




The First Elling E4 Trans-Atlantic Voyage  
Canaries - Caribbean  
01.12.2008 - 16.12.2008



03

atlántico

 SERIES | the pure spirit of adventure

# the adventure of a lifetime

In May 1997, the concept of Elling was born.  
One of the main criteria was to design a standard production  
recreational pleasure craft under 15 metres which was capable  
of successfully completing a Trans-Atlantic crossing.  
In December 2008 this dream became reality...

## our story



**18.11.2008**

Three standard production Elling E4s left Antwerp harbour on a container ship.  
These vessels were all manufactured in 2008, the last vessel of which only completed its hand over  
sea trials on the 15th of November.

**26.11.2008**

The three Elling E4s arrive safely in Santa Cruz de la Palma.

**28.11.2008**



30.11.2008

At ten o'clock we woke up and gathered everyone for breakfast in a small restaurant nearby.

After breakfast we all went to our boats to make preparations for departure.

We then leave for refueling in the fishing port, a few hundred metres further on.

We found out that the fuel price is fantastic here: only 70 cents per litre (how about EU?).

The locals were out in force to wish us "Bon Voyage".

It is not every day that someone tackles the Atlantic in vessels of this size.

After final preparations and a last briefing over dinner, which concluded in a "Nasdarovja" with the Russian crew we embarked on a trip that would probably be one of the biggest adventures in our lives.



# our kit

Each boat was equipped with the following...

Floating anchor	1
Grab Bag	1
Fiddle rail around hob, to fix the pans	1
Box of 4 rockets, 4 flares, 4 smoke flares	1
Long line with floating buoy	1
MOB Emergency light	1
Paper charts (atlantic route, cape Verde, Caribbean)	1
Sailors Knife	1
Gaffer tape (roll)	2
100 metre of towing line (Diam. 16 mm)	1
20 metre of water hose	1
Flash light (LED)	1
Spare Nav lamps (24Volt)	5
Fuel hose from barrel to tank 6 metres	2
Zip ties	20
Set of spare parts from Volvo and Onan	1
Emerency window panels and fixings	2
Fuel: 3000 litres of Diesel	
Fuel: 20 litres in Jerrycans	8
Fuel: 220 litre drums, in a wooden cradle	6
Water: 800 litres	
Spare engine oil / hydraulic oil / engine coolant	
Six person life raft	1
Life Jackets for all crew	





# 1. Duke

Registered: British Virgin Islands  
 Build No. 4134: Boat was ready in June 2008  
 Engine: Volvo Penta D9, 570 HP  
 No. of engine hours: 50  
 Fuel tank, standard tank: 1500 litres  
 Extra Fuel barrels on aft deck: 6 barrels of 220 litres each = 1320 litres  
 Extra Fuel jerrycans: 15 jerrycans of 20 litres = 300 litres  
 Total fuel: 3120 litres  
 Spare engine: Yanmar 29 hP  
 Spare fuel tank (for spare engine): 100 litres



**Alexander Rubinov**  
 Captain



**Anatoly Semenov**  
 Owner



**Natalya Semenova**  
 Owners Wife



# 2. Elling

Registered: San Marino (small enclave in Italy)  
 Build No. 4144: Boat was ready in October 2008  
 Engine: Volvo Penta D6, 425 HP  
 No. of engine hours: 10  
 Fuel tank, standard tank: 1500 litres  
 Extra Built in fuel tank: 450 litres  
 Extra Fuel barrels on aft deck: 4 barrels of 220 litres each = 880 litres  
 Extra Fuel bladder on fore deck : 400 litres  
 Extra Fuel bladder on aft deck : 400 litres  
 Total fuel: 3630 litres  
 Spare engine: Volvo Penta D2 30 hP  
 Spare fuel tank (for spare engine): 100 litres



**Sergey Afonin**  
 Captain



**Sergey Egorov**  
 Owner



**Lilia Egorova**  
 Owners Wife



**Alexander Egorov**  
 Owners Son



# 3. Valentina

Registered: British Virgin Islands  
 Build No: 4142 Boat was ready in September 2008  
 Engine: Volvo Penta D6, 425 HP  
 No. of engine hours: 50  
 Fuel tank, standard tank: 1500 litres  
 Extra Fuel barrels on aft deck: 6 barrels of 220 litres each = 1320 litres  
 Extra Fuel jerrycans: 8 jerrycans of 20 litres = 160 litres  
 Total fuel: 2980 litres  
 Spare engine: Volvo Penta D2 30 hP  
 Spare fuel tank (for spare engine): 100 litres



