

Nordhavn 50 Twins



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TWINS

Asking: \$575,000.00 Location: San Diego, CA

Nordhavn 50 Twins

NAME:	<i>Twins</i>	LOA: 51'2" LWL: 44'2"
TYPE:	Long range passage maker	BEAM: 16'0" DRAFT: 5'11"
BUILDER:	P.A.E./South Coast Taiwan	D/L: 286 A/B: 2.1:1 Cp: .63
LOCATION:	San Diego, CA	STACK CLEARANCE: 27'0"
MODEL:	NORDHAVN 50	TYPE: Enclosed pilothouse
COLOR:	Blue hull, white topsides	BOTTOM PAINT: Pettit Trinidad
DESIGNER:	Jeff Leishman	DISPLACEMENT: 80,000 lbs.
HULL MATERIAL:	Solid Fiberglass	BALLAST: 7,000 lbs.
YEAR:	Model year 1999	EXHAUST: Dry stack, keel cooled
ENGINE:	Lugger 6108 main 250 hp	ENGINE HOURS: ~ 2350 hours
RANGE:	2,900 miles @ 7.5 knots	SPEED: Cruise 7.0, Top 10 knots
WING ENGINE:	Yanmar 27 hp (~ 205 hrs)	CLIMATE CONTROLS:
STABILIZERS:	Naiad 201 active fins	Marineair Air conditioning/Webasto heat
BOW THRUSTER:	ABT 24V electric	TANKAGE: (approx.)
WINDLASS:	Maxwell 3500	WATER: 260 gals. (Four tanks)
INVERTER:	Trace Mariner 2500 W with charger	FUEL: 1,320 gals. (Four tanks)
GENERATOR:	Northern Lights 12 kW (~1010 hours)	HOLDING: 50 gals. (One tank)

INTRODUCTION:

Twins is a 1999 Nordhavn 50 that was purchased by her second owner in Washington and has spent the majority of her "second wind" cruising in Mexico. After four years of wonderful ownership, she has been put on the market so that her sellers can attend to other interests. She has been prepared for long range cruising and has been exceptionally cared for. This is the space efficient three stateroom layout and she is a very well equipped boat that is set up to cross oceans and venture on long range cruises. Every system has been thoroughly exercised regularly so she should be trouble free from the moment you take off. With only (29) Nordhavn 50's built, *Twins* represents an excellent opportunity where you can buy a gorgeous Nordhavn that is extremely well outfitted for an impressively low price. *Twins* truly boasts all of the comforts of home.

Twins – Hull number 10, a special Nordhavn 50:

The Nordhavn 50 was designed to look like a contemporary motor yacht – low and sleek – with a few obvious trawler features, like her Portuguese bridge and bulbous which both announce the fact that she is a ruggedly constructed long range full displacement cruiser.

Twins was originally ordered by an experienced yachtsman who had previously owned many different vessels (including a Nordhavn 46!). *Twins* is a 1999 model year boat with light use and great care. She is current on filter and oil changes and has been routinely looked after. Her current owner lavishes attention on her weekly and enjoys keeping her polished and in show room condition. Examples of the exemplary service and consistent upgrades are included in the service manuals and receipts on board. *Twins* is currently moored in the seaside resort town of Puerto Vallarta, Mexico.

Twins is a thoroughbred throughout and will delight you as you cast off for adventure to... wherever you want to go. Buying a sophisticated yacht like a Nordhavn can be a bit

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overwhelming – unless you enlist the services of a professional yacht broker experiences in the genre of trawler and who is knowledgeable about her systems and operation. You will have much more enjoyment if you start out on the right foot and select a broker with time at sea aboard to guide you through the purchase and train you.

Twins quick summary is:

Low profile, three stateroom layout, wide body saloon with port side dining table, FRP dry stack exhaust, Nick Jackson crane, varnished teak interior throughout complimented with white laminate bulkheads in Master and heads, Surrell countertops, offshore necessities including Yanmar wing engine, Naiad active fin stabilizers, survival raft, EPIRB and an efficient nav/com electronics package in the wheelhouse. She is air-conditioned and also has a separate diesel heating system. She is a 12V boat with a Xantrex Mariner 2500 watt inverter/charger and powered by 50 amp shore power or the 12kW Northern Lights generator. *Twins* is a great example of a well thought out Nordhavn 50 and is outfitted with an impressive assortment of gear and equipment – she is ready to take on whatever cruising itinerary you want to schedule!

ACCOMMODATIONS & LAYOUT:

MAIN SALOON AND GALLEY:

You board *Twins* from either the transom swim platform door or the molded-in starboard side deck hull door. The cockpit has a ladder that leads up to the boat deck, or you can go forward to the bow along the covered side starboard side deck.

A large molded fiberglass sliding door permits entry into the saloon. The saloon and galley merge into a convivial and functional area where you can relax, dine and converse. The teak joinery is beautiful and is well complimented by the Surrell countertops in the galley. This single level area makes it easy to prepare, cook and serve meals and refreshments while enjoying the company of guests – there is plenty of room to stand or sit while conversing. There are custom cloth curtains in the saloon for privacy. Immediately to starboard is a tall hanging locker (wet locker with drain).

