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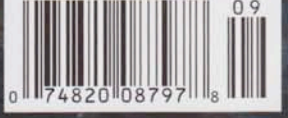
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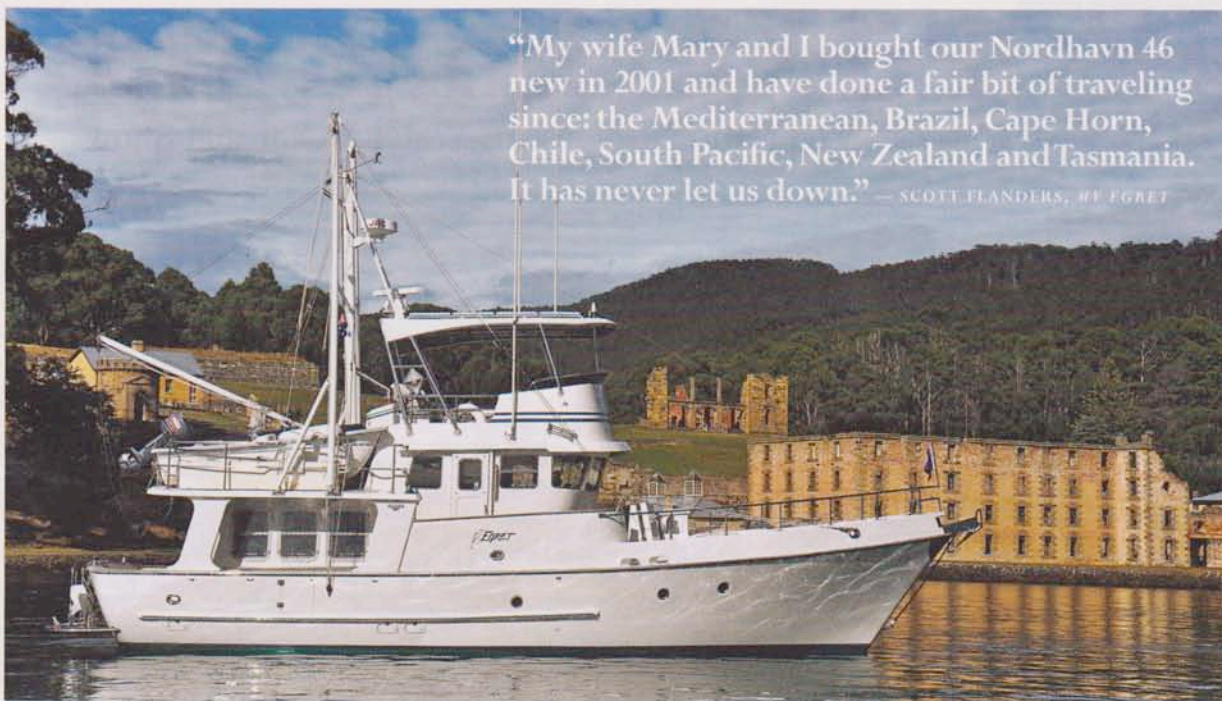
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# « SECOND TIME AROUND »



“My wife Mary and I bought our Nordhavn 46 new in 2001 and have done a fair bit of traveling since: the Mediterranean, Brazil, Cape Horn, Chile, South Pacific, New Zealand and Tasmania. It has never let us down.” — SCOTT FLANDERS, *MV EGRET*

## Nordhavn 46

This trendsetting trawler remains a favorite of blue-water cruisers.

BY PIERCE HOOVER

# M

odern classic, benchmark design, industry icon — any yacht broker using such phrases might be accused of hyperbole were it not for the fact that the Nordhavn 46 actually deserves these titles. When introduced in 1988, the 46 defined a new generation of oceangoing powerboats and launched one of the most successful and well-known brands of blue-water trawlers in the business.

Pacific Asian Enterprises was founded in the late '70s as a builder of high-quality cruising sailboats. By the mid-80s, company principals Jim and Jeff Leishman had noted the growing popularity of power cruisers and set out to create a practical oceangoing trawler that embodied the design principles introduced in Robert Beebe's book *Voyaging Under Power*. The resulting design was the Nordhavn 46.

During the 46's 15-year production run, PAE built 88 hulls. Owners have navigated these sturdy vessels to almost every point on the globe; several completed circumnavigations and at least one — *Kanaloa*, owned and skippered by Heidi and Wolfgang Hass — completed two full circumnavigations and is still going.

