SPECIAL BLUEWATER ISSUE!

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Photography By Stephen Cridland

Inspired ADVENTURES

THE NORDHAVN 68 BLENDS LUXURY, SAFETY, AND ECONOMY FOR BLUEWATER PASSAGES

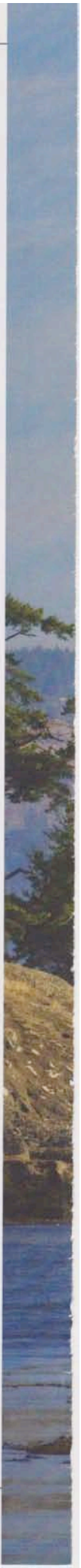
What is it about owning a Nordhavn that inspires owners to embrace bluewater cruising and long-distance adventuring in such an enthusiastic fashion?

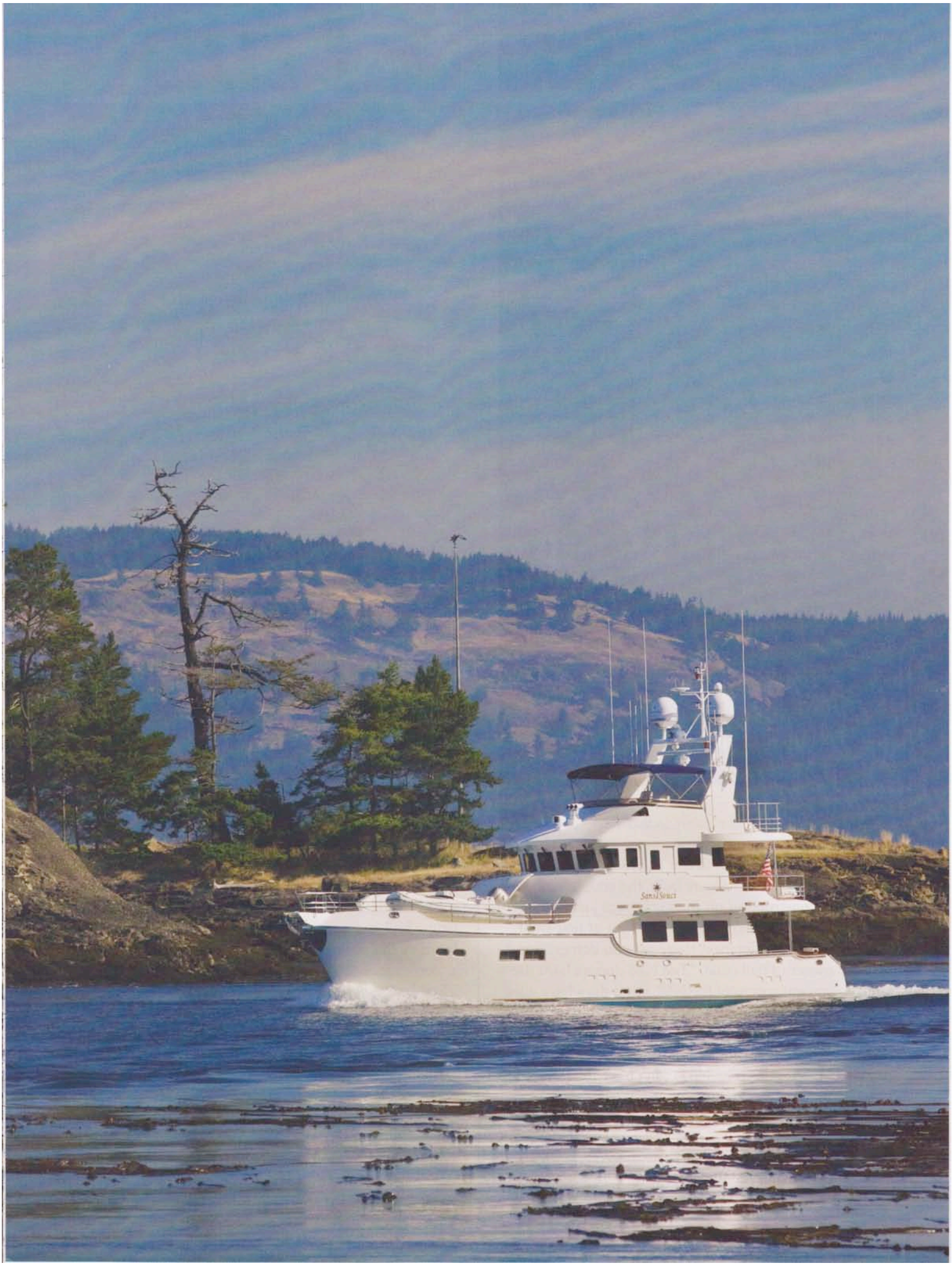
If you're a regular reader of this magazine, a visitor to the Nordhavn website (www.nordhavn.com), or both, you've probably followed the exploits of Scott and Mary Flanders aboard their Nordhavn 46, *Egret*. I met Scott and Mary while participating in the Bermuda-to-Azores leg of the Nordhavn Atlantic Rally back in 2004. After that first transatlantic cruise, the couple decided to push on and round Cape Horn, and they are now in New Zealand, preparing for a multi-month cruise of the Southern Hemisphere.

