

TAKE 5 - NORDHAVN



Builder: [Nordhavn](#)

LOA: 78' 0" (24.03 m)

Year Built: 2009

Beam: 21' 0" (6.40 m)

Model: 76

Max Draft: 25' 8" (7.83 m)

Price: \$2,900,000 USD Subject to change.

Cruising Speed: 8 Knots (9.21 MPH)

[See full listing on our website](#)

Location: Fort Myers, United States

Max Speed: 11 Knots (12.66 MPH)

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OVERVIEW

Trades Considered and Financing Available

Take 5 was imagined as a world-roaming sanctuary where sumptuous comfort meets uncompromising safety and redundancy. Delivered in 2009 and fitted throughout with premium components, she features a bespoke interior that, by reversing the spiral staircases ascending from the guest cabins to the raised pilothouse, produced an exceptionally large and luxurious lower-deck VIP suite. That unconventional circulation also freed expansive pantry areas on the main deck adjacent to the galley, a clear testament to the yacht's extraordinary storage capacity.

Passing through the aft salon doors, one is met with luminous, airy volumes and a seamless flow that enhances daily life aboard. Her engineering spaces were conceived for true bluewater dependability, incorporating twin engines and triple generators, with layered backups across critical systems to ensure reliability on long passages. The bridge and electronics package are specified to expedition and passagemaker standards, offering multiple redundancies and benefitting from a series of updates completed since launch.

Comfortably voyaging both coasts, most extensively along the Eastern Seaboard, this Luxury Motor Yacht and long-range, trawler-style Explorer has demonstrated proven range, efficiency, and composure at sea. As a capable ocean-going pilothouse motor yacht with a raised pilothouse layout, Take 5 has been meticulously maintained and is prepared for her next voyage.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2009

Sub category:
Motor Yacht

Country:
United States

Model Year:
2009

Dimensions

LOA:
78' 0" (24.03 m)

Max Draft:
25' 8" (7.83 m)

Beam:
21' 0" (6.40 m)

Speed, Capacities and Weight

Cruise Speed:
8 Knots (9.21 MPH)

Water Capacity:
150 Gallons

Max Speed:
11 Knots (12.66 MPH)

Fuel Capacity:
3570 Gallons

Accommodations

Total Heads:

5

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Jeff Leishman

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Cummins

Fuel Type:

Diesel

GALLERY



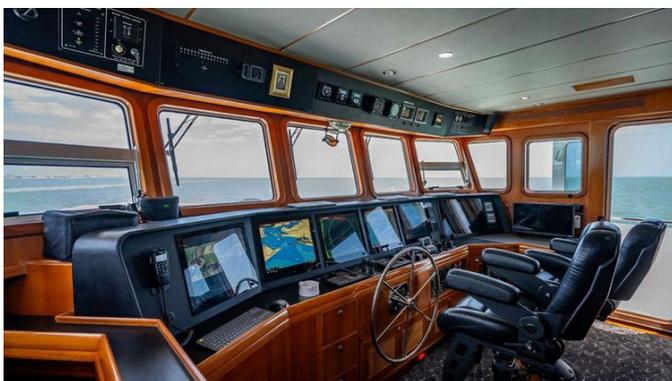


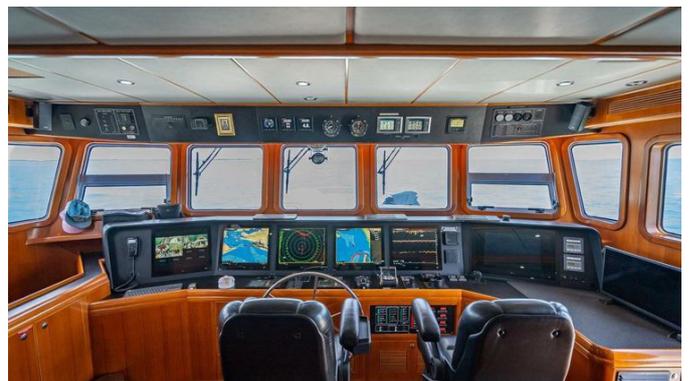






























DETAILED DESCRIPTION

Salon & galley

The main salon aboard Take 5 is an open, airy expanse with panoramic sightlines and a refined ambiance defined by satin varnished teak joinery. A top of the line audio/visual system sets the tone for film nights and sophisticated entertaining, while the loose furniture plan gives a new owner remarkable freedom: the sofa and chairs can be repositioned or customized to suit personal taste. The result is a genuinely open, convivial gathering space that invites conversation and relaxation. Flowing forward, the galley is a gourmet chef's dream, appointed with premium appliances, abundant counter space for effortless prep, and a wealth of smart storage. Open to the salon, it keeps the chef at the heart of the action, ensuring every moment—from aperitif to dessert—feels connected and social.

