

LOOK BELOW THE WATERLINE:
WHAT YOU CAN'T SEE CAN HURT YOU p. 30

**5 TIPS TO FIND THE
RIGHT TRAWLER** p. 56

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Nordhavn 60

MORE OF EVERYTHING YOU EXPECT

BY CAPT. PAT RAINS

TRAWLERS THAT ACTUALLY TRAVEL have become my heart's delight, and I've been to sea on many, while making long-range deliveries and while cruising for pleasure. I've traveled at sea aboard three different sizes and layouts of Nordhavns, and I regularly crew on a Nordhavn 57 that roams Mexico, Panama and the Mediterranean.

When the folks at *Sea* asked me to test a new Nordhavn 60, I was delighted but not expecting any major surprises. I got two, however.

Walking down the dock at Dana Point, Calif., my first surprise is the boat's color. From the high bows down to the waterline and 60 feet aft, the topsides of our test boat are a soft banana-cream yellow — very attractive below the bright white of the house and superstructure. Topsides

in dove gray or white are most common on Nordhavns, and quite a few over the years have been built with topsides molded in dark navy, pastel blue, black or schooner green. This yellow is soft, definitely not a banana peel but not boring or dry like beige or tan.

"We can make the topsides in any color the buyer wants," said Eric Leishman, Nordhavn sales representative. This isn't the first yellow

Nordhavn, just the first one I had seen.

The interior layout, hull color and myriad options were studiously planned — no surprise for a Nordhavn. Someone had ordered this vessel, but while construction neared completion in Asia, the buyer's situation changed. The boat was shipped across the Pacific as something of an orphan and arrived in California during a blustery February gale two days before the test, so the boat was still being commissioned. It had no furnishings that weren't built in: no furniture, no helm chairs, no dinghy, no carpet, no window coverings or mattresses, and almost no fuel or water in its tanks. Hence, it

An Inside Look

sat very light in the water. The boat was so new that it didn't even have a name. So I immediately adopted it (in my mind only) and dubbed it *Banana Cream*.

SMOOTH FLOW

Before lighting off this N-60's single Lugger 1276, we quickly scanned the boat's layout. Watertight bulkheads give access to the stand-up engine room, which sits below the main salon, keeping the weight low. The engine room can be accessed through a utility or laundry room and a stairwell in the boat's central core.

Foot traffic patterns are smooth inside and out. For example, from one point at the forward end of the main salon, you can move up to the pilothouse, forward to the master stateroom, to port into the galley or to starboard down to the engine room. Likewise, from the forward end of the pilothouse, you come down a stairwell to a foyer between both staterooms. Mike Werling (*Sea's* managing editor, who joined us for the test) is 6 feet, 6 inches tall, and he had a couple inches of clearance above his head throughout the main deck and pilothouse.

Our test boat has a comfortably wide exterior sidewalk accessing the whole starboard side of the main deck: great for handling lines. From the port side of the teak-decked cockpit, you can mount the built-in stairwell and be up on the boat deck and continue straight out onto the foredeck (a good anchoring setup) via a deep bulkhead gate through the enclosed Portuguese bridge. The ladder to the enclosed flybridge is wisely sheltered on the aft side of the pilothouse. A wing bridge with full controls overlooks the starboard side to give you alongside visibility when docking. This layout is smooth and meant for crew safety under way and in close maneuvering situations.

I like the two-stateroom layout as



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TESTER'S OPINION

"Folks who don't see the wisdom of [the pilot stateroom] probably haven't made passages that require 24-hour increments or more."

The interior space is perfectly suited for living aboard and comfortable cruising.



Nordhavn

60



SPECIFICATIONS

LOA	62 ft., 6 in.
Beam	18 ft.
Draft	6 ft., 6 in.
Fuel	2,250 gals.
Water	600 gals.
Holding tank	120 gals.

STANDARD EQUIPMENT

One 24v 175 amp large case alternator to charge house batteries, one 24v 40 amp small case alternator to charge starting battery, Northern lights 20 kw generator, dual station control—one in pilothouse and one on fly-bridge, 5-bladed bronze propeller, Sub Zero refrigerator, GE oven, stove, microwave and dishwasher, teak floors in staterooms, salon and pilothouse, push-button latches on locker doors, Bosch washer and dryer, 8 255+ AH Lifeline batteries in series for 24v house service (1,020 amp hours) and 2 additional 4Ds in series for 24v engine starting, Steelhead Esprit 1,500-lb. davit, FRP stairway to boat deck with stainless steel handrail, stainless steel swim ladder mounted on swim step, 170-lb. Aritex stainless steel plow-type anchor, much more.

