Nordhavn Expedition 56 Motorsailer

Builders of true offshore trawlers, Pacific Asian Enterprises introduces a new world cruising motorsailer

For the last 15 years, the folks at Pacific Asian Enterprises have been building Nordhavn trawlers that are truly ocean going yachts that combine fine seakeeping qualities with luxurious accommodations. PAE is no stranger to proper blue water boats. They created and built the line of Mason cruising boats of which more than 250 are now out there plying the world's best cruising grounds.

A couple of years ago, one of PAE's founders circumnavigated aboard a Nordhavn 40 and showed the world how capable and practical a long-haul trawler can be. And, during the process, the germ of an idea sprouted that has led to the creation of what can be called a real hybrid of a cruising boat: the Expedition 56 motorsailer.

The concept of a motorsailer has always been to combine the comfort and stability of an ocean-going sailboat with the practicality of a displacement motorboat. With a ballast keel and a spread of sail aloft, a sailboat has an easier motion at sea than a straight motor vessel, even one equipped with stabilizers. But a motor vessel has the ability to make

progress when the wind fails and can steam straight into the wind when necessary. Each has its virtues. Combine them in a motorsailer and you get the best of both design types, plus you have the back-up propulsion of a mainsail and genoa.

The new Expedition 56 displaces 70,000 pounds, which makes it a true heavy-weight. Under the water the boat has a shoal draft full keel, an attached barn-door rudder and the variable pitch prop in an aperture behind an aft skeg. The boat's stern has the broadness of a motorboat to keep it from squatting when powering at cruising speeds. The bow is narrower than a traditional trawler bow but still is high and bluff.

On deck, the 56 has a pilothouse aft that runs the full width of the hull, so it is spacious and comfortable. The afterdeck is wide and covered with a hard top. A dinghy can be stowed on top of the pilothouse and launched and hoisted with a built-in crane.

Forward of the pilothouse there is an open-air cockpit with a steering station, sail controls and bench seats. In fine weather, the sailing party will gather here around the cockpit table.

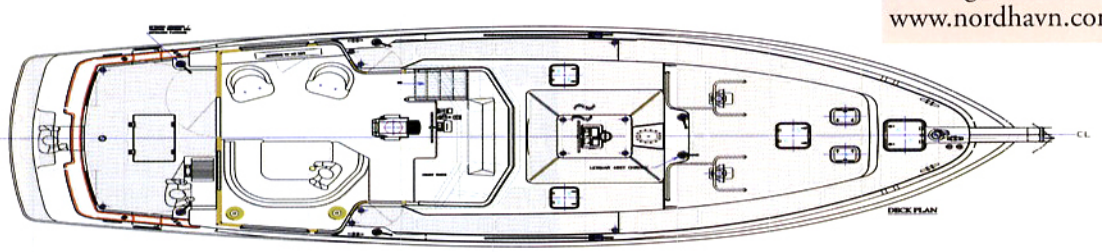
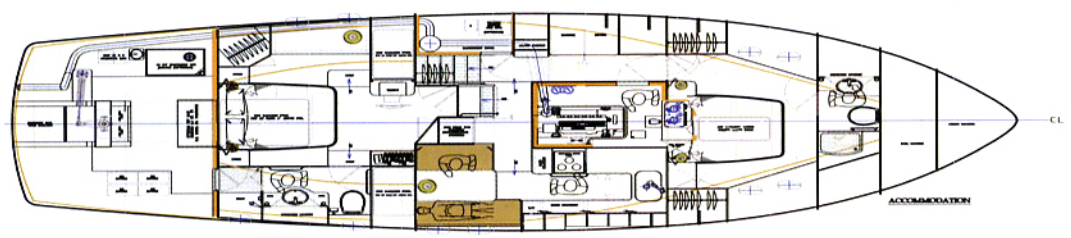
The sailing rig is small and managed with roller furling on the headsail and in-boom furling on the main. Electric winches do the donkey work when trimming and controlling the sails.

The pilothouse will be the primary inside living area. Going forward and down a few steps, the large nav station and huge galley lie to starboard while the passageway forward is to port. Amidships, the engine room has full headroom and plenty of space for all the systems an owner may want to install.

Two master cabins are positioned forward and aft of the galley. The after stateroom lies beneath the pilothouse and has a large centerline double berth, ample hanging locker space and a private head with a separate shower. The forward cabin runs the full width of the boat and will be airy and light and a great cruising bedroom. It, too, has its own large private shower and plenty of storage and hanging space.

The new Expedition 56 from PAE is an innovative and unique design that gives new meaning to the idea of a hybrid vehicle. When the breeze is fair, you can set the sails, run the engine at low revolutions with the adjustable prop at a high pitch angle and really makes miles without burning a lot of fuel. Stability, a comfortable ride, fuel efficiency and comfortable accommodations are the qualities that will set the Nordhavn 56 apart from the pack. ≈

NORDHAVN EXPEDITION 56

LOA	57'0'
LWL	52'6"
Beam	16'7"
Draft	6'0"
Displacement	70,410 lbs.
Engine	Lugger 1066 T
Fuel	740 gals
Water	250 Gals.
Range	3,000 (power alone)

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