



Nordhavn 40 Mark II Central Agent Sold By YFG

Description

Nordhavn 40 Mark II Every decade or so a yacht is designed that is extraordinarily successful by all measures. The Nordhavn 40 is one such yacht. Proportions are wonderfully pleasing, while at the same time highly functional. Aesthetic attraction is universal, performance is exemplary, and the ideal balance between subjective and objective qualities is achieved.

General

Year:	2012
Price:	\$Sorry sold my Yachtfinders Global
Additional Charges:	None
Boat Type:	Power
Hull Type:	Trawler

One design having all of these characteristics is rare,...

Selene 25 Years

Location:	Auckland
Engine/Fuel:	Diesel
Hull Material:	GRP

Dimensions

Length:	40 ft
LOA:	39 ft
LWL:	35 ft 5 in
Beam:	14 ft 6 in
Draft:	5 ft 1 in
Displacement:	50,000 lb

Builder / Designer

Builder:	Pacific Asian Enterprises
Designer:	Jeff Leishman

ACCOMMODATIONS & LAYOUT

Start with a generous beam of 14’ 6” add a relatively high profile with lots of hull below the waterline and mix in P.A.E.’s years of experience and enviable record of building blue water passagemakers it becomes easier to understand how the Nordhavn 40 Mark II can provide such spacious accommodations. Her overall interior volume is, in fact, similar to that of many boats in the 45-50’ range. A large, luxurious forward owner’s cabin with a centerline island berth measures 200 cms x 150 cms. A guest stateroom features an

Engines

No. of Engines:	One
Engine Brand:	John Deere 4045TFM75
Engine(s) HP:	107 hp
Cruising Speed:	8 knots
Max Speed:	8.5 knots
Hours:	720 hours

Tankage

Fuel:	920 gals
Water:	220 gals
Holding:	68 gals

SALOON

Upgraded interior upholstery to Ultraleather – ‘Chamois’

Upgraded ‘Dutch’ door in saloon

Modified saloon table – adding extra width to inboard side by making fold-down addition, using hinges to create a wider table for dining.

upper and lower berth, an abundance of storage and stores a Camec washing machine. The conveniently located head features a separate stall shower. The light and airy main saloon seats four or more at the dining table with plenty of storage for provisions beneath the settee.

GALLEY

During extended cruising, the fully equipped galley provides the chef with all the conveniences of home, including a refrigerator and freezer, microwave oven, 3-burner 'Force Ten' propane stove & oven with broiler. The 1 x LPG bottle with electric solenoid shut-off is stored in the cockpit locker and is vented to the exterior.

Drawers closest to the dry stack have one slide-out cupboard beneath with custom storage for the galley cutlery. There is a Scandvik double stainless steel brushed sink with one large and one small bowl. Generous granite bench top space makes it easy to prepare meals. There is an upgraded round porthole in the galley. A refrigerator and freezer by U-Line (black) with 12v DC / 240v AC power is provided. A water filter tap installed in the bench top adjacent to the sink.

This efficient, well-equipped galley is convenient to the dining area which features a comfortable settee and sturdy table with fold down addition providing extra table space.

Stairs lead up to the wheelhouse and down to staterooms.

MASTER CABIN

Centred forward is the large luxurious owner's cabin with a centre island berth with slats added for extra comfort measuring 200cms x 150cms. Ample storage in hanging lockers and drawers and voluminous storage beneath the master berth allows for easy order and organisation. The opening port holes and a Lewmar #60 Ocean overhead hatch allow for natural light and ventilation creating a feeling of spaciousness.

The beautiful teak and holly floors create a feeling of warmth.

The separate bathroom/ensuite has an upgraded Tecma 'silence-plus' freshwater toilet with a full-size shower stall and adjacent hand basin with mirrored cupboard above.

GUEST CABIN

Upper and lower single bunks on the port side.
Storage Welter and drawers beneath the lower bunk.

Teak and holly flooring.

Access to the engine room via h/duty door with viewing window.

PILOTHOUSE

An additional berth is located in the wheelhouse, making it the perfect 'off-watch' berth while underway. It also makes for an ideal berth for the occasional additional guest.

Black Majilite overhead panelling to diffuse night light.

4 red overhead Cantalupi lights in wheelhouse wired to a separate circuit breaker for night running

Side and rear pilothouse side and rear windows are tinted with high UV filter foils.

Hatch in wheelhouse roof is one (1) Lewmar #Ocean 60

ENGINE ROOM

The Nordhavn 40 engine room houses the main propulsion engine, fuel tanks, fuel management and an auxiliary 'wing' engine.

