

NO NAME — NORDHAVN



Builder: NORDHAVN

LOA: 76' 0" (23.16m)

Year Built: 2005

Beam: 21' 0" (6.40m)

Model: Motor Yacht

Max Draft: 7' 8" (2.34m)

Price: PRICE ON APPLICATION

Location: United States

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SPECIFICATIONS

Overview

This is an Aft Pilothouse wide-body model of the Nordhavn 76 series with the bulbous bow. Although she is a 2005 model, she underwent extensive updates and refits in 2013 and 2014. The work was overseen by her very experienced and mechanically astute current owner. Among the updates, she received a fresh new palette of interior décor. In addition redundancy was added to many of the electrical, electronic and mechanical systems.

The Nordhavn 76 lends itself very well to operation by owner, or by professional crew. In fact, many Nordhavn 76's are operated by cruising couples.

The aft pilothouse version of the Nordhavn 76 has a majestic profile and a very open interior. She has all of the elegant transoceanic capability that continues to validate Nordhavn's reputation as the premier producer of passagemaking motoryachts.

Basic Information

Category: Motor Yacht

Model Year: 2005

Year Built: 2005

Country: United States

Dimensions

LOA: 76' 0" (23.16m)

Beam: 21' 0" (6.40m)

Max Draft: 7' 8" (2.34m)

Speed, Capacities and Weight

Displacement: 252000 Pounds

Water Capacity: 600 Gallons

Fuel Capacity: 4100 Gallons

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Detroit Diesel

Model: Series 60

Engine Type: Inboard

Fuel Type: Diesel/Electric

DETAILED INFORMATION

Accommodations & Layout

ACCOMMODATIONS & LAYOUT:

Layout - General:

The interior arrangement - for living and for mechanical spaces - emphasizes onboard comfort, and operation throughout extended passages.

Entering from the cockpit into the salon area: The interior is beautifully crafted in teak, with teak and spruce cabin soles throughout. The galley is laid out one step up on a riser transition at the starboard forward end of the salon. Opposite the galley to port there is a day head, a series of steps leading up to the pilothouse, and another series of steps leading down to the guest cabins, utility room, and engine room. A passageway forward leads down an easy two-step transition to the master stateroom. The master head is forward of the master stateroom.

Down one deck, and generally between station 3 and station 6, there are two guest cabins (each with its own head), and a utility room with laundry appliances and a freezer. The entrance to the engine room is through the utility room.

Access to the pilothouse is from the port side of the salon/galley area up a stairway. The pilothouse also includes two pilot berths, day head, and C-shaped dinette aft of the helm chair, and the command console. Inside the pilothouse to port, steps up provide interior access to the flybridge.

Interior Comfort Detail:

As in the standard Nordhavn approach, there is extensive noise control and sound attenuation measures incorporated into the construction throughout, including noise

damping in the hull in the area of the propeller, 3" lead/foam insulation in the engine room overhead, and 2" in its sides. Insulation is covered with Soundown aluminum panels. The salon and galley soles have a 2" Nida-core system with a ¼" Soundown decoupler layer. There are also insulated bulkheads separating living areas and rubber gaskets in laminated interior doorjamb, among other measures.

The main engine dry exhaust system results in engine sound reduction on deck as well as in the interior living spaces.

New LED lighting on dimmers was installed throughout the interior in 2013.

Main Salon:

A beautiful custom dining table and six custom chairs are situated to port. The table has sunburst and compass rose inlaid veneer patterns. A settee lounge and coffee table are located to starboard. Lockers extend along the port side. The salon layout creates a wide-open visual feeling. The teak and spruce sole is covered with wool carpet, new in 2013. There are custom accordion shades on the windows and door, tucked up under the teak valances.

The salon settee to starboard was re-upholstered in 2013.

An HD "Smart TV" is installed on a lift in the joiner work on the port side. A Bose sound system completes the salon entertainment system and was installed new in 2013.

Galley:

The galley is one-step up at the forward end of the salon. Its position relative to the salon provides a very social connection between the two areas. A lighted wine cabinet faces the salon.