**Anton van den Bos**  
 Captain



**Mikhail Gorbunov**  
 Owner



# For a Trans Atlantic crossing, This is my story of our fantastic adventure... Anton van den Bos

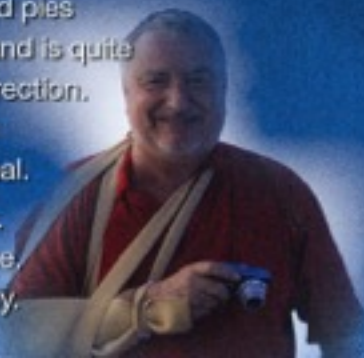
## day 1

Time: 11.00 UTC      Wind: approx: 12 kts NE  
Lat: 28° 40'751" N      Departure time: 11.00 UTC  
Long: 17° 46'016" W      Sky: partly cloudy  
SOG: 7.0 Kts  
Water temperature: 24°C  
Swell: approx 2-3 metres

Total distance to destination: 2585 miles

1.12.2008

After paying for the Marina, and visiting customs for the stamps in the passport, we leave the Port of Santa Cruz de La Palma.  
We sail about 0.5 mile off the coast of La Palma in southerly direction. After two hours we turn around the south coast of the island and set the autopilot on a course of 265 degrees.  
At 14.00 we spot a shoal of dolphins, they're fantastic!  
At 18.00 UTC I make a meal of steak, potatoes and pies from a can. The swell has increased to 3 metres and is quite uncomfortable, as the waves are from northerly direction. I am very happy that we decided to install the pan holders on the cooker. It is now easy to cook a meal.  
The night is very dark and overcast with no moon. We operate a 4 hours watch, 4 hours sleep scheme. I go to my bed at 19.00 UTC and I sleep like a baby.



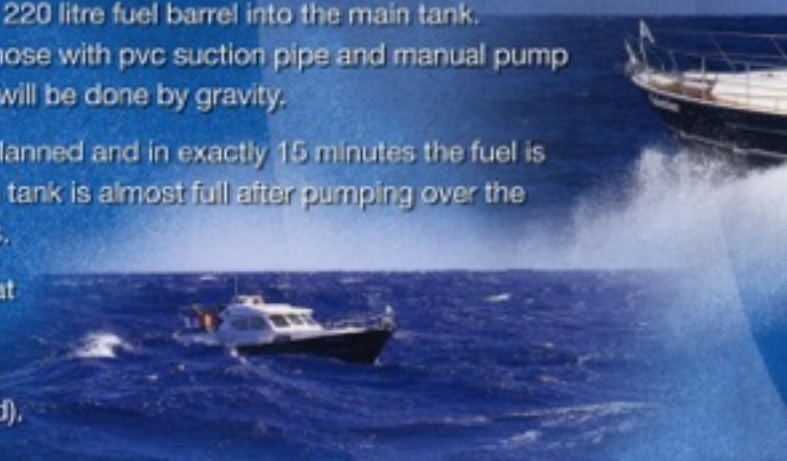
## day 2

Time: 11.00 UTC      Wind: approx. 20 knots E  
Lat: 28° 14' 370" N      Swell: approx 3 metres  
Long: 20° 39'500" W      Sky: partly cloudy  
SOG: 7.4 Kts      COG: 262 degrees  
Water temperature: 24°C

Distance covered: 170 miles  
Miles to go: 2415 miles

2.12.2008

We have lost sight of land. If I look back I see only the "Elling" and the "Duke". So far we've been lucky that no one on board any of the boats has been sea sick, especially the owners!  
In the evening around 18.00 UTC we reached the 220 mile mark, so it was time to transfer the first 220 litre fuel barrel into the main tank. We used the prepared hose with pvc suction pipe and manual pump to fill the hose, the rest will be done by gravity.  
Everything worked as planned and in exactly 15 minutes the fuel is pumped over. The main tank is almost full after pumping over the approximately 180 litres.  
So we can conclude that the fuel consumption is under or around one litre per mile (as planned).