More recently came word of Emmy Award-winning Sprague Theobald's daring assault on the Northwest Passage in a Nordhavn 57 called *Bagan*. Theobald has embarked on a personal journey of discovery across an infamous stretch of glacier-laced water, pitting his boat and crew against elements of nature that are at once beautiful and dangerous (see www.northwestpassagefilm.com).

We've also learned in recent months about the Great Siberian Sushi Run, in which Ken Williams will, in the company of two Nordhavn 62s, transit the Bering Sea and the North Pacific, taking his Nordhavn 68, *Sans Souci*, from Seattle to Japan. The fleet will travel against the Pacific current, east to west, along the length of the Aleutian Islands, not far from the fishing waters made famous by the Discovery Channel's *Deadliest Catch*.

Quite by chance, I had an opportunity last year to tour a Nordhavn 68, hull number 6808, belonging to a Charleston, South Carolina-based couple who are now traveling to Rhode Island and Maine by way of Bermuda. They had owned 10 boats over a number of years, culminating in a Hatteras LRC on which they did a lot of coastal cruising. When they decided bluewater cruising was their next goal, they talked to a range of builders working in fiberglass and steel, with an eye to building as much of a custom boat as they could. Eventually they settled on Nordhavn as their builder. At first they considered the Nordhavn 57, but to meet the accommodations and equipment goals they had in mind, they began to consider either the N64 or the much more spacious N76.





Comfortable seating and a commanding view—plus an optional hot tub—lure guests to the flybridge.

During a preliminary visit to the Ta Shing yard in Tainan, Taiwan, where Nordhavns are built, the couple saw the first N68. Construction on the yacht was just getting under way for Ken Williams. It was love at first sight.

"For the price difference, there was no comparison," says the owner of hull 6808. "The N68 doesn't have the large equipment spaces of the N64, but it does have a lot of the living space. The N64 has 1,260 square feet of deck space, and the N68 has 2,090. We are flybridge drivers by choice but had a pilothouse in mind, and duplicate electronics. The N64 didn't have the same kind of room on the flybridge for a crowd, which is what we wanted for occasional entertaining and for cruising with family and friends."

The Nordhavn 68 history starts with Ken and Roberta Williams, who first owned an N62 aft pilothouse but wanted something larger, between the existing N64 and the N72/N76. Ken challenged Nordhavn to offer something like a 68, and the builder responded with a longer hull and a completely different deck and interior. From the beginning, Ken and the owners of N6808 were in constant contact on the Nordhavn owners' website. Their boats were built almost simultaneously, and they shared a lot of information throughout the process. Ken Williams built a 68 with a walk-around main deck, while the South Carolina couple opted for a wide-body configuration with only a starboard-side main deck, creating a larger, more spacious interior. How much larger? Look at the pictures accompanying this story from the Williamses' *Sans Souci,* with custom decor designed by Scott Cole of Ardeo Design (www.ardeodesign.com), and imagine a saloon grown wider by about 3 feet.

