

Pacific Coast **SPORTFISHING**

Magazine for America's West Coast and Beyond

CRASH & DASH

Using Dolphin Schools
to Hunt Tuna

*The Who, What
Where & How of*
**SPORT
BOATS**

WORKING PADDIES for Pelagics

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PCSportfishing.com



PCS BOAT REVIEW

BY STEVE QUINLAN

GOING THE DISTANCE

Specifications

LOA: 74 feet, 5 inches
Beam: 22 feet, 4 inches
Draft: 6 feet, 6 inches
Displacement (empty):
185,447 pounds
Water Capacity: 600 gallons
Fuel Capacity: 4,300 gallons
Black Water Capacity: 200 gallons
Gray Water Capacity: 160 gallons
Standard Power:
Twin 740 hp Detroit Diesel Series 60
Price as Tested: \$4,120,000



NORDHAVN 75 EXPEDITION YACHTFISHER

Imagine catching all nine species of billfish in the world from your own boat – something that only a few anglers have ever accomplished. Well, hold that thought because sometimes dreams do come true. Nordhavn's new 75 Expedition Yachtfisher (EYF) was designed for the task. The legendary yacht builder combined all of the luxuries of its long-range expedition yachts with all the fishing features of a tournament sportfisher, resulting in a luxurious yachtfisher with the ability to reach any fishing destination in the world.

In terms of design, the 75 EYF incorporates the reverse-shear design that distinguishes sportfishers on a full-displacement hull. In fact, the new 75 EYF is the only full-displacement fishing boat that sports a reverse shear. It's equipped with two 60-gallon bait wells, tackle storage, a 35-cubic-foot deep freezer, a huge cockpit, and all of the rod storage and rigging you'll find on serious sportfishers, but what sets the 75 EYF apart from sportfishers are its range and its ride. While its top speed is only 14.3 knots, what you give up in speed you get back in fuel economy. Believe it or not, the 75 EYF has a range of 3,463 miles at a modest cruise speed of seven knots.

Stable, Yet Agile

Truly an oceangoing passage-maker, the 75 EYF is still highly

maneuverable – capable of backing down to a big fish and quietly sidling up to the dock. Its 185,447-pound displacement hull boasts a 22-foot beam along with a TRAC digital stabilizer system, which processes roll and heel-angle data and corrects for sea conditions instantly, completely eliminating roll. Onboard sensors send speed, wave-direction and other sea-condition information to a high-speed processor that controls 38 hp bow and stern thrusters and 16-square-foot electromechanically controlled fins. Speed is the key to stabilization, and the whole process is so fast that the fins' angle of attack are adjusted 200 times per second.

Our sea trial out of Dana Point demonstrated the 75 EYF's maneuverability as well as its soft, quiet ride. At a trolling speed of eight knots, her twin 740 hp Detroit diesels sip fuel rather than burn it. We measured a total of eight gph for both engines and estimated an additional one gph for powering one generator. At that speed engine sound inside the salon was a negligible; we measured just 52 dB(A). Of course, higher speeds dramatically decrease fuel efficiency. At a cruise speed of 10.2 knots, we burned a total of 31 gph and measured 58 dB(A) of sound. In terms of range, that translates to 1,465 miles. Keep in mind that all of the fuel consumption and range data are based on 90 percent of the 75 EYF's 4,300-gallon fuel capacity, keeping 10 percent in reserve.

Outside the break-wall, the only motion we felt was forward motion – no pitching or rolling at any speed running in any direction. While the boat's solid beamy hull deserves much of the credit, the digital stabilizer system does what it was designed to do. You just switch it on when you leave the dock and switch it off upon returning. By the way, docking that big, bad boy inside Dana Point Harbor looks incredibly intimidating, but instead, it proved to be practically a no-brainer. Amazing what bow and stern thrusters will do for your docking game.