# prefer an Elling ...or a Boeing 747



day **3**

Time: 11.00 UTC      Wind: approx. 18 knots SE  
Lat: 27° 54' 970" N      Swell: approx 3 metres  
Long: 23° 58' 287" W      Sky: sunny

SOG: 7.4 Kts      COG: 262 degrees

Water temperature: 24°C

Distance covered: 178 miles  
Total distance covered: 348 miles  
Miles to go: 2237 miles

**3.12.2008**

It seems that all of the crews are now settling down into their routines.

We had a good night. 4 hours watch, 4 hours sleep.



day **4**

Time: 11.00 UTC      Wind: approx. 18 knots SE  
Lat: 27° 32' 135" N      Swell: approx 3 metres  
Long: 27° 06' 741" W      Sky: overcast

SOG: 7.0 Kts      COG: 262 degrees

Water temperature: 24°C

Distance covered: 168 miles  
Total distance covered: 516 miles  
Miles to go: 2069 miles

**4.12.2008**

We had a good night. 6 hours watch, 6 hours sleep.

This morning we pumped over the second fuel barrel after having travelled 490 miles.

The main fuel tank was almost full again, which means that our consumption is around 1 litre per mile (as planned).

The fuel consumption meter shows a fuel consumption of around 6.0 litre per hour, which is about 10% optimistic.

Finally, I caught a Dorado... we'll eat well tonight!







# day 5

Time: 11:00 UTC Wind: approx 18 knots S  
Lat: 27° 06' 611" N Swell: approx 2 metres  
Long: 30° 06' 607" W Sky: overcast

SOG: 6.8 Kts COG: 260 degrees

Water temperature: 24°C

Distance covered: 158 miles  
Total distance covered: 674 miles  
Miles to go: 1911 miles

5.12.2008

We had a good night. 4 hours watch, 4 hours sleep.

This morning we found one flying fish on the deck. I thought this was a very rare thing, but our friends on the "Elling" found two flying fishes on the deck.

# day 6

Time: 11:00 UTC Wind: approx 7 knots S  
Lat: 26° 37' 184" N Swell: approx 0.5 metres  
Long: 33° 03' 841" W Sky: Sunny

SOG: 6.8 Kts COG: 258 degrees

Water temperature: 24°C

Distance covered: 160 miles  
Total distance covered: 834 miles  
Miles to go: 1751 miles

6.12.2008

Today we inspected all engines visually and all was fine.

Starting my third book.

We all had a good night. 4 hours watch, 4 hours sleep.



# day 7

Time: 11:00 UTC → Wind: approx. 5 knots E  
Lat: 26° 02' 630" N Swell: metres  
Long: 33° 03' 841" W Sky: Sunny

SOG: 7.1 Kts COG: 257 degrees

Water temperature: 24°C

Distance covered: 168 miles  
Total distance covered: 1002 miles  
Miles to go: 1583 miles

## 7.12.2008

Today we celebrate the first 1000 miles covered. Everything is on schedule and the weather is beautiful. We started to fill coca cola bottles with salt water to flush the toilet. Elings are equipped with two fresh water flush toilets as standard, which is very convenient, as you never have a smell of salt water on board and never any (corrosion-) problems with the macerator pump. But for a long trip like this the 800 litre water tank empties quickly if you use the toilets pre flush and after flush with fresh water. Because we wanted to have a shower every three or four days, we decided to skip the pre flush and fill the bowl with salt water before use.

We still use the after flush with fresh water, but on the lowest set point.

The toilet uses now approximately 0.5 litres per use. With two persons on board this means about five litres per day, so in 15 days 45 litres.

This is acceptable. When we shower, we pre wash with salt water and shampoo, and after that take a warm shower of approximately one minute.

This takes about ten litres, I estimate. We have used now one third of the fresh water tank, which is on schedule.

I advised "Duke" to take the same precautions.

"Eling" is equipped with a water maker, so they can use the shower as much as they like.

