More than 1200 miles sailing. Jennifer: "This is how we learned our ship know well and also learned how is to be with him for a longer period of time

1 The Dirona for anchor in sydney, for the famous Opera House and the Harbor Bridge. (Photo: J-Hamilton)

Their Nordhavn 52 measures 16.5 meters over everything and 14.7 meters on the water line. The width is 4.90 meters and the draft 2.1 meters. The water displacement is over 55 tonnes. The boat name is Dirona, after a sea snail species.

### LIVING SPACE

There is enough space on board to live and live. On top of the wheelhouse is the flybridge and beyond a large deck on which a hydraulic electric crane and the dinghy is parked. A lower deck is the large one covered rear cockpit where you can

On the starboard side is the passage to the higher situated wheelhouse. He has another half-round on the port side couch, with table. The steering position itself looks through all equipment as one aircraft cockpit. The mate has a comfortable wheel chair decision. A flight of stairs to starboard leads to the fore ship. Totally in the peak is a wet cell, behind it is the guest cabin. Further back is the owner's cabin, with double bed and a separate wet cell. This cabin is adjacent to the engine room. It is a change get it, about which more later.

to sit at sea. With the anyway reassuring thought: if if something happened, then we could across the coast. " Their plans to go around the world were increasingly taking shape. "To- initially we would like a 'quick blast' do around the world of one and a half, two years, "says James," but me was always working continuously the journey was delayed. Ultimately we are left anyway and that originally planned 'quick blast' is already taking place more than six years. The end is provisional not yet in sight. "

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2 The Dirona in front of a glacier in Alaska. (Photo: J-Hamilton).

3 The Seattle-based couple spent the winter on their boat in Amsterdam.

4 world travelers Jennifer and James Hamilton.

We have the time to ourselves and that is a big advantage. "We own the schedule "; if we get it somewhere to us make sense, we will stay there longer. The only thing we have to take into account are the seasons and the weather conditions."

Remarkable is the variety that they have choose. Sometimes they stay in total deserted places near glaciers or tropics bays, sometimes they collapse earthly issues like a Formula 1 race or a Guns N'Roses concert ...

### LONG ROUTE

James knew an ideal work appointment making it from the boat can work and travel to Seattle if it really needed. In 2012 they threw the clusters and first go to San Francisco, then the first major make a crossing to Hawaii, spacious 2000 nautical miles. Initially they walked wait according to the system '4 hours on-4 hours off', but they have that gradually adjusted. They got there both tired of it. Now they take during the crossing the helm when it comes out and they often divide the night watch

take the Atlantic crossing to Ireland, via Scotland and En- landed in Scandinavia. With a stopover in Harlingen to pick up a new dinghy.

### WALL TO WATER

Their world trip went so far prosperous, on two really stuffy moments after. The first time was during a call in Australia. After a long sailing day with deterioration again they wanted sheltered water know. They had to achieve that through a trench in a shallow. James: "We walked in with crushers on the ass. At a given moment I looked back and saw a wall approach us with water. That handle the ship, lifted the stern high so we walked out of control and fell across starboard. Because of that violence, the foreign doors open. Fortunately the boat arrived up again, but I decided to turn so that we are next could take waves. The we managed to reach the open sea again and we finally found one

in two parts. Seasickness remains with them  
happy usually saved; only  
violent pounding turns Jennifer  
seasick, but then offers a wristband  
relief. The Dirona has indeed  
two hydraulically operated AB Trac  
stabilizers against rolling.  
From Hawaii it went further west  
upward; they visited numerous islands  
in Polynesia and then New  
Zeeland and Australia. Then - in  
gel flight described - followed the  
crossing of the Indian Ocean  
to South Africa, to the Atlantic  
Ocean to sail north. Which  
was the longest crossing, via  
Saint Helena to Barbados: 3,689  
nautical miles and 26 days at sea.  
The east coast of America and Canada  
was explored and in 2017 they decided

## "WE HAVE THE TIME TO OURSELF"

bay where we could anchor. Within  
It was a big chaos, but we  
had no structural damage. The  
it turned out that the boat has a slope  
made of 69.1 degrees. Over there-  
it was about 1000 gallons  
filthy water penetrated through  
the air inlets of the engine, which are on  
sit at eye level in the cockpit. Crucial  
was that the engine kept running. "

## BILGEWATER ALARM

A second problem situation did  
occurred during the Atlantic  
sting in 2017. They were leaving from  
Newport and were more than 750  
miles from the coast, south of the  
rough Grand Banks. They knew them  
were confronted with a low-pressure  
bid. It turned out to be two systems that



came together, who for a sea. Time and time again there were waves in the tub; angry sizzling, foamy water. The boat could have done that well. However, shortly after James was woken roughly at midnight from his sleep by an alarm. He flew to the bridge where Jennifer meets it rudder stood. "Bilgewater alarm!" Was her disturbing message. James opened the door to the chine room, stepped in and ... stood in the sea water to his knees. Adrenaline! Also this time the motor miraculous work to do. James: "This was a shocking tuation. Because where did all that water come from? from? We had hit something and were we leaking? No idea. And that on

## "IF IT IS SOMEWHERE GOOD LIKE WE STAY LONGER '

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a location where the book "The Per-Storm 'is taking place. We sat out of reach of rescue helicopters. I called on Jen to get out know what the nearest could be. "Jennifer:" It was there not, I soon found out. Yes, the coast of Newfoundland (Canada) and it was exactly 700 in the wind miles. Continue to the east our only option. "