The galley is well appointed with the following appliances and equipment:

- Granite counter tops with radius edges
- Tile floor
- (2) Sub-Zero #700 TCI refrigerator/freezers with icemakers, s/s faces, and custom positive latches for one-handed operation
- GE Profile dual fuel gas range and electric oven
- Sharp microwave oven with exhaust blower above range
- GE Monogram trash compactor
- Bosch 24" dishwasher
- Insinkerator 3/4 hp garbage disposal
- Walk-in pantry of 73 cu. ft.

Master Stateroom and Head:

It is an easy transition from the salon and galley area to the full-beam master stateroom and head. The king-size bed is on centerline and there is unimpeded access all around the bed, and to the desk and clothes storage areas. The master stateroom includes the following features:

- Stearns and Foster custom mattress (2013)

- HD “Smart” TV mounted on a lift in an alcove forward in the stateroom (2013).
- Desk, workspace to starboard
- Full length dressing mirror
- Wool carpet on the sole (2013)
- Book shelves on either side of bed and adjacent to desk to starboard
- Copious storage in drawers and lockers

- New Dometic 7600 “Masterflush” head (2014) with stainless steel macerator blades. This type of head is a stand-alone system, as is each of the others throughout the interior

The master head features:

- Deep bathtub with water jets
- Separate stall shower
- Tile floor
- Granite countertop
- Air-conditioning and heating vents
- Exhaust blower
- New Dometic 7600 head (2014) with system redundancy throughout the boat

Guest Staterooms and Heads:

Two guest staterooms are located on the lower deck down from the salon. The port one has a queen bed, hanging locker and drawer storage. There is a head ensuite with shower, tile floor, granite countertops and exhaust blower.

To starboard, the second guest stateroom has twin beds separated by a bedside table, and a head ensuite with the same appointments as the port stateroom.

Both guest staterooms feature custom Stearns and Foster mattresses. There are heat and air-conditioning controls in each stateroom.

The toilets in the guest heads were replaced with Dometic 7600’s in 2014. Each of the Dometic toilets is a stand-alone system. Although they are very reliable, if one were to malfunction, all of the others would continue to operate independently.

Utility Room/Engine Room Forward Entry:

- Main electrical distribution panels
- GE freezer

- (2) Asko washers and (2) Asko dryers
- Air-conditioning vent

Engine Room:

Engine room and mechanical spaces are typically Nordhavn – efficient engine and systems layouts with easy inspection and service access including walk-around access to the main engine, and walk-up access to the wing engine and generators. There are engine and systems monitoring modules, a DDEC engine control, a workbench with sink, vise, and a built-in six-drawer tool chest.

The engine room connects with the lazarette through a gasketed aluminum door for all-conditions access to steering gear, mechanical and electrical systems, battery banks, air conditioning, Kabola hot water system heating boiler, and other gear that may be stowed in the large volume of space there.

Engine room ventilation systems include: (2) 230vac 50/60hz intake blowers, (1) 230vac 50/60hz exhaust blower, Ruskin fire/smoke dampers, and auto shutdown for blowers and closure for dampers by Seafire actuation. The engine room and lazarette are well illuminated by AC fluorescent and DC overhead lighting.

Pilothouse:

The pilothouse is intended to be a comfortable gathering place during extended operation.

Features:

- Easily viewable and well-equipped instrument console
- (2) Stidd adjustable helm chair
- Raised dinette seating with teak table aft of the helm chairs
- Work desk aft of the dinette settee
- Pilot berths (2) aft and to port and starboard
- Day head with granite countertops, and air-conditioning and heating outlet
- Inside access to the flybridge
- Norcold drinks refrigerator
- Numerous drawers, including four large chart drawers

Electronics & Navigation

Pilothouse:

- 2 ea. Simrad RA95 “Black Box” Radars
- 2 ea. 19” Simrad monitors
- 2 ea. Hatteland monitors, featuring picture-in-picture and displaying the Maretron information (2013)
- Maretron system (2014) is a very sophisticated yacht monitoring system that is also displayed on monitors in the master stateroom and salon, as well as the pilothouse. The system can monitor various component temperatures as well as functions, and is expandable for monitoring additional functions if desired.
- 2 ea. Mac Mini computers running Coastal Explorer and Nobeltec Admiral software – two discrete systems (2013)
- 2 ea. Simrad AP 50 Autopilots
- Simrad FU 50 Follow-up steering lever (others are located at the port and starboard wing, fly bridge and transom control stations)
- Simrad AP 51 Remote at Stidd helm chair
- Furuno satellite compass (2013)
- Simrad GN33 DGPS navigator
- ICOM 802 single-sideband radio
- 2 ea. Simrad RS87 VHF radios with DSC integration plus additional Simrad VHF radio in salon.
- Furuno FA-150 AIS system (2013)
- Simrad IS 15 Multi display
- Simrad IS 15 Wind display
- Simrad IS15 Compass display
- Software and serial cable for Detroit DDEC Engine Performance Analysis
- Interphase SE 200C Sonar with dual transducers
- 8 camera CCTV system with 3 engine room, 3 lazarette and 2 exterior cameras. Engine room and lazarette cameras are trained on crucial machinery – eg. 1 lazarette camera is focused on the steering gear. (2013).
- Cell phone booster antenna
- Analog cell phone antenna
- Wired for local area network/BBX system with external antenna
- Nobeltec Admiral Max Pro software with Insight 2 radar system
- Comnav magnetic compass
- Weems & Plath barometer
- Controls for Carlisle & Finch 250 watt xenon searchlight
- Controls for floodlights (3)
- Controls for TRAC 370 stabilizers
- FLIR night vision camera (2013)

Flybridge:

- Stidd adjustable helm chair
- 2 ea 23” Radar Display/Monitors (2013)

- Simrad AP 50 Autopilot
- Simrad FU 50 Follow-up Steering Lever
- Simrad AP 51 Autopilot Remote at Stidd Helm Chair

- 2 ea Simrad RS87 VHF Radios with DSC Integration
- Simrad IS15 Combi Display
- Simrad IS 15 Multi Display
- Simrad IS 15 Wind Display
- Simrad IS15 Compass Display
- Controls for Carlisle & Finch 250 watt xenon searchlight
- Controls for TRAC 370 Stabilizers

Entertainment:

- KVH HD Tracvision system
- Bose Lifestyle 38 Surround Sound System and DVD player in Salon (new 2013)
- Bose “zone 2” is connected to 2 cockpit speakers with amplifier and remote
- HD Smart TV’s in Salon, master stateroom, and pilothouse (2013)

Electrical System

ELECTRICAL SYSTEM:

The electrical system has been well engineered to meet wire size, buss bar capacity, and fusing requirements, among other elements for system demands. There is significant flexibility and redundancy built into the electrical system, much of it added in 2013/2014. A combination of DC power generation and AC charging systems gives this vessel the flexibility to operate in any cruising locale.

- (2) 240-volt 50-amp shore power services aft with 100 foot cords and Glendinning reels
- (2) 240-volt 50-amp shore power services forward
- (1) 120-volt 30-amp shore power service aft
- TV/Phone inlets fore and aft
- 12KVA isolation transformer – isolates 240vac input and transforms 120vac input to 240vac
- Charles 2 kVA “Smartboost” transformer (2013)
- Primary generator: 33kw Northern Lights generator (1033 hours)
- Secondary generator (new in 2013): 12kw Northern Lights generator (500 hours)
- (2) Trace 4kw inverter/chargers for 120vac and 240vac inverted power fed from shore power, either of the two generators, or either or both of the two hydraulically powered 24v alternators each with an output of 250 amps for a total rating of 12kw

- Main engine driven 24v 220-amp Balmar, and 175-amp Leece-Neville alternators with external regulators. This configuration allows for all ship's operations without running generator, except for air-conditioning while underway
- Gauged generator control panels are located in pilothouse, secondary stop/start controls are mounted on sound enclosures of each genset
- Four battery banks containing a total of (16) Lifeline (AGM) 8D batteries with a total rating of 2040 amp hours at 24v
- Separate 24v starting battery banks each for main engine, 33 kw genset, and wing engine, and 12-volt for the 12kw genset
- *All batteries replaced in 2013*
- Xantrex Link 10 battery monitoring system
- Charles "Smart Y" adapter from 50-amp to two 30-amp plugs

Deck & Flybridge Equipment

DECK & FLYBRIDGE EQUIPMENT:

- Teak decks on cockpit, side decks, and flybridge
- Aft upper deck hardtop
- Flybridge hardtop
- Seating area with tables outside, aft of pilothouse with all weather cover - new cushions (2013)
- Seating area with teak table(s) on flybridge with all weather cover
- Window covers
- U-Line half-size refrigerator on flybridge
- M-T-M high pressure wash down system with outlets on Portuguese bridge and cockpit
- Dual bow anchor rollers
- Dual Maxwell VWC 4500 hydraulic windlasses with hand brake and chain counters in pilothouse and additional controls on flybridge
- Dual Freeman anchor locker access hatches
- Dual anchor wash nozzles with 180 gpm hydraulic pump for each
- (2) ½" x 400' HT chain anchor rodes
- 300 lb. stainless steel Airtex plow anchor
- 350 lb. Stainless Steel "Ultra-Anchor" (2013)
- Flush deck storage lockers port and starboard
- MarQuipt 2500 lb. capacity 240-volt/hydraulic davit with 21-foot extension range, mounted on foredeck. Dinghy can be launched port or starboard
- Sea Ladder with brackets at port side of bow for access to dingy after launching
- Deck and cockpit floodlights (3)
- Gasoline storage tank and pump installed in Portuguese bridge locker for fueling tender
- (2) Six-person Switlik life rafts in canisters mounted in deck cradles with

hydrostatic releases

- 15' Inflatable Walker Bay tender with 70hp Yamaha outboard engine
- New cockpit awning 2014
- Teak caprails re-finished in 2016

COCKPIT:

- Teak sole
- Custom seat, table, and teak rail covers
- Catalytic LPG barbeque in cockpit console (2013)
- (2) Maxwell VC 2200 24-volt warping windlass capstans in cockpit
- Fishing rod holders
- Sink and storage console
- Cockpit table replaced in 2014

Mechanical Equipment

Main Engine (2882 hours)

- New injectors (2016)
- Detroit Series 60 Diesel rated at 535 hp continuous duty, with Twin Disc 3.43:1 reduction gear
- Alfdex crankcase ventilation system added 2014 drastically reduces any exhaust smoking
- DDEC IV electronic controls at (6) stations: pilothouse, flybridge, cockpit, port and starboard on the Portuguese bridge, and engine room
- Detroit Diagnostic Link Kit
- Spurs line cutter on main engine shaft
- Main engine driven 24v 220-amp Balmar, and 175-amp Leece-Neville alternators with external regulators. This configuration allows for all ship's operations without running generator, except for air-conditioning while underway
- Running gear (main shaft and prop) inspected and scanned (2013)
- New Cutlass bearing and PSS shaft seal (2013)
- Clutched PTO with pump for ABT hydraulic system

Wing Engine (263 hours)

- Lugger 668D with dedicated shaft and Gori 3-blade folding propeller

- Clutched hydraulic power take-off pump supplements hydraulic system pressure provided by main engine hydraulic pump
- Twin disc electronic dual station controls (pilot house and flybridge)
- 25 gallon dedicated day tank for isolating filtered fuel
- Spurs line cutter on wing engine shaft
- Wing engine driven 24 volt alternator with output of 175 amps
- New Cutlass bearing and PSS shaft seal (2014)

Hydraulic System (ABT)

- Used for anchoring and anchor washing, bow and stern thrusters, and emergency bilge dewatering
- Includes two hydraulically powered 24v alternators each with an output of 250 amps for a total rating of 12kw

Spares

- Main and wing engine spares

Fuel Tankage

- FRP tank construction coated with fire retardant material – (5) tanks
- Nordhavn gravity-feed fuel system to supply tank using Aeroquip hoses and fittings: 1 - 1/2" hose from main tanks to supply reservoir, 3/4" from supply reservoir to main engine filters
- Fuel transfer system with inline Racor filters

Oil Change System

- Plumbed to main, wing, and (2) generator engines with Aeroquip hose and fittings
- New oil tank – 75 gallons in lazarette
- Used oil tank – 75 gallons in lazarette

Steering System

- Kobelt Hydraulics
- Bypass valve on cylinders
- Emergency tiller for steering system

Thrusters - ABT

50 hp bow and 38hp stern thruster in 12" tunnels with proportional controls at five (5) stations