Accommodations & laundry room

The owner's stateroom on Take 5 is a full beam sanctuary finished in rich satin gloss teak, its generous volume enhanced by meticulously planned storage that outclasses many homes—multiple hanging lockers and several banks of drawers ensure everything has its place. A king size berth anchors the space, while opening portlights and overhead hatches welcome natural light and fresh air. Teak framed shoji panels on sliding tracks veil the portlights on both port and starboard, delivering complete privacy at a touch. The owner's head is notably expansive, with abundant storage, a bathtub, a dedicated vanity, and separate shower and toilet areas. For your most important guests, the lower deck VIP stateroom is a true retreat, centered on a full walk around queen berth, with a hanging locker, drawer storage, and satin finished teak bulkheads. Shoji panels again provide privacy over the

portlights, while opening portlights and a fresh air blower ensure excellent ventilation. The VIP head is uniquely spacious, featuring a large bathtub, a separate shower, and ample room to move with ease. A secondary guest cabin on the lower deck offers a large custom size berth, satin gloss teak bulkheads, and portlights that bathe the space in natural light; opening portlights and a fresh air blower deliver superb airflow. This cabin is also appointed with a private full head with shower, making it a thoroughly comfortable guest haven. Completing the accommodations, Take 5 includes a dedicated laundry room fitted with a front loading freezer and extra storage, and this area also provides secure access to the engine room through a watertight door.

Pilothouse

The pilothouse of Take 5 carries an electronics and navigation suite typically reserved for far larger superyachts, delivering seamless safety and comfort. From the two Stidd helm chairs, every essential control on the thoughtfully laid out dash falls easily to hand, while guests enjoy a commanding, unobstructed panorama from the elevated settee. A drinks fridge integrated into the settee keeps night watch refreshments within reach without leaving the helm. Generous stowage swallows gear and charts, and just aft lie the captain's cabin and a full head with shower, rounding out a true long range command center.

Electronics and navigation equipment

At the heart of the helm, four Seatronix nineteen inch touchscreen monitors pair with one Seatronix twenty four inch touchscreen, supported by a Class B AIS system and two Simrad AP50 autopilot heads in the pilothouse. Precision control comes via Simrad FU50 follow up levers at the pilothouse, the wing

stations, the flybridge, and the cockpit station, complemented by Simrad R135 rudder angle indicators in the pilothouse and on the flybridge. Signaling is authoritative through a Kahlenberg M115C/D horn control panel in the pilothouse with push button horn controls at all exterior stations, while a Carlisle & Finch searchlight is directed from both the pilothouse and flybridge. Communications are reinforced by two Icom VHF radios and a Furuno SC 702 satellite unit. Three Furuno instrument panels reside in the pilothouse, with a powerful Furuno twenty five kilowatt open array radar and a Furuno twelve kilowatt open array radar added in 2023. Also new in 2023 are the Nobeltec TZ Pro V5 navigation system, a Furuno HUB101, a Nobeltec depth sounder, MapMedia Bahamas and Caribbean vector and raster charts, a Furuno BBDS1 depth sounder, a Furuno GP330B NMEA2000 GPS antenna, and a Furuno F170 color LCD instrument display. Weather and awareness are elevated by an Airmar 220WX NMEA weather station antenna and a FLIR M364C dual payload 640 thermal camera with two control stations, both added in 2023. Connectivity comes courtesy of a Peplink Balance 20 WAN router serving as Starlink, Pepwave, and Wi-Fi source selector, plus Iridium Go with external antenna and a Starlink high performance antenna, all added in 2023. A Panasonic camera system blankets the yacht with coverage—two cameras in the engine room, two in the lazarette, two in the cockpit, one aft of the pilothouse, one on the starboard side deck, and one on the stack—monitored by a dedicated Dell computer. Further refinements include two VH7 HTS domes, a Nordhavn designed porthole open/close monitoring system, Bose Lifestyle systems in both pilothouse and salon, Apple TVs, and a fifteen inch monitor on the flybridge dash. All televisions throughout the yacht were renewed in 2023, and the owner's suite TV now has direct access to the navigation system.

