

# MARINE



# YAMAHA

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## First NZ berth for robust beauty

Although they have visited before, no Nordhavn 55 has ever called New Zealand home. However, that is about to change. **Mike Rose** reports

**S**INCE their launch in March 2005, several Nordhavn 55s have cruised New Zealand waters.

Most were journeying westward from North America. They stayed a while, admired our beauty and then (quite literally) headed away into the sunset.

Now one is coming to stay. It will not be based here in the City of Sails but rather, further south, in the picturesque Marlborough Sounds. It is an area that should suit the impressive passagemaker well. After all, there is plenty of rugged water just outside the Sounds' entrance and the wild west coast (with its allure of the southern fiords) is just around the corner.

One imagines all this had an influence on our first 55 owner. After all, the Nordhavn range is renowned for its ability to handle rough offshore waters. In 2001-02, in the shadow of the September 11, 2001 attack, a crew of

### NORDHAVN 55

- **LOA:** 17.07 metres
- **Beam:** 5.49 metres
- **Draft:** 1.75 metres
- **Displacement:** 44.25 tonnes
- **Cruise Speed:** 9 knots
- **Construction:** GRP
- **Price:** Approx NZ\$2.04m

fibreglass fuel tanks, complete with human-sized inspection plates. These allow a service technician to enter the tank and, if necessary, remove the baffles and thoroughly clean away any contaminated fuel or algae residue.

The GRP 55's hull form is a refinement of Nordhavn's MFD (modified full displacement) design. This features fuller aft sections designed to reduce "squatting" when running at higher speeds, reduce the pitching motion and increase stability.

As its trailer-style supports the 55





September 11, 2001 attack, a crew of Americans sailed a far smaller Nordhavn 40 right around the world, taking just under six months to complete the 24,000 nautical mile journey.

If the ability to go just about anywhere, in just about any conditions (and with a high level of luxury) is what one is after, it is

easy to see the appeal of this vessel. Despite its near-superyacht finish, this is obviously a sturdy workhorse: her generous freeboard, high bow and trawler-style design immediately instill a sense of confidence in her ability to take on the world's oceans.

Those robust design features pay dividends elsewhere, too. The relatively high bow and freeboard help create an extremely generous interior, especially when compared to that on a traditional flybridge of this size.

The high bow also provides extra buoyancy when punching into large head seas and the higher deck takes on less blue water during rough conditions.

The added height also provides significantly more volume below the cabin sole and has one other advantage, too. It allows Nordhavn's manufacturer, Pacific Asian Enterprises, to use their "bulletproof" gravity feed fuel system, the system they used successfully on their around-the-world voyage.

The company also fits, as standard,

## It is easy to see the appeal of this vessel.

As its trawler style suggests, the 55 is no speed machine. With a 340hp Luger diesel and under full load it has an efficient hull speed of 9.5 knots. This gives an effective cruising range of 1500 nautical miles.

However, back off just a little, to a more sedate 8.25 knots, and her range doubles to a far more attractive 3000

nautical miles.

With a price tag (delivered and commissioned here in Auckland) of US\$1.45 million (\$2.04 million) the Nordhavn 55 is quite a bit more than a go-anywhere trawler with a nice finish. That "quite a bit more" is her interior, something of a cross between an old-style luxury cruiser and a modern, well-appointed superyacht.

One thing is for sure: this is no floating apartment; this interior, whether on the bridge, in the galley or in the large aft saloon, is most definitely that of a boat. Porlights, dark and light timbers complementing each other, "proper" open bulkhead lockers, double-dogged doors, all stress that this is a serious, ocean-going vessel, not a plaything for a few idle hours.

As is standard on Nordhavn vessels, the main saloon is on the same level as the aft cockpit and opens directly to it. This effectively expands the living area from the inside to the outside, making the cockpit an extension of the saloon (in foul weather



**QUALITY:** The Nordhavn 55's high bow (top) is ideal in high seas. The interior (above left and right) is beautifully finished.

optimal side curtains provide the necessary protection).

The 55's asymmetrical cabin design results in a wider main saloon and galley with a wide side deck on the starboard side. There is a large, L-shaped settee and beautifully finished teak table adjacent to two comfortable reading chairs. Twin bar chairs face the pass-through counter top to the galley, set two steps down from the saloon.

The owners' stateroom is on the same level as the galley and is located amidships, where there is least motion both during passages and while at anchor. The stateroom features a queen-sized, walk-around berth, two hanging lockers and a spacious head complete with a shower and bathtub.

Forward is a spacious guest cabin with double berth, huge hanging locker, office area and private head

with stall shower.

The Nordhavn 55's ocean-going capability is again emphasised by her commercial-like pilothouse. Again located amidships for minimal motion at sea, it provides excellent, 360-degree visibility.

As one would expect, all electronics and controls are within sight and easy reach of the captain's full-sized helm chair. The traditional spoked wheel has, however, been replaced by one tilted at a 45-degree angle. This is apparently positioned to be both more comfortable to use and better for making quick turns. It is, however, also vaguely reminiscent of those found on older-style buses. Aft of the helm chair, an L-shaped settee and table, elevated for better visibility, can seat four.

Again, in true offshore style, the pilothouse incorporates a private

captain's stateroom (complete with head and double-sized berth), directly off the bridge.

Finally, combining the best of both worlds, there is also a flying bridge directly over the pilothouse; an ideal place from which to run the vessel in fair weather.

Although the Nordhavn 55 bound for the Marlborough Sounds is the first to be based in this country, it is hard to imagine it will be the last. So popular is the brand and so well appreciated is this design that more than a dozen orders were confirmed before the first hull was even launched. So popular have they proved since, construction of the 56th N55 is already under way.

A full review of the Nordhavn 55 appears in the latest issue of *Pacific Motoryacht*, on sale now or at [www.pacificmotoryacht.com](http://www.pacificmotoryacht.com).