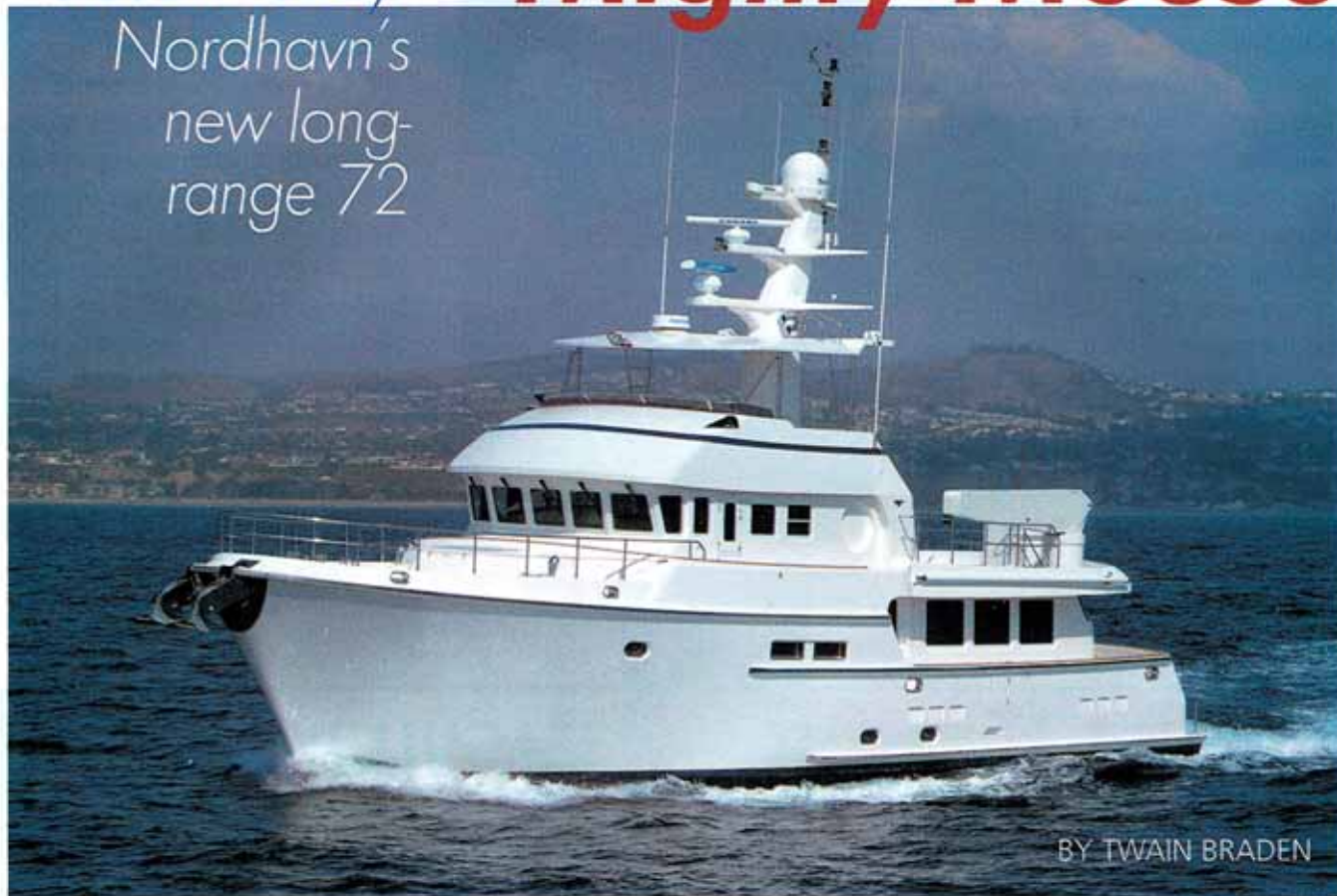


Ocean ready:  
Nordhavn's  
new long-  
range 72

# Mighty Mouse

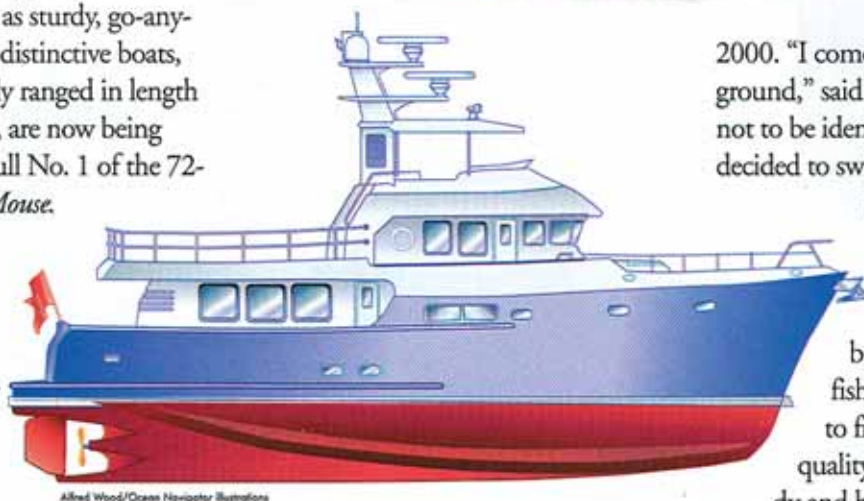


BY TWAIN BRADEN

Courtesy Nordhavn/David Schuler

**P**acific Asian Enterprises in Dana Point, Calif., has successfully distinguished its Nordhavn powerboats in the trawler market as sturdy, go-anywhere craft. These distinctive boats, which until recently ranged in length from 35 to 62 feet, are now being built to 72 feet. Hull No. 1 of the 72-footers is *Mighty Mouse*.

The Nordhavn line's sturdiness and interior volume originally induced the owner of *Mighty Mouse* to purchase a Nordhavn 62 in



Alfred Wood/Ocean Navigator Illustrations

2000. "I come from a sailing background," said the owner, who asked not to be identified. "And when we decided to switch to power, we found that most of the powerboats were either these glitzy, high-speed Miami-type boats or rough, converted fish boats. It was difficult to find a boat with high quality but that was also sturdy and had a large interior vol-



ume. Nordhavn offers that. And the boats' engines are not high-horsepower machines that need a lot of TLC."

*Mighty Mouse*, at 73 feet 8 inches overall and 21 feet in the beam, packs a 535-hp Detroit Diesel that can push the boat along at 10 knots at 2,100 rpm. The boat's range, despite a loaded weight of some 240,000 lbs, is 3,000 miles.

The first of a new class for Nordhavn, *Mighty Mouse* represents a shift for the company's clients. "We have been considering a larger Nordhavn for almost 10 years, and the 72 represents our entry into the larger yacht class," said Jim Leishman, PAE vice president. "Despite her 72 feet, her displacement and tonnage are comparable to many boats in the 80-