# day 8

Time: 11:00 UTC → Wind: approx. 4.5 knots E  
Lat: 25° 26' 085" N Swell: approx 1.0 metre  
Long: 39° 02' 440" W Sky: partly cloudy

SOG: 7.0 Kts COG: 255 degrees

Water temperature: 24°C

Distance covered: 158 miles  
Total distance covered: 1160 miles  
Miles to go: 1425 miles

## 8.12.2008

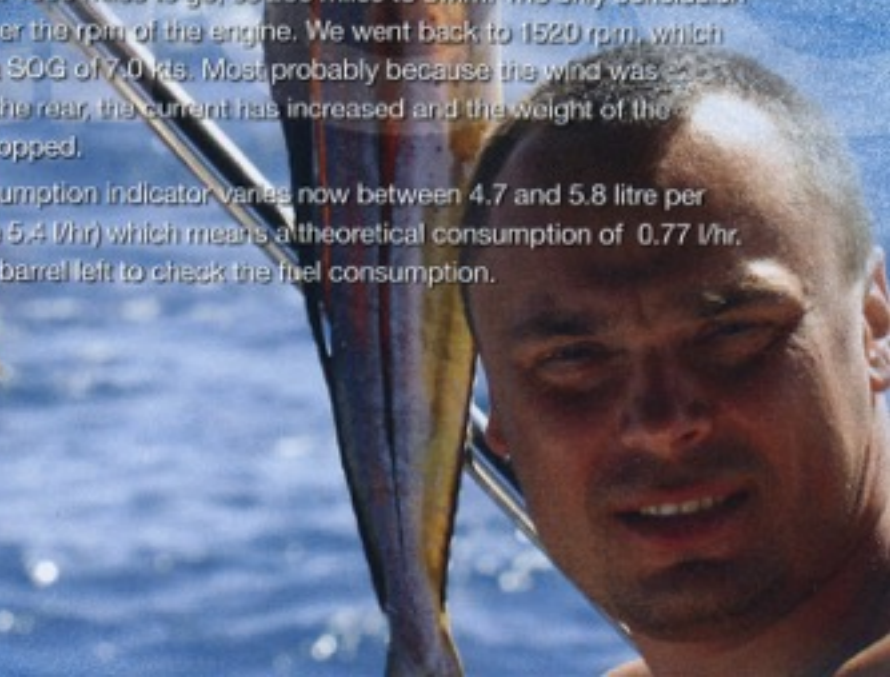
Yesterday we transferred our 8 x 20 litre jerry cans of fuel to the Duke. Although the wind was only 7 knots and the swell was only 0.5 metres, it was too dangerous to bring 2 boats together in these conditions. Later at 17:00 UTC we transferred fuel from our fifth 220 litre barrel in to the main tank. In total we have now pumped over 1100 litres.

We had done by then 1060 miles and the fuel tank was not full yet (approximately 150 litres missing). So the conclusion was that we had consumed more than 1 litre per mile. I estimate that we have used 1250 litres on 1060 miles, which means 1.18 litres per mile. We have 1350 plus 220 litres (one barrel) left for the rest of the trip, so 1570 litres.

At a consumption rate of 1.8 litres per mile this means 1330 miles.

We had about 1630 miles to go, so 200 miles to swim. The only conclusion could be: lower the rpm of the engine. We went back to 1520 rpm, which still gave us a SOG of 7.0 kts. Most probably because the wind was exactly from the rear, the current has increased and the weight of the vessel had dropped.

The fuel consumption indicator varies now between 4.7 and 5.8 litre per hour (average 5.4 l/hr) which means a theoretical consumption of 0.77 l/hr. We have one barrel left to check the fuel consumption.





# day 9

Time: 11.00 UTC      Wind: approx. 12 kts NE  
Lat: 24° 44' 055" N      Swell: approx 1.5 metres  
Long: 42° 02' 349" W      Sky: partly cloudy

SOG: 7.0 Kts COG: 254 degrees

Water temperature: 24°C

Distance covered: 168 miles  
Total distance covered: 1328 miles  
Miles to go: 1257 miles

## 9.12.2008

We further reduced the rpm of the engine: to 1480 rpm.

The speed remains around 7 kts. and the fuel consumption indicator varies between 4.4 and 5.7 l/hr.

It looks as if we are now finally under 1 l/mile. With 1328 miles to go, we should be able to make it, but I am still concerned about it!

I'm glad we have the comfort of the separate 100 litre fuel tank.