Silent Predator

Twin-screw power, only, is available. Standard power is twin 740 hp Detroit diesels that max out at 2,300 rpm turning Hung Shen 42-inch-diameter, 40-inch-pitch counter-rotating props. Engines are equipped with wet exhaust systems that prevent exhaust fumes from entering the superstructure. Each engine is equipped with a belt-driven 100-amp, 12-volt alternator.

The manufacturer tells us that the boat we tested, which was the first 75 EYF delivered on the West Coast, will be switched over to five-blade props, as will all other 75 EYFs that follow. Factory testing with the five-bladed props has resulted in improved fuel efficiency and overall performance.

Nordhavn went to great lengths to minimize engine sound. For starters, the engines are mounted on Soundown vibration-resistant mounts. In addition, they've added a hull-dampening system above the props, a sound-deadening ceiling and forward bulkhead in the engine room, and a sound-deadening sole in the salon/galley sole. And that's just half of it. Sound-deadening material, such as the gaskets used on the engine room hatches as well as lead foam and Thinsulate used on bulkheads, ventilation ducts and ceilings, completely deaden engine sound and vibration.

Peace of Mind

Two generators, each with its own alternator to provide power for the air conditioning, galley, electrical systems, electronics, and emergency equipment come with the Nordhavn, which also has an automatic fire-protection system that covers the superstructure, engine room, and lazarette. Portable fire extinguishers are located in the pilothouse, galley, salon, master stateroom, and in each of the guest cabins.

Another great standard feature is its 2,000 gallon-per-day water-maker. To ensure clean fuel and reliable engine performance, the 75 EYF employs an Alfa Laval centrifugal fuel-separator unit that protects the engines against bad fuel – a legitimate concern when you're taking on fuel from ports all over the world.

The engine room is equipped with as elaborate a ventilation system as we've seen, that includes two large intake fans, two large exhaust fans and fire/smoke dampers. Even the lazarette has its own exhaust fans.

Home Sweet Home

Not only will the 75 EYF take you to fishing destinations around the world in luxury, but also it is a motor-yacht you and your family could easily live aboard. It's like a city on the sea and furnished like a fine estate. Her cockpit is absolutely huge. Between the cockpit and saloon is a covered

upper cockpit that's furnished with tables and loungers. Inside the saloon, there's a lounge area to port and a dining area to starboard. A breakfast bar connects the saloon with the well-equipped galley.

Starboard of the galley you'll find a staircase that leads to an office area and then ultimately the master suite, which features a king-size bed, two hanging clothes closets, flat-screen TV, chest of drawers, and a pair of nightstands. Something you'll have to see for yourself is the bathroom. A spiral staircase takes you down to three cabins — one with twins, one with a double and one with a single bed — and each is equipped with its own private bathroom that include showers and granite countertops.

Pilothouse features include a panoramic dash with plenty of room for electronics, (including overhead), rock-solid weatherproof hatch-style doors for outside access to port, starboard, and aft, twin Stidd chairs, a table and settee for guest lounging, and a berth aft for captain or crew. It has bunk beds and its own bathroom with a shower.

Did We Miss Anything?

Everything we've mentioned, from the generators to the digital stabilizer, the freezers, air conditioning, Stidd chairs, wet-exhaust system and hydraulic system – and everything we didn't cover, such as the flybridge, dive compressors, outriggers and spotlights – come standard. In fact, the only equipment that was not standard on the boat we tested was the dinghy and electronics. We could not have come up with a better name to describe Nordhavn's new 75 Expedition Yachtfisher. It is equipped for long-range adventure anywhere in the world and has the range to reach Hawaii on a single tank of fuel. And it will get you there comfortably.

The professional staff at Nordhavn's Southwest corporate office in Dana Point arranged our sea trial. You can reach them at (949) 496-4848 for more information regarding the 75 EYF. Just be sure to tell them who referred you. ■



The 75 Expedition combines all the best features of a fishing battlewagon and a marine mansion.