ROOM TO ROAM

The primary difference between the N64 and the N68 is that the pilothouse is moved aft on the 68-footer. The hull shape is virtually identical, with an extension in the aft sections. The N68 shares the hull shape developed for the second-generation N64, with maximum beam carried well aft and the bottom surface extended with the swim step. Putting the master stateroom forward created more cubic feet of living space in the saloon. The Nordhavn 64 has belowdecks bilge areas you can crawl around in, but that disappears with the 68's forward master, which takes full advantage of the space. Tanks, engines, and major equipment are kept down low.

N6808 is the second 68 built by PAE. There is good headroom throughout the boat, roughly 6 feet 7 inches on average. The beautiful aft deck, which is almost completely protected by the pilothouse deck overhang, has built-in seating across the transom, large fiberglass lockers with an ice maker to port, and a centered door. On a single-engine 68, the dry stack exhaust would run where this door is located.

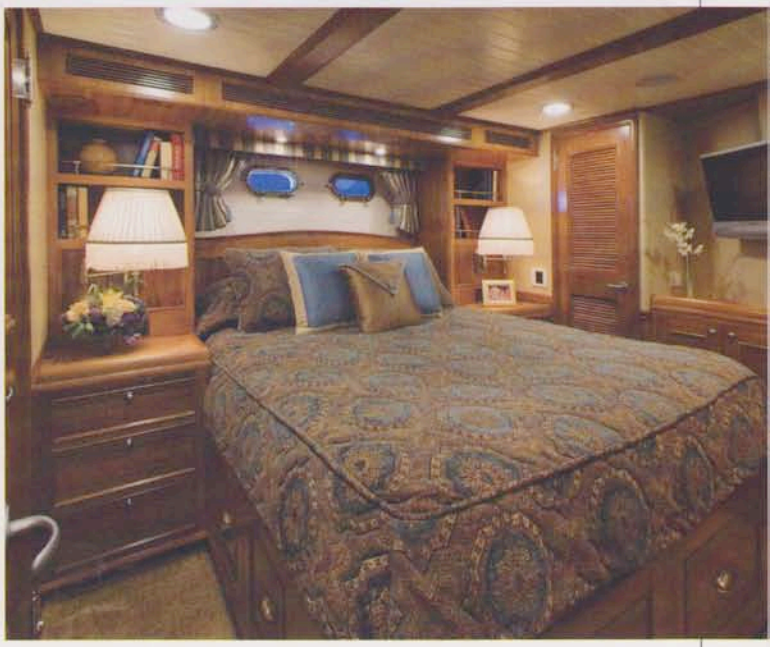
The saloon, galley, and stateroom interiors are built to personal taste and are available with built-in furniture, although most people want to supply their own, with the cherry interior, were custom-designed and handcrafted at the Ta Shing yard. Interestingly, the interior on this boat has a matte finish everywhere except the saloon, galley, and walkway and master stateroom forward, all of which have a flawless high-gloss finish.

The sole is cherry and ebony, a beautiful contrast of red and black. Louvers for ventilation are all built by hand, and all of the side windows have built-in frames hiding blinds. A large flat-screen TV lifts out of a cabinet to starboard. Two overhead handrails make it easier to move fore and aft through the saloon in a seaway. On this boat, Nordhavn specified LED lighting throughout, with the exception of the nav lights, to help minimize thermal radiation and current draw.

The saloon rolls right into the galley, so that the cook can socialize with guests. All countertop surfaces throughout the boat are granite, and this galley also has a granite backsplash. On many yachts there is nothing to grab onto to steady yourself in the galley, but on this boat there are grabrails on the underside of the granite counters. For natural ventilation, there are double opening ports in the galley, while the door is a Dutch-style Pacific Coast Marine. All doors have

Top: Engine instruments, as well as navigation and communications electronics, are well protected on the flybridge helm console. Above: Entertaining a large group or sharing a quiet meal with family and friends will be most enjoyable on the covered aft deck.

particularly in the saloon. A large Pacific Coast Marine watertight double door opens wide, extending the saloon onto the aft deck when the conditions are right. Portside on this boat there was a massive custom couch with a pullout bed, built in the United States to specific dimensions. Twin high-low teak tables that double as coffee or dining tables, very blond in contrast phantom screens that hide away until needed. For controlled ventilation, N6808 has multi-zone water-chilled Cruisair air conditioning, as well as a Kabola diesel furnace, which interfaces with the air conditioning system nicely and has sensing probes so you can select heating or cooling by zone. A Viking range with sea rails and a Viking microwave were selected by the