At 14.00 UTC we saw a large ship which was 5 miles NE of our position, heading in the same direction slowly overtaking us. "Elling", who is equipped with AIS, gave us the name of the ship: "America Bourg" with destination BVI.

I tried to make contact over the radio, but they did not answer.

# day 10

Time: 11.00 UTC      Wind: approx. 23 knots ENE  
Lat: 23° 59' 681" N      Swell: approx 2-3 metres  
Long: 44° 57' 262" W      Sky: partly cloudy

SOG: 7.3 Kts COG: 252 degrees

Water temperature: 25°C

Distance covered: 168 miles  
Total distance covered: 1494 miles  
Miles to go: 1091 miles

## 10.12.2008

Our speed remains around 7 kts and the fuel consumption indicator varies between 4.6 and 5.6 l/hr.

We saw a large container ship with a cargo of luxury motoryachts. I spoke to the captain, who was Dutch and he gave me the weather forecast for the next 5-10 days.

He said we would be fine because the maximum wind forecast is Force 7!... Cheers matel!

Inspite of the sea conditions we managed to make a great supper of steak and a rather superb bottle of Chardonnay.



ELLING



# day 11

Time: 11.00 UTC Wind: approx. 26 knots ENE  
Lat: 23° 10' 653" N Swell: approx 4 metres  
Long: 47° 55' 932" W Sky: partly cloudy

SOG: 7.2 Kts COG: 252 degrees

Water temperature: 25°C

Distance covered: 171 miles  
Total distance covered: 1665 miles  
Miles to go: 920 miles

11.12.2008

Speed remains around 7 kts. Fuel consumption indicator varies between 4.6 and 5.6 l/hr.

We have seen an Orca. The length was approximately half of the boat length, so around 7 metres. Unfortunately the fish swam under the water surface and did not jump.

The waves were big (some waves over 5 metres), but the waves could never reach the aft deck, because the back of the Eling is always lifted before the wave can reach it. This has to do with the relatively low weight of the Eling in combination with the wide underwater body.

It was designed that way for the planning properties, but I must say it is also very good for the sea worthiness in following seas.



# day 12

Time: 11.00 UTC Wind: approx. 12 knots ESE  
Lat: 22° 15' 461" N Swell: approx 3 metres  
Long: 50° 59' 531" W Sky: thunderstorms

SOG: 7.2 Kts COG: 250 degrees

Water temperature: 25°C

Distance covered: 176 miles  
Total distance covered: 1841 miles  
Miles to go: 744 miles

12.12.2008

Our speed remains around 7 kts, and the fuel consumption indicator around 5 ltr/hr. We had a rough night, because the wind direction changed to ESE and the waves came from the side. Short waves and an uncomfortable sea.

Furthermore we ended up in the middle of a thunderstorm, with lightning flashes bright enough to read a book.

Nothing more serious happened other than a broken kettle that fell on the floor, somebody forgot to stow the kettle.

Luckily we do have a spare kettle that can run on the inverter.

This morning we lost VHF radio contact with "Duke". Later we heard that they had switched off the main power, in order to reset the Inmarsat satellite dish.

Next time I hope they will warn us.



# day 13

Time: 11:00 UTC — Wind: approx. 10 knots ESE  
Lat: 21° 19' 140" N Swell: approx 2 metres  
Long: 53° 55' 696" W Sky: sunny  
SOG: 7.1 Kts COG: 250 degrees  
Water temperature: 25.5°C  
Distance covered: 173 miles  
Total distance covered: 2014 miles  
Miles to go: 571 miles

13.12.2008

We are having beautiful weather. Still a little swell and some clouds on the horizon, but I hope that this will be the weather for the three final days.

#### Fuel situation:

The fuel indicator needle points exactly to the "a" of the word tank on the meter. I know this position very well.

Every new Elling that is ready is filled up with exactly 500 litres of diesel, for the first test. (a full water tank, a full waste tank and 500 litres of diesel).

This gives us, and the customer, reliable information on maximum speed, the right pitch and diameter of prop and the right settings of the Engine.

We now have approximately 500 litres left for the last 570 miles.

If this approximately means plus 15% then we will make it, if it means minus 15%, we will have 230 litres short.