To starboard are two Ekornes chairs for lounging and reading separated by a comfortable locker stand that houses a Panasonic television (old school) behind cambor doors. To port is a large L-shaped settee with storage beneath and a beautiful Pompanette high-low varnished teak dining table with folding leaves that converts to a coffee table. For big seas you can secure the table out of the way with bungee cords to eye straps. Forward of the settee is a wine bottle storage rack locker. The counter dividing the galley is tall enough and includes an overhang to easily set up bar stools (no bar stools aboard). The teak and spruce sole is covered by wall to wall carpet. *Twins* is bright and airy with extraordinary visibility and upgraded to LED overhead lights in the saloon, galley and master head. The dry stack exhaust column is concealed as part of the galley bulkhead.

The galley is forward to port and benefits with more counter space due to the preferred ‘wide-body’ layout, which eliminates the port side deck along the saloon. This is a spectacular galley for cooking and preparing food and the chef can easily converse with fellow passengers seated in the saloon or leaning against the bar counter. The teak and spruce flooring is covered by carpeting. There is a Sub Zero refrigerator forward and a second Sub Zero aft (which is a fridge

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top/freezer bottom -including an ice maker). Note: this cold storage is supplemented by a top load freezer in the wheelhouse to insure plenty of fresh food on a long passage.

The Force 10 propane three burner stove and oven is forward making preparing warm meals a snap. This is protected by a touch pad propane solenoid controller and fume detectors. One clever feature is the double basin corner stainless steel sink, which maximizes space for the rest of the galley. The faucet is a pull out type made by Grohe. A separate Aqua Pure tap has been added for purified water used for drinking and cooking. The Surrell counter tops provide an expansive counter for meal preparation and feature a comfortable teak grab rail along the interior borders. Ventilation in the galley is enhanced by an opening port light outboard. There is a GE profile microwave up high and a Broan trash compactor below the counter. Forward below the microwave is a stainless steel “mirror” surface that conceals a deep pot and pan storage compartment and gives a roomier feel. There are plenty of overhead and under counter lockers, many with shelves, and an assortment of drawers. You should find everything you need for a proper seagoing galley.

You have a choice on the Nordhavn 50 of building a pantry storage locker or a stairway down to the master stateroom. *Twins* was built with the stairway option. In addition to giving you more choices for moving around the boat, it also provides quicker access to the master stateroom and engine room. With the door open it provides good air flow throughout the boat.

At the forward end of the saloon outboard, you ascend a flight of steps to arrive in the wheelhouse where all of the ships navigation and operational activities are coordinated.

PILOTHOUSE:

The command center of the Nordhavn 50 is the elevated pilothouse where you are afforded a spectacular view of your surroundings. This is a pilothouse forward design – great for looking ahead and seeing what is happening. The windows are all commercial strength and quality with beautiful teak frames. The forward dash cabinetry is teak and includes charcoal colored laminate instrument panels. The overhead console and dash console contain an impressive collection of instruments. There are two sliding doors (port and starboard) that lead outside to the Portuguese bridge. Just behind the helm chair is a nice settee bench fronted by a fixed table, with charcoal laminate surface and teak grab rail borders, where captain and crew can enjoy lunch or just relax while having a cup of coffee. The settee includes stowage underneath; with a chart drawer underneath the foot landing. Behind the bench is a watch berth with covers the top load freezer. Since *Twins* was outfitted for long range cruising, the navigation and communications equipment is extensive as should be expected. See details that follow for a complete electronics inventory.

You can take command steering her with the impressive stainless steel destroyer wheel. Visibility is impressive in all directions. The dash controls have been logically organized to utilize the ships Nav/Com electronics. On the flat horizontal dash the main engine dual lever controls and wing engine lever shift controls are easy to reach, as is the joystick for the bow thruster and toggle for the windlass. The overhead is finished in white vinyl (just replaced in 2014). There is a fixed opening hatch -you can vent it 1” for air flow, but it is restricted by the solar panels mounted on the wheelhouse roof.

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Secured in the center of the pilothouse is a fixed helm chair with arm rests. Captaining *Twins* truly provides a feeling of piloting a very large yacht – you have a clear view of the outside world (while enjoying the comfort and protection of being inside the pilothouse) and equally as important you can easily do a visual check on all of the yachts electronics, electrical breaker and machinery control panels. Below the counter of the helm dash and just forward of the vertically mounted stainless steel wheel, the wing engine and generator control panels are mounted.

The pilothouse is air conditioned with reverse cycle heating for optimum climate control supplying touch pad comfort whether at anchor or underway. The teak and spruce soles are protected with fitted carpeting.

There is a practical electronics island that extends aft from the starboard side of the dash area and houses all of the AC breakers and the air conditioning select breakers and more. To port is a DC panel, creating a nice division of the electrical panels. All of the electrical panels are clearly labeled and the current flow gauges are easy to read analog displays. All of the ships electrical distribution panels are hinged for access to wiring.