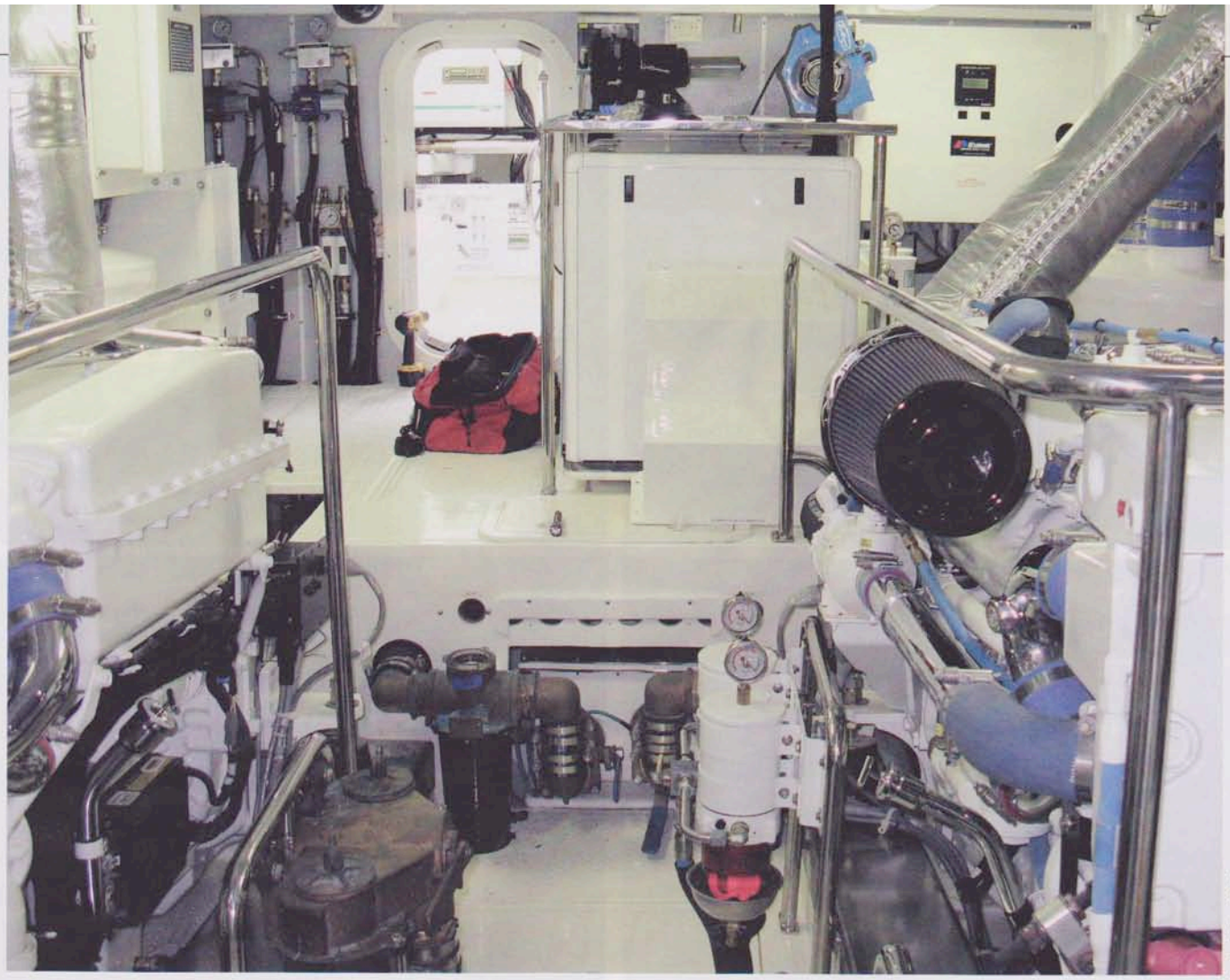


Opposite page top: Exemplary visibility, state-of-the-art electronics, and careful craftsmanship typify the Nordhavn 68 pilothouse. Opposite page bottom: Scott Cole of Ardeo Design created an interior for *Sans Souci* that is at once contemporary and comfortable. Top left: A formal dining table occupies part of the saloon aboard *Sans Souci* and shares magnificent views starboard and aft. Top right: Just a few steps from the pilothouse, the master stateroom is a luxurious, private getaway with loads of built-in storage. Above left: Less formal meals take place across a gorgeous granite counter that is within reach of the chef. Above right: The starboard-side VIP guest stateroom exhibits a level of finish and comfort that matches that of the owners' quarters.