When Michael awakes we will call the other boats for a report on the fuel situation, and if possible we will take some fuel from "Duke", who we gave 160 litres in jerry cans in the beginning of our trip. It seems that they have now more than enough fuel, as they got also 320 litres from "Elling" who started with 800 litres extra fuel in fuel bags.

# day 14

Time: 11:00 UTC — Wind: approx. 7 knots E  
Lat: 20° 21' 778" N Swell: approx 2 metres  
Long: 56° 42' 433" W Sky: Sunny  
SOG: 7.0 Kts COG: 250 degrees  
Water temperature: 26°C  
Distance covered: 168 miles  
Total distance covered: 2182 miles  
Miles to go: 403 miles

14.12.2008

In the night we were passed by a tanker "Aphrodite", registered in Punte Cardon.

All systems including nav lights and bulbs checked and OK.

Started my fourth book.

Fresh fish for lunch and start having to use sun cream.



day **15**

Time: 11:00 UTC — Wind: approx 15 knots NNE  
Lat: 19° 19' 403" N Swell: approx 2 metres  
Long: 62° 33' 199" W Sky: Sunny  
SOG: 7.1 kts COG: 249 degrees  
Water temperature: 26°C

Distance covered: 171 miles  
Total distance covered: 2353 miles  
Miles to go: 232 miles

15.12.2008

Finally, the last full day. Yesterday we saw a large ship nearby (travelling in the opposite direction). When they heard us talking on channel 16, in Russian, they immediately called us in Russian. This gave Michael the chance to have a chat with them. They were on their way to Gibraltar. They all seemed like a very nice crew and were very interested in our trip. All systems checked and OK.



day **16**

Time: 11:00 UTC — Wind: approx 15 knots NNE  
Lat: 18° 19' 606" N Swell: approx 2 metres  
Long: 62° 25' 684" W Sky: sunny with some clouds  
SOG: 7.3 Kts COG: 248 degrees  
Water temperature: 26°C

Distance covered: 176 miles  
Total distance covered: 2524 miles  
Miles to go: 56 miles

16.12.2008

Finally, the last few hours. Michael and I are both looking forward to see the first signs of land. The wind and current are helping us. We expect now to arrive at 17:00 UTC which is 13:00 hr local time. This is 1 hr before original ETA. I always like to be in time. I think that the fact that you know before hand, how long a trip will take, is an enormous advantage above a sailing boat. I am a sailboat fan since my youth. I have sailed several dinghies and later a Dehler 31, but for a Trans Atlantic crossing, I prefer an Elling (or a Boeing 747).

**The last five hours:**

13:00 UTC, we got a message from "Elling" that they felt a strong vibration in the boat and that they lost speed.

I thought immediately that they had something around the propeller, (They did, see photo) so I suggested to switch to the spare engine.

All three boats switched over to the spare engine, which meant that all our speeds were reduced to 5.5 knots.

This meant that ETA had to be changed to 15:00 hr local time.

This will not be a major problem, because the bridge will be operated until 17:00 hr local time.

**We dropped anchor at 20:05 UTC  
in Simpson Bay St. Martin in the Caribbean.**



**we made it!**

# thankyou.

We couldn't have done it without you!



#### **Volvo Penta**

For the fantastic engines and support that you have supplied.

## **Raymarine**

#### **Raymarine Navigation Systems**

For the user friendly navigation systems on board. We never had to touch the steering wheel from Santa Cruz de La Palma until Phillipsburg on St. Martin in the Caribbean.

## **Onan**

#### **Onan Generators**

For the meals we were able to cook during our trip.



#### **Mastervolt Charger, Inverter and gel-batteries**

For the Tea Coffee and Cup-a-Soup, we were able to make on the 220 Volt power of the inverter, without having to start the generator.

## **TEIJIN**

#### **Tejin Twaron**

For the super fibre, that protected us so well during our crossing against everything the Atlantic could throw at us.

And all other suppliers... too numerous to mention. A big thank you.



Naturally I'd like to thank all Neptune Marine shipbuilding craftsmen and staff

For making of what is in my opinion (especially after this trip)

....THE BEST BOAT IN THE WORLD !

And last but not least I want to thank my lovely wife and my four kids.

For all the support they gave me before and during this trip. I can tell you that taking care of a household with four kids and a husband that is always travelling is the most difficult job in the world. Thank you!

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