Mechanical systems

Propulsion is entrusted to twin Cummins QSM11 engines rated at 355 hp each, showing 7,376 hours to port and 7,348 hours to starboard, delivering a range of 3,000 miles at 8 kts and 3,900 miles at 7 kts. Twin Disc main engine controls are installed at six locations—flybridge, pilothouse, port and starboard wing stations, cockpit wing station, and in the engine room—while dual Racor fuel filters protect the main engines and single Racors serve the wing engine and generators. The ABT TRAC hydraulic system drives a 50 hp bow thruster, a 38 hp stern thruster, a hydraulic anchor wash pump, a hydraulic emergency bilge pump, and dual hydraulic Maxwell VWC 4500 windlasses, and ABT TRAC #370 stabilizers with 16 sq. ft. fins keep the ride composed. An oil change system services all engines and generators. Compressed air is supplied off the Kahlenberg horn compressor with quick disconnect fittings on the foredeck, in the cockpit, and in the engine room, and a Bauer Junior II dive compressor stands ready for underwater pursuits. Engine room and lazarette ventilation fans are controlled from the pilothouse. Fresh water pressure is assured by a Headhunter Mach 5 120 VAC pump with a Headhunter X Caliber 24 VDC backup. For autonomy, two Village Marine 800 GPD watermakers with remote panels pair with a Village Marine (Parker) VMS 12 UV sterilizer for the freshwater system, and domestic hot water comes from a 50 gallon Torrid heater with upper and lower elements. Safety systems include a Seafire fire suppression system and handheld extinguishers placed throughout all cabins and areas. Steering is by Kobelt hydraulic gear, with a stainless steel emergency tiller arm stowed in the lazarette, and both main engines run Tidewater shaft seals. Signaling is via the Kahlenberg horn and compressor system. The engine room is air conditioned by its own HVAC unit, and a Marquipt 2,500 pound telescoping davit handles tender operations with ease.

Electrical systems

Electrical power is comprehensive and redundant, beginning with three generators: an Onan 32 kW 240 VAC 60 Hz single phase unit showing 7,743 hours, a Northern Lights 25 kW 240 VAC 60 Hz single phase unit showing 4,348 hours, and a Northern Lights 20 kW 240 VAC 60 Hz single phase unit showing 4,352 hours. Generator control panels are centralized at the main electrical panel in the salon area. Onboard systems operate at 12 VDC, 24 VDC, 120 VAC, and 240 VAC single phase, supported by two Outback 3,500 watt inverters and one Victron Skylla 100 battery charger feeding Lifeline house batteries. Individual parallel battery switches enable flexible cross connects for engines and generators. An ASEA 25 kVA shore power converter allows effortless connection to either 50 Hz or 60 Hz shore power, and twin stern shore cord connections use Glendinning retrieval systems for tidy handling.

Flybridge

Elevated and purposeful, the flybridge features an FRP hardtop with LED lighting and non skid on top, shading a protected electronics dash with cover. Helm ergonomics are assured with main engine and wing engine controls, ABT Trac controls, bow and stern thruster controls, Simrad autopilot, FFU steering, and a compass, all flanked by two Stidd 500N Slimline helm chairs. An FRP table anchors the inviting U shaped settee, with locker storage close at hand. Entertaining is effortless thanks to a Gaggenau fifteen inch electric BBQ concealed beneath a hinged protective FRP console lid, while a generous sundeck aft of the flybridge and non skid decking throughout underline outdoor living at its finest.

Mid-deck and Portuguese bridge

Mid deck freedom meets expedition practicality under LED lighting, with two six man liferafts and a Lifesling III mounted on the rails. Port and starboard control stations put main engine controls, thruster controls, engine start/stop buttons, and FUU steering at your fingertips, while locker storage lines both sides of the Portuguese bridge. A dedicated gasoline storage tank with electric pump and nozzle streamlines fueling of tenders and toys.