**SOLID AT SEA,**  
stable at anchor  
and self-sufficient,  
the Nordhavn 46 is  
an ideal platform  
for cruisers who  
want to cross oceans  
and explore remote  
destinations.



“With the escalating cost of new boats, quality refits will be an emerging trend. A well-built hull like the Nordhavn 46 is a great platform for such a refit.”

— MICHAEL WOODRING, *MV CHICORY*

There are a number of factors that help the Nordhavn 46 stand out from coastal-cruising trawlers — some based on design and others on execution. The full-displacement, soft-chine



hull; full-length keel; and canoe stern all work to enhance seakeeping ability in big water, especially when tracking downwind along the trade routes often favored by ocean-crossing crews. Towed paravane stabilizers — a design proven aboard commercial vessels the world over — provide passive stability enhancement both under way and at anchor, with none of the complex maintenance issues or costs associated with active fin stabilizers. In fact, rugged simplicity is an apt description of most of the 46's mechanical systems. Examples include the dry stack exhaust and flush-mounted keel cooler, which eliminates all issues associated with raw-water-cooling systems.

Though a handful of 46s, known as Coastal Cruisers, were fitted with twin engines, the vast majority are powered by single continuous-duty 143 hp Luger main engines, similar to those used by fishing vessels the world over. Thanks to its large rudder, the 46 maneuvers well on prop wash alone, though an optional bow thruster is a popular option on many hulls.

Space is somewhat tight in the engine room, but the builder's commitment to quality hardware and well-organized wiring and plumbing systems aids in the performance of routine maintenance and troubleshooting duties.



**“When I was involved with the Nordhavn Atlantic Rally, the rally guys who loved their boats the most were definitely the N46 owners.”**

— MILT BAKER, *MV BLUEWATER*

Twin gravity-fed fuel tanks with a 1,000-gallon capacity provide the 46 with a thrifty 1 gph fuel burn and a 6,000-mile range at a conservative 6-knot cruise. Seven-knot speeds yield a 3,000-plus-mile range, while 8 knots will still allow 2,000 miles before refueling.

The builder introduced a number of upgrades to the mechanical and electrical systems over the years, including the switch from metal fuel tanks to fiberglass with hull number 64. To date, there have been no reported issues with either type. An optional 27 hp wing engine was also an option. Turning a separate folding prop, this “get-home” drive will move the boat at 5 knots.

Interior accommodations are similar to those found on many raised pilothouse designs of similar size, with the salon and galley aft of the pilothouse and two staterooms and heads below and forward. The 46 was offered with either a

forward or amidships master stateroom. Over the years, owners have modified the basic layout in a number of ways by creating work spaces, adding single bunks to the second stateroom, reconfiguring the helm to accommodate a fixed captain's seat and modifying the dinette space in the salon area.

On deck, the standard mast and boom can carry a steadying sail, and some owners have even stepped a second forward mast to add additional canvas and boost range and comfort on downwind passages. More common additions include a flying bridge atop the pilothouse and, in at least a few cases, a crow's-nest.

As a rule, most of these modifications and upgrades enhance the value of the boat, as Nordhavn owners tend to be seasoned cruisers willing to invest in quality refit and upgrade work. Many of these

same owners are equally passionate about their adventures afloat, and they populated the Internet with a number of websites and blogs devoted to the nuances of ownership and adventures of cruising.

Frank Durksen of AAA Yacht Finders International in Anacortes, Washington, has specialized in brokering Nordhavns for a number of years. “The 46 is quintessential Nordhavn,” he says. “And now that they are no longer in production, they are holding their value quite well.” It's rare to see a 46 come on the market for less than \$400,000, Durksen says. Some will fetch prices in the \$500,000 range, and possibly more for late-model boats. As of this writing, Durksen had a 1995, one-owner boat listed for \$439,000. At the upper end of the sales spectrum, Nordhavn's corporate brokerage offered hull number 80, a 2003 model, at \$695,000. ♣

## Nordhavn 46

### SPECIFICATIONS

LOA: 45'9"

LWL: 38'4"

Beam: 15'5"

Draft: 5'5"

Disp.: 60,000 lbs. (full load)

Fuel: 1,000 gals.

Water: 280 gals.

Power: Single 143 hp Luger diesel