### LEAKING TRANSIT

James: "Our first priority was that to get rid of water, which succeeded partly with the bilge pump. "Still remained water continued to flow from it at the bottom. Like an infantryman James tore his way through the front backwards, between all stocks, pipes and hydraulic hoses by. And that in a dancing boat ... He found the leak: a thumb-wide feed from the shore power connection. To James saw tons of liters there water ingress. "Five gallons a minute! "That transit was on deck in a box - or rather baking

kást - in the tub, with an upright certainly an inch high. By the continuous breakers in the tub turned out that barrier is not high enough. James had no idea how he made the transit could seal. Simple improvisation proved to be the most adequate: one towel that he wrapped with cable ties the transit gagged. The waterfall was a good deal with that to some drip. After 11 (!) Hours was the danger of complete swore. The Dirona reached unscathed Ireland with a now relaxed and late crew. James took none after this experience half measures. He replaced the buttock pumped by a heavier version and installed an additional copy. There was an extra switch in the engine room to pump also there to be able to start and not only in the wheelhouse. Mount at the cable duct he self-employed.

### RELIABILITY

"Because we are Dirona together safety is a spearhead

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us, just like the reliability of automation and backup systems, "James says seriously," we want to be warned in time at deviating situations. "They monitor constantly the technical situation on board with the help of the Maretron N2KView system. That leaves in one all technical data at a glance see a screen. To start on the bridge and further on extra screens in the salon, in the galley and next door to the bed. Along the way the system gives all information about the engine condition and related matters. Moored on the jetty it produces the dan relevant data; from inverter, rator and shore power to weather skills. A third 'position' gives the

As an IT specialist, James wrote software ware so that technical data is stored in a database. Which makes it possible to view current figures comparable to those from earlier years. For example, check the engine warmer than in the past, below the same water temperature. Or how much the battery capacity has been reduced walk in one year. Etcetera.

### 10,200 RUNNING HOURS

The engine has already been used a few times morated as an unperturbed power source. It is a six-cylinder John Deere 6068AFM75 from 266 hp. He is sprayed white, so that any traces of oil are immediately noticed and he is in a really blemish

running hours, "James reports almost tig, "but you can't help it. The engine is spotless and used up no oil. " It turns out how much he pampers the diesel well from the fact that he did during the long Atlantic crossing of Saint Helena to Barbados the engine on the high seas stopped to change oil. Right away Premium brand, Shell Rimula. "We could make progress through the aid tor," says James, pointing to the wing engine 'obliquely on the port side is the main engine. "It is a four-cylinder Lugger, with its own coupling propeller, propeller shaft and a Gori screw. The great thing is that it is the same engine is like that of the generator on starboard, even if it's a three-cylinder.

condition of the tanks again, for example during bunkering.

empty, brightly lit environment, with height. "The engine now has 10,200

For maintenance and spare parts that is easy. "

5 Steering position with the Maretron system control screen.

6 In the rugged, beautiful nature of Fiordland, New Zealand. (Photo: J-Hamilton)

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7 The six-cylinder John Deere, a reliable force.

8 Large filters keep the fuel clean.

9 The technology has been taken care of to perfection.

That generator is a Northern Lights L844D 12 kW. On the way he doesn't have to take action, because first the main engine are two strong MOs of 4.5 kW each. Enough to the power requirement during the maintain momentum and even the air conditioning or heating.

**BUNKER CAPACITY**

There is also no lack of diesel; next the main engine are two bunker tanks of 832 gallons each (1 US gallon

**TO THE DOTS**

As far as possible, everything is in the chine room easily accessible for maintenance. A large panel with pipes and faucets, including labels an example of that. In the back of the engine room is a watertight door that leads to the aforementioned behind. Except for that freezer, countless plastic storage supplies with stocks and parts, neatly arranged and sea-proof stowed.

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= 3.78 liters). A third tank contains 65 gallons and the auxiliary engine draws from one another 15 gallons tank. Problem people with dirty diesel do not have them hardly had any, not even in remote areas. "On the contrary," says Jennifer, "They are completely finished in such places dependent on diesel engines, so them ensure that the fuel consumption stroke remains free of water. We already have once a cockroach from a filter fished. "Between the tanks and the main engine is a battery that has large filters work very effectively.

The John Deere is set to 2400 revs per minute, but James late engine rarely exceeds 2300 run. He has searched for it ideal speed, every time plot every 100 rpm; of stationary nair to full throttle. Certainly on longer stages consumption is affected by external conditions such as electricity, waves and wind. An ideal speed is therefore not to give. James notices dry up: "The most efficient position in terms of consumption is stationary!" Thanks to it computer program he knows exactly fuel consumption and the remaining stock and can there timal speed when choosing.

The cruising speed of Dirona is also depending on the circumstances Pine tree. Average, below favorable circumstances, it is around 8 button. On the way to the Marquis however, the speed came occasionally do not exceed 4.5 knots by wind and power. In the Tasman Sea the boat effortlessly ran 10 knots by favorable current.

Everything aboard the Dirona is up to the dots taken care of and everything shows that James pays a lot of attention technology and ongoing the ship. He has countless adjustments and improvements brought. Jennifer and James extensive report from their travel adventures. James does too detailed maintenance report and repair jobs. That is by now an interesting technical source, that much response.

## FUTURE

The summer of 2018 brought the Dirona as said by in Scandinavian waters. The Hamiltons chose Amsterdam dam as a wintering place, where they are November moored in the City rina, right next to the station. A beautiful base to further our country explore. Because they like to do that: 'being in places', as they call it themselves men. They stayed here until March then set course again to Scandinavia and the Baltic Sea. What the future looks like, remember the adventurous couple not exactly. The Mediterranean they may still want to know and hibernate in Croatia they also do something. Eventually will James and Jennifer probably return to America, only one house-tree-beast exists excluded. They are too much for that 'ocean people' and world citizens become ...

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