owners. The Sub-Zero refrigerator and two freezer drawers (there are two more freezers aboard) are finished in stainless steel, as are the Bosch dishwasher and GE trash compactor. Other notable galley features include deep stainless steel sinks, a big Grohe faucet, solid latches instead of big barrel bolts to latch fridge and freezer doors, and a huge pantry with slide-out drawers that are well secured against movement under way.

COMFORT AND CONVENIENCE

Walking down three steps forward leads to a landing, and from here you can move either forward into the master stateroom or down to the guest cabins. In the master, three Oceanair overhead hatches and two pairs of large, opening Manship portlights with screens and deadlights add the possibility of loads of light and ventilation for the full-beam cabin. There's excellent access to both sides of the king-size bed, which is flanked by two nightstands with burl inlays on the horizontal surfaces for contrast—a finish found throughout the boat. Natural teak ceiling strips line the sides. Two cedar-lined hanging lockers and abundant built-in drawers are as practical as they are exquisite. The head compartment has granite counters with under-grabs,



John Wooldridge

In the engine room, access to major service points—such as strainers, fuel filters, and the fuel management system—is extraordinary.

tile floors, opening portlights, a spacious shower, and a Tecma head.

Here, too, you'll find access to the machinery space forward. The sonar transducers, a hot-water heater, and pumps for the deck washdown and bilge are all accessible, along with the bow thruster hydraulics, a Sea-Fire fire suppression system, and looms for wiring. Everything is very well labeled and easy to service.

Walking out of the master stateroom and down to the lower level, I passed the bulkhead that displayed the 24VDC service panel, 240VAC panel, ship's service and HVAC service, and 240VAC and 120VAC inverter service panels. Here you'll also find the performance gauges for the Northern Lights 25kW and 16kW gensets, the Cruisair tempered water logic control, port and starboard tank level meters, two Village Marine Tec watermaker panels, two Xantrex inverter/charger panels, and a panel for the Atlas ShorPower marine power converters. This bulkhead is just a few steps from the pilothouse and the master stateroom, making it more than convenient.

All the way forward on the lower level, past the locker containing a stacked Bosch Axxis washer and dryer, is a head and shower compartment tall enough for most guests. The VIP guest stateroom to starboard has an island double berth with a private head compartment and shower. The second guest stateroom opposite has two single berths arranged in an "L," with a pipe berth folded up against the bulkhead. The hanging locker, cedar-lined like all the rest, is good sized.

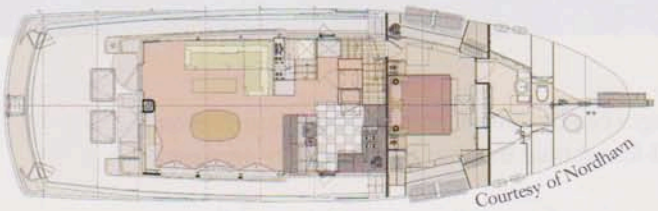
A DREAM MACHINE

The engine room is found down a passageway aft, through a watertight door with a viewing port. Diamond tread underfoot along the centerline and solid stainless rails around the engines add security in a seaway. Twin 400hp Detroit Diesel series 60 14L engines power this boat, although the Nordhavn 68 also is offered with a single 400hp Detroit main and a 140hp Lugger L1064A wing (or get-home) engine. Large Groco VD2500 intake strainers, simple to inspect and clean, are within easy reach of the centerline. To starboard, there's effortless access to the electronic transmission controls, a sight glass for the starboard fuel tank, an oil change manifold,