even 90-foot range. The real inspiration for the 72 was a result of the resounding interest we were getting from our 57- and 62-foot-Nordhavn owners — desiring a larger vessel."

*Mighty Mouse's* owner was eager to trade up from his 62. "I'd been begging them to build a larger boat," the owner said. "We have a three-year-old daughter, which meant we were ready for a larger boat than the 62. I actually wanted an 85, but the 72's interior volume is great, surprisingly so. If there were more draft, say 8 or 9 feet, that would be even better. If I were to make a change in the boat, that would be it." The boat now has an unloaded draft of almost 7 feet.

The owner cruised the U.S. East Coast, the Caribbean and Mediter-



Courtesy Nordhavn/Shaury Dickfeld

↑ The trawler's bridge is all business and has the feel of a large ship.

anean for five years aboard his 62. To get to the Med, he shipped the boat with Dockwise from Port Everglades, Fla., to France. He had limited interest in the boat's long-distance, open-ocean potential, however. "It was impressive that the Nordhavn guys

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did the round-the-world trip," he said, referring to PAE's recent circumnavigation aboard a Nordhavn. "When you're sailing, you always have something to do. But in a powerboat, you plug in your way-point and check your engine every hour. After the two-week crossing to the Med, we showed up, put the boat in the water, hosed her off and were underway the next day," he said. He and his wife then visited Croatia, Italy and Greece.

Which isn't to say that the owner is afraid to face bad weather in his boats. "These boats are sturdy. I've been in hellacious weather and always felt comfortable with the boat's abilities. One particular year, going down to the Caribbean, we had consistent 50 knots on the nose."