OPTIONAL EQUIPMENT

Lugger L-944-D Diesel "Wing Engine" — 65 hp with Hurth V-Drive transmission, American Bow Thruster #250 TRAC Digital active fin stabilizers with digital controls at wheelhouse and flybridge (9.5 ft.-fins), added ventilation hatch in owner's cabin, FRP hardtop/Bimini top with stainless steel supports, mounting platform for radar (replaces lower radar mount), four overhead lights, swim step extension.

BUILDER

PACIFIC ASIAN ENTERPRISES, Dana Point, Calif.; nordhavn.com

WEST COAST DEALERS

Nordhavn Yachts Southwest, Dana Point, Calif.; (949) 496-4933; nordhavn.com

Nordhavn Yachts Northwest, Seattle; (206) 223-3624; nordhavn.com

opposed to three, because it keeps the master as a full-beam suite with a tub in the head. *Banana Cream's* forward stateroom has the office afloat option: a built-in desk and work station to starboard with the berthing to port.

UNDER BODY, UNDER WAY

Leishman said that to make the 60-footer, a 5-foot extension was bolted to the 55-foot mold. I'm sure it's a bit more complicated than that, but basically that's how it's done. Nordhavn's Dana Point headquarters has half a dozen underbody models suspended from the ceiling, which allows you to see exactly how the underbody is extended from 55 feet to 57 to 60, including the bulbous-bow options.

Though our test boat didn't, subsequent 60-foot hulls will have the keel, shaft and rudder moved 18 inches aft. "We moved them aft because we realized we had plenty of room to do it," Leishman said, "not because we had to." Despite its designation as Hull No. 52, *Banana Cream* is the fifth 60-foot hull pulled from the 55-foot mold.

Mechanics were still working air bubbles out of the new hydraulic steering, but we got under way, backed out of the slip and pulled out of Dana Point Harbor on a brisk February morning.

Out past most of the local traffic, we found confused seas left over from the 45-knot gale. Here we began putting *Banana Cream* through its paces. We ran several measured miles at various rpm, including full throttle of 1,800 to reach about 9.8 knots, at which speed maximum range is 1,025 miles. At 1,200 rpm, speed reached 7.5 knots (and range increases to just over 2,800 miles). In addition to the measured miles, we ran a series of figure eights and doughnuts to test handling.

Our test boat is very light, and the steering has air in it, but at the end of the day, I had to agree with Leishman that the underwater gear wouldn't necessarily have to be moved aft for safer handling.

For close maneuvering in a crowded marina, you've got the bow and stern thrusters. The only thing our

test boat lacked that day was a normal load of weight in its belly.

SURPRISE NO. 2

My second nice surprise is the pilot quarters on the bridge.

Instead of seating for a party of 10 consuming the aft half of the pilothouse, this model has a real pilot stateroom. Folks who don't see the wisdom of this semi-custom option probably haven't made passages that require 24-hour increments or more. The pilot stateroom (with a built-in double bed, perfect for a couple) allows the skipper to recline in privacy and comfort, free from the radio chatter, while keeping a close eye on the whole bridge, within four quick strides of the wheel. Large windows on three sides of the quarters provide visibility forward, aft and to port.

Next to the pilot stateroom is an on-deck head that is also accessible from the bridge. Split doors on both sides of the pilothouse lead to the boat deck and allow for natural ventilation but keep out any errant spray. The pilothouse is "shippy," totally in keeping with the standards of professional captains.

Even with the pilot stateroom option, the pilothouse still has ample bench seating for five people with a high-low table well behind the helm station. Two couples can eat here under way with no squeeze. If you often have 10 guests aboard under way, they can sit on the fly-bridge, which has a circular seating area complete with a barbecue, bar and an additional helm. But if you prefer trying to navigate and maneuver with 10 people eating and drinking on the bridge behind you, you'll have to forget about the pilot stateroom.

Throughout the boat, the two-toned cherry interior paneling and cabinetry are exquisite in even the smallest details. The enclosed galley's propane cooktop with beefy sea rails is meant for living aboard while traveling beyond the marinas.

By the time this sea trial reaches print, I would guess *Banana Cream* will already have found new owners who will fill it up — and give it a better name. 🍌