Stabilization

- TRAC 370 system actuators with 16 sq. ft. fins (new seals, zincs and trunion bearings 2014)
- "Flopper stopper" system provided for stabilization at anchor

Air-Conditioning System

- Crusair chilled water system – 2 ea. 48,000 chillers plumbed to air-handlers in guest cabins, master stateroom, galley/salon, pilothouse, engine room/laundry room
- Exhausts through plenums incorporated into high soffits for reduced noise and maximum dispersion

Heating System

- Kabola diesel heating system integrated into chilled-water air-conditioning system – especially well-suited to Northwest and high-latitude operation

Water Makers

- Two (2) Village Marine Tech 800 Gal/day with sand filter and fresh water flush

Central Vacuum System

- Nutone – installed in engine room with sweep outlet in galley plus outlets in engine room, master and guest staterooms, salon, and pilothouse

FIRE SUPPRESSION:

Engine room

- Seafire fixed automatic extinguisher – FE-1500-M with manual cable
- Seafire automatic engine shutdown system for main engine, generators, engine room blowers, fire/smoke dampers

Lazarette

- Seafire model FD-700-A fixed automatic extinguisher
- Seafire discharge alarm

Forward Bilge

- Seafire model FD-300-A fixed automatic extinguisher
- Seafire discharge alarm

Portable Extinguishers

- Located throughout the boat

Comments

In 2005, this Nordhavn 76 was involved in a collision with a freighter while off of the West Coast during her initial delivery. As a testament to her solid construction, she continued north for another 1000 miles to the Pacific Northwest, after a brief stop for inspection. The resulting damage was largely cosmetic. Repairs were completed in the Pacific Northwest by a well-respected yard, and invite close scrutiny. Since that incident, she has logged an additional 20,000 open ocean miles. Before the purchase, she was thoroughly inspected by hull and machinery surveyors and was found to be in superb condition. With a minor list of survey recommendations completed, and many updates, she is ready to continue cruising anywhere her new owners will desire to go.

UPDATE: June 1, 2016 boat was hauled and bottom recorded in excellent condition. Bottom was coated, zincs renewed, heat exchangers cleaned and prop speed renewed (refer to haul out photos).

Owners' Comments

We had a 55 Nordhavn for six years, we were very happy with that boat, but our

decision to buy a 76 Nordhavn was based on our three year plan to live aboard and cover, at a very leisurely pace, the areas that I will name later. We felt that this extensive plan commanded a boat that would give us ample room for us and guests, and heavy enough to handle the seas. And I can say now that the 76 is not too big and not too small, it really was the perfect size for us. She presented a commanding and masterful presence on the water wherever we went.

First, we spent seven long months commissioning, repairing, updating, hull painting and loving on this boat that had been only intermittently used for several years by her previous owner. Then we departed Vancouver B.C. anxious to experience her performance and visit some of the world. We stopped in Portland Oregon, then to California and joined up with 35 other boats for the FUBAR of 2013.

The next leg was the coast of Mexico, Central America and the Panama Canal. On the Atlantic side, we cruised the San Blas Islands and headed to Florida to start our long awaited desire to explore the East Coast. In fact, we did not stop to the East Coast of the US, but cruised all the way up to Cape Breton, Nova Scotia; that chapter of our cruising was nothing but exciting, splendid and rewarding. We also visited Nassau, and the Exumas in the Bahamas, Turks and Caicos, Dominican Republic, Puerto Rico, the Spanish and US Virgin Islands...to the Bitter End!

We met so many people and have seen so many beautiful places and scenery that we will never forget. The reliability and seaworthiness of our 76 Nordhavn made it even more memorable.

We have no regrets - and that's how an adventure should end. To start another one in the right frame of mind, and we chose after three years to build a home in Florida and to continue to explore the East Coast by land, well... not exclusively by land since we will be buying a smaller boat to tour the Intercoastal waters this time. The grandkids are growing, so this is yet a new season in our lives, and it is time to let her woo and seduce new owners with her strength and comfort!