Main Engine is a John Deere 4045TFM75 107hp, with Dry Exhaust and exterior keel cooling.

The exhaust is stainless steel for all areas above decks.

Engine room finish: moulded GRP engine beds and floors with Techmcon fireproof foiled and led foam 5.08 cm thick. All exposed insulated surfaces are lined with perforated anodised aluminium sheets.

Drive Train: Conventional Shaft

Propeller 4-bladed bronze, 76.2 cm dia. x 55.9 cm pitch (30* d x 22' p)

Inverter: Victron pure sine wave Phoenix multiple 12/3000/120 Inverter/ charger 230 volt AC 50 Hz

Batteries: Lifeline

Bow Thruster: Side-Power Bow Thruster 12v - 220lb thrust

Stabilisers; ABT TRAC stabilizers 220 keels cooled

Yanmar 27 hp Wing Engine 3YM20V – 26 hours, includes separate 40-litre day tank and fuel transfer system • including a Racor 900 transfer filter. This system allows for fuel transfer between main tanks and filtering of transferred fuel. A V-drive gearbox on the Yanmar wing engine drives an offset separate shaft and Gori 3 bladed folding bronze propeller

Main engine Gearbox; Twin Disc MG5050

Fuel System

FRP tanks each with sight gauges, totalling 3,483 litres with inspection plates appropriately positioned for interior access. Baffles are removable to allow access to the entire tank. The fuel system includes a supply reservoir which is fed by gravity from both fuel tanks.

The Supply reservoir is fitted with a sight gauge having one-gallon range and 10 gallon marks for fuel consumption checks. Inspection plates appropriately positioned for interior access by average size man. Internal baffling with a removable panel to allow access to the entire interior of both fuel tanks. The fuel system includes a supply reservoir which is fed by gravity from both fuel tanks. Supply reservoir holds approximately 7.6 litres (2 US gallons) and is fitted with a sight gauge. Supply Reservoir is fitted with a bottom drain for water purging and with a water sensor – illuminating light in wheelhouse if excessive water is present. Reservoir fitted with four supply valves for main, generator, wing engine and spare – mounted below sight gauge but above water level range. All returns from main, wing and generator plumbed into the reservoir with valves.

ELECTRICAL

Batteries: Five 2554- AH (8D) Lifeline batteries for house applications, and one (1) additional 4D for engine starting. The engine starting battery is isolated from the house batteries which prevents the inadvertent discharge of the engine starting battery.

The main engine has a single alternator – large case for the house and start battery charging. Parallel switches provide for emergency engine starting or to parallel alternators in case of an alternator failure

ELECTRONICS & NAVIGATION

Ritchie compass 11.43 cm card

Autopilot: Simrad AP24 autopilot, with a remote control unit

GPS/Plotter/Sounder: Simrad NSS 12 main screen, with NSS7 back up screen, both touchscreen operation.

Fishfinder. Depth Sounder, plus AIS receiver.

VHF: Icom VHF

Radar: Simrad 3G broadband radar

Analog rudder indicator: Simrad

Wind speed indicator: Simrad

Sony TV/DVD player, with Amplifier booster.

12-volt socket. Remote Windlass control Horn, Clock, Barometer, Chart light

Stabilizer control panel. Bowthruster control. Wing engine controls.

Navigation Lights are Aqua-Signal Series III

DECK & HULL

Spurs line cutters on main engine shaft.

Maxwell VWC 2200 windlass to be mounted on a moulded FRP base

Anchor on starboard roller is an 80LB CQR Stainless anchor

Bow Roller: Stainless steel double bow roller.

Port roller is designed for a secondary anchor.

Starboard roller is slotted for the chain, the port roller is smooth for warp.

120 metres of 9.5 mm BBB chain.

Windlass foot controls at the bow.

Two dorade vents at the aft end of foredeck: moulded FRP to service guest cabin and owner's cabin.

Stainless steel handrails in the cockpit by engine vents.

2 x Roca parallel sweep RW Windshield wipers with long stud BS blades.

Saltwater deck wash down with tap on foredeck and cockpit.

Stainless steel rails on Portuguese bridge.

Upgraded factory installed 18" swim step extension

Factory-installed swim ladder for swim step extension with starboard treads.

Mast and boom: Forespar LP painted standing

Selene 25 Years
rigging: aluminium strong backs – electric boom
winches with remotes.

Additional

- CJD Watermaker 260 Litres per hour
- Northern Lights M773 5kva Generator

Additional Images