NORDHAVN 68

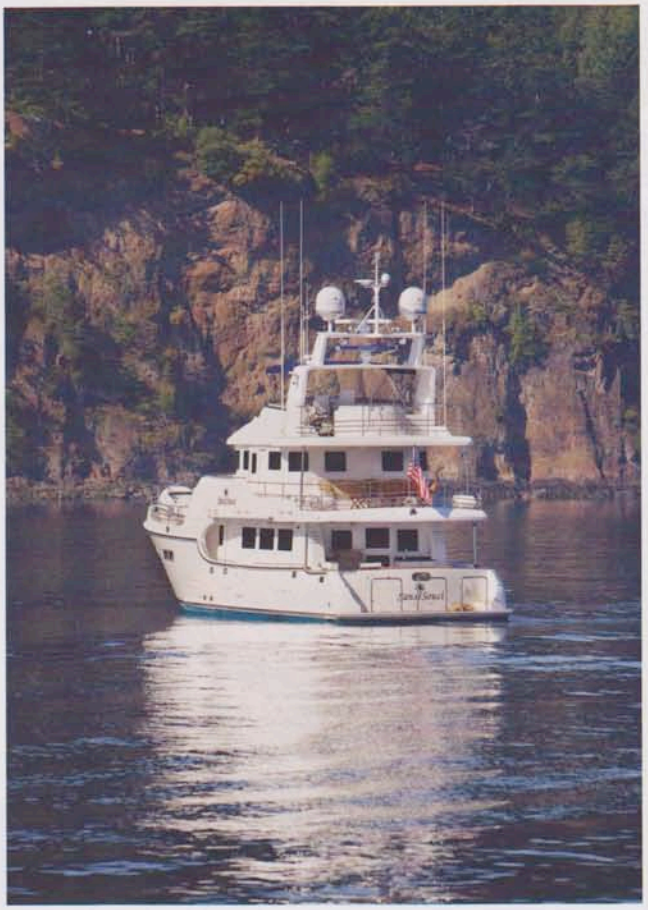
LOA	68' 1"
LWL	63' 2"
BEAM	20' 4"
DRAFT	6' 10" (full load)
DISPLACEMENT	224,000 lb. (full load)
BRIDGE CLEARANCE	30' 4"
FUEL	3,136 U.S. gal.
WATER	673 U.S. gal.
HOLDING TANK	150 U.S. gal.
GRAY WATER	150 U.S. gal.
GENERATOR	25kW Northern Lights (standard)
ENGINE	Single 400hp Detroit Diesel 60 14L (standard)
MAXIMUM SPEED	10.5 knots (standard power)
CRUISE SPEED	8.5 knots
RANGE AT CRUISE SPEED	3,300nm
DESIGNER	Jeff Leishman
BUILDER	Pacific Asian Enterprises
PRICE AS TESTED	$3,100,000 (with standard power); $3,200,000 (with twin Detroit Diesel 60 14Ls)

For more information:
Pacific Asian Enterprises
34179 Golden Lantern, Suite 101
Dana Point, CA 92629
949.496.4848
www.nordhavn.com



Courtesy of Nordhavn

dual Racors for the starboard engine, and the fuel transfer system. The transfer, fuel polishing, and return manifolds all are clearly labeled. On the port side, there is a supply tank, one of four fuel tanks in all. A gravity-drain system furnishes fuel to the supply tank before it is routed to the engines and generators. The TRAC no.



Nordhavn 68 *Sans Souci* cruises into a quiet Pacific Northwest cove after a comfortable bluewater passage.

300 active fin stabilizer units are easy to reach, and the dual Racors with vacuum gauges are positioned to be easily seen by the remote pan/zoom camera. The sea chest has a well-secured yet removable top for difficult cleaning jobs, a convenient feature.

The raised pilothouse offers excellent views in every direction. Dutch-style PCM watertight doors allow access to the side decks, which wrap around forward behind the Portuguese bridge and also lead aft to a seating area protected by an extension of the flybridge deck. A covered center stairwell leads down to the foredeck, which is well protected by bulwarks and lifelines for those handling anchor duties. The foredeck is large enough to house desirable options like a RIB, another small dinghy, and a hydraulic davit.

For the owners of N6808, a large factor in their decision to select Nordhavn as their builder was the company's reputation for producing stoutly built bluewater cruisers equipped with the best gear. Now, like many Nordhavn owners, they're making the passages they've always dreamed of.