Foredeck

Purpose built and practical, the foredeck carries non skid decking and six Lewmar deck hatches that flood the master cabin and head with light. An alcove provides connections for compressed air and fresh water, and a pair of eighteen inch Freeman hatches grant direct access to the anchor chain lockers. Ground tackle is truly expedition grade: two Maxwell 4500 hydraulic windlasses feed 400 feet of half inch galvanized high test anchor chain per side, renewed in 2021, to two 300 pound galvanized Aritex plow anchors. A Marquipt folding ladder simplifies boarding the tender alongside, and a Marquipt 2,500 pound telescoping davit stands ready for robust handling.

Cockpit & swimstep

In the cockpit, non skid decking sets a confident footing around a Maxwell 2500 electric capstan and a dedicated control station with main engine controls, thruster controls, horn, engine start/stop buttons, and underwater lights control. A Gaggenau fifteen inch electric BBQ hides neatly beneath a hinged protective FRP console lid, while an alcove offers quick connections for compressed air and fresh water. The varnished teak cap rail, an aft settee with teak table, and fitted covers complete a space equally suited

to passage making or leisurely alfresco dining. On the swimstep, shore power cords for house and HVAC are each handled by Glendinning retrieval systems, an alcove with locker door conceals a fresh water hot and cold shower, the extended platform invites effortless water access, and underwater lights in the transom set the scene after sunset.

Upgrades thru 2022 & 2023

Recent upgrades and improvements through 2022 underscore diligent stewardship: headliners were refinished in 2021 and 2022; engine start batteries were replaced in 2021; the davit was stripped down and rebuilt in 2019; windlasses were stripped and rebuilt in 2018; the hydraulic system was inspected by ABT in 2018; main engine transmissions were inspected and rebuilt in 2018; the fresh water pump and Torrid water heater were both replaced in 2019; shafts were pulled and trued in December 2021, as were the props, and cutlass bearings were replaced at the same time; the 25 kW and 20 kW Northern Lights gensets were replaced with new units in 2018; main engine exhausts were rewrapped in 2018; pilothouse monitors were replaced in 2019; the SAT compass and two SAT domes were replaced in 2019; an oil cooling pump for the gearboxes was installed in 2018, and air handlers were also replaced in 2018; Cruisair HVAC chillers were renewed in 2019; thru hull valves were replaced in December 2021; new raw water strainers and piping to the sea chest were installed in 2021; a secondary hydraulic cooling pump and valving were added in 2019; thrusters were rebuilt in 2018; and a 6,000 hour engine service was completed in 2018. Building on that momentum, recent upgrades through 2023 include a new Dometic Cruisair tempered water HVAC chiller unit; a new camera system and new FLIR camera; two new independent icemakers; a new Fisher & Paykel dishwasher in the galley; all new Sony TVs throughout and a new Sonos audio system throughout; a new high speed in motion Starlink system; a new three seat jet

ski mounted on the foredeck; new SeaDek on the swim platform; a new electric BBQ mounted in the cockpit on the FRP console; a new HVAC raw water pump and a new gray water pump; all new intake hoses run to each generator; and, as the finishing touch, Take 5 received a full ceramic coating from top to bottom in late 2023.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information or the condition of the vessel. Buyers are encouraged to instruct their agents or surveyors to investigate any particulars they wish to validate. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

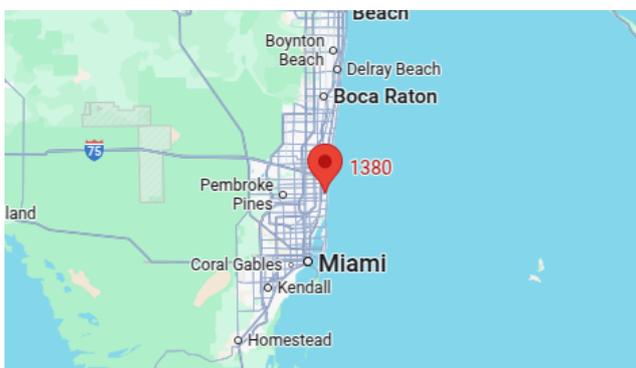
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