## Mighty Mouse

### Designer/Builder Contact Description Dimensions Displacement

Pacific Asian Enterprises, Dana Point, Calif.  
Jim Leishman 949-496-4848  
Trawler  
LOA 73' 8" LWL 65' B 21' D 7' 6" (full load)  
240,000 lbs

### Navigation & Comms

- △ Furuno FR1525 MK III radar
- △ ARPA auto plotter
- △ (3) Northstar 6000i WAAS/differential GPS plotter
- △ Simrad HS-50 satellite compass
- △ (2) Robertson AP20 autopilot
- △ (2) Icom M-602 VHF radio
- △ Icom M-802 RT SSB
- △ Iridium EuroCom satphone
- △ ACR GlobalFix GPIRB w/internal GPS
- △ B&G h1000 depth-, speed- & wind-instrument package

### Engines, Propulsion & Steering

- △ Detroit Diesel 60 14L, 535 hp @ 2,100 rpm
- △ Approx. range: 3,000 nm
- △ Aquamet 22 shaft with Spurs cutters
- △ Hung Shen 50-by-31-inch, 4-blade, left-hand prop

- △ Kobelt hydraulic steering system
- △ 33- and 20-kw Northern Lights gensets
- △ American Bow Thruster bow and stern thrusters
- △ Luger 140-hp wing engine w/Gori folding prop. & hydraulic PTO

### Capacities

- △ 4,100 gal. fuel
- △ 800 gal. water

### Electrical

- △ Cruisair air conditioning
- △ (2) Trace 4-kw inverter/charger
- △ (16) 8-D 12-volt Lifeline AGM batteries @225 amp-hours each
- △ Custom PAE electrical panels

### Galley

- △ SubZero reefer/freezer w/teak panels
- △ (2) G.E. 5-cubic-foot freezers

- △ Thermador propane stove & electric oven
- △ Bosch dishwasher

### Deck Equipment

- △ Two 300-lb Aritex plow anchors
- △ Dual Maxwell VWC hydraulic windlasses
- △ MarQuip 2,500-lb hydraulic/240-volt davit and boom
- △ Dual Maxwell VC3500 24-volt deck capstans
- △ Lewmar Ocean-series hatches

### Other

- △ Nouvarania inflatable dinghy w/25-hp 4-stroke Yamaha outboard
- △ Kahlenberg air horn
- △ Carrera marble countertops in galley & heads
- △ Central vacuum

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The boat's alternate power supply includes two gensets, a 20 and 33 kw, and a "wing engine," a spare propulsion system to be used for at-sea emergencies in the event that the main engine and propulsion system are disabled.

"There's a big debate in powerboat circles about whether to have a wing engine or a belt generator that can power the main shaft by a belt in case the main engine is down," the owner said. "Nordhavn chooses to put wing engines in their boats. The wing engine philosophy is that you have a whole other propulsion system — engine, shaft, folding prop — that will go online in an emergency if the main prop gets fouled in a fish net. But my feeling is that this little 'get-home' engine is fine in flat water but

not much use in any kind of sea. Maybe it's enough to claw away from a lee shore, but that's about it."

*Mighty Mouse's* owner appreciates the thoroughness of Nordhavn's designs and prefers the overbuilt philosophy they favor over one that might involve cutting corners. He maintains a belief in faithful engine and fuel care as the obvious life force of any powerboat. "If you have a problem other than a tangled prop, it'll likely be a fuel problem, which means that you have a problem with all your engines, since they draw from the same supply of fuel. So my philosophy is to put my energy into keeping the fuel clean, polishing the fuel, changing the Racors frequently, etc. This is the same philosophy as commercial ships. I mean, how

many commercial ships have entirely separate propulsion systems? None. So I jokingly call the wing engine a wing anchor, since it just sits down there, taking up space. Although I did hear that on the Atlantic Rally someone did get a prop tangled in a net, so who knows!"

As for electric power, *Mighty Mouse* is equipped with an 8-kw hydraulics generator that runs off the main engine, recharging the batteries while the boat is underway. "We don't have to run the gensets much," the owner said.

*Mighty Mouse* currently is berthed in Northeast Harbor, Maine. The owners have enjoyed cruising the islands and Nova Scotia. The vessel will winter in New Zealand. **AYR**

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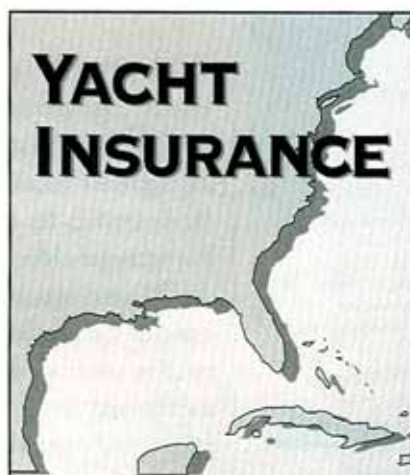
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