Exclusions

Artwork, tools and personal effects

Exclusions

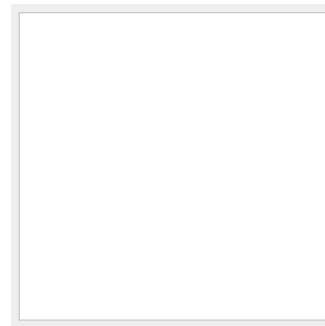
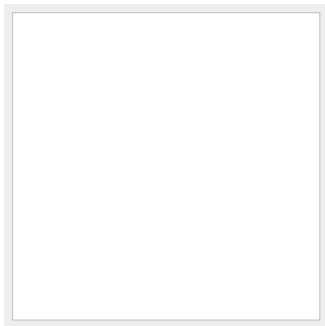
Owner's personal belongings.

Disclaimer

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PHOTOS







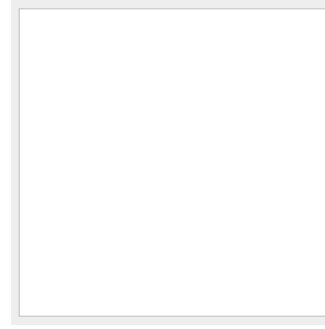
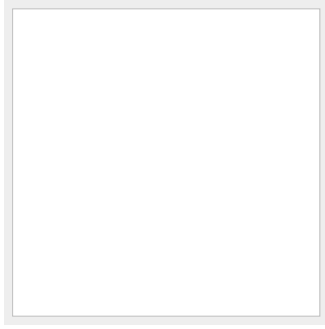




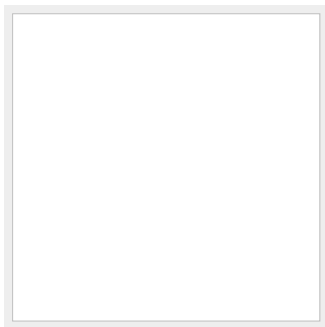
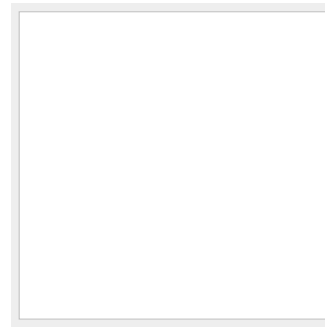
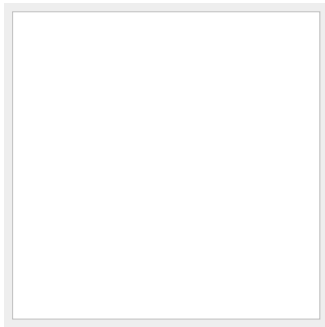
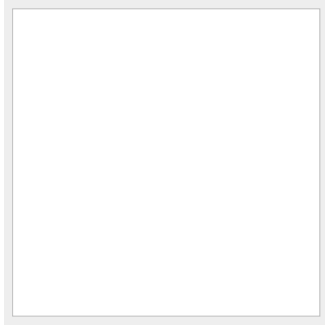
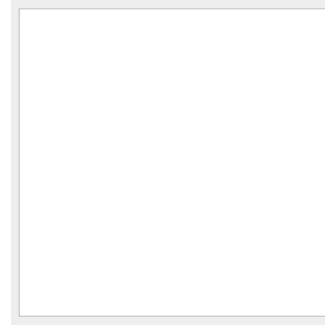
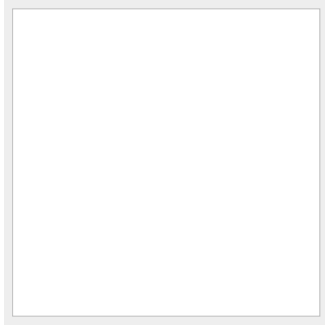






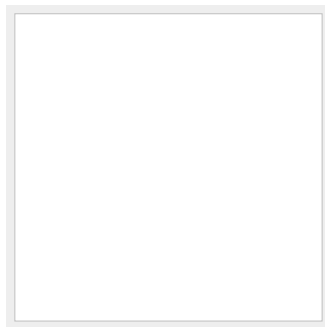
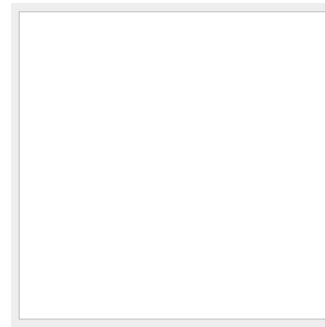












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