A wet hanging locker is aft in close proximity to the sliding door.

Outside you can go up and aft to port to the boat deck, or out the starboard door make a quick turn to the foredeck or aft to walk along the covered side deck on your way to the cockpit.

Forward stairway:

The wheelhouse has a smoothly curved nine step staircase forward that leads to the staterooms. This stairwell is beautifully varnished teak with a stainless steel handrail and grooved steps for sure footing. The stairwell includes lockers and binder storage outboard to starboard – the large one midway down the steps houses the Asko clothes dryer. The Asko clothes washer is concealed behind teak louvered doors in the master cabin/head dividing bulkhead.

The Forward living areas:

Twins is configured with the more efficient three-stateroom layout featuring the master cabin aft with two matching staterooms forward. The master has an island berth mounted athwartship with hanging lockers and bed stands. The forward cabins have two single “bunk beds” with hanging lockers forward and night stands.

MASTER STATEROOM:

The master stateroom is below the wheelhouse and features a large queen sized island berth running athwartships for maximum comfort while underway (and it is an ideal arrangement for getting in and out of bed without being hemmed in). You can enter the master from the saloon descending five steps or by coming forward through the pilothouse and entering from the forward stair well landing. This stateroom was purposely finished with white laminate bulkheads to provide a lighter and more spacious feel. There are teak ceilings along the hull side at the head of the bed and teak trim throughout. A series of large drawers are built in teak below the bed. The head and shower are outboard to starboard.

There are plenty of lockers and drawers for clothing and other personal effects. The master berth has a specially ordered custom memory foam mattress. The headroom is 6’5 and this stateroom.

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The bed has full length hanging lockers to port and starboard that are camphor lined and lighted. There is plenty of drawer storage under and beside the bed. A large dressing mirror is located on the forward bulkhead. The aft bulkhead frames a double gasketed custom-made door that provides access to the engine room. There are port lights outboard to port and the master stateroom is air-conditioned (including an outlet blower into the adjoining head). A special blower provides fresh air via an intake from the Portuguese bridge. This stateroom also benefits from the diesel heater.

The master is surprisingly quiet underway – benefitting from PAE's use of Nidacore in the E/R forward bulkhead. This is a comfortable and reclusive area to read or sleep. There are two hot water heaters neatly concealed beneath the bed.

The master connects to a large head outboard to starboard, which includes a Jabsco electric fresh water toilet, Surrell counter with flush sink and a separate shower stall. The head and shower have upgraded LED lights. The shower includes Grohe shower fixtures and has a built in seat and floor pan with sump pump drain. The head area is molded fiberglass. This entire enclosure is designed for simple maintenance and is ventilated by port lights and a shower exhaust blower.

The engine room door on the aft bulkhead features a viewing window and is a double gasketed, double dogged seal.

GUEST STATEROOMS:

The guest staterooms are forward and this area of the boat is divided with a centerline bulkhead. Pocket doors open up each cabin and they are essentially a mirrored reflection of the other with two built in single berths (one on top of the other), some drawer and locker space including bed stands and each room has its' own access door up two steps to the shared head and shower forward. There are opening port lights in each cabin and fans for nice air circulation. The guest staterooms are extremely practical when the crew numbers increase and the upper berths also double as huge storage shelves when you don't have visitors. Both guest staterooms include mirrors and are finished with beautiful teak joinery plus teak and spruce soles.

A separate air-conditioning digital control pad allows adjustment of temperature and the diesel heating system also keeps these cabins cozy. There are large oval port lights in each side of the hull and even the circular area aft that incorporates the back of the Portuguese bridge has been fitted with two round port lights for protected air flow while underway. There is plenty of light and available ventilation in this magnificent forward area.

Forward is a raised section that includes a generous head and a large shower with curtain. The sink has a generous surface area and there are plenty of storage lockers for personal effects. The flooring of the head incorporates a lift up hatch to give you access to the forward bilge area including a way to service the bow thruster. There is a large opening hatch above the shower that includes a screen.

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WORKING AREAS:

ENGINE ROOM:

The engine room is located below the main saloon and is primarily accessed through the door in the aft end of the master stateroom – it is extremely well layed out and easy to move around in. You can also enter via the aft door connecting the lazarette with the engine room and you can get into the engine room through the removable section of the saloon floor. Any way you get there you will be impressed with the 5' plus headroom around the engine – created by Nordhavns signature 'maintenance strakes'. These 'bulges' on both sides of the keel give you a lot more walking space on the sides of the engine. The 50 was designed simultaneously with the Nordhavn 57 and these two designed not only benefitted from extensively tank testing, but set the hull form for all future Nordhavns. The dry stack exhaust is cleanly routed up and away using mummy wrapped blanket insulation and the powerful Lugger main engine is installed on centerline. Outboard there is room to sit down on each side and there are some strategically placed stainless handrails including one forward of the engine that also has a guard wall. It is a pleasure to conduct engine room inspections; you have convenient access to the working parts of the main engine and all other important machinery.

This is an inviting work area that is well lit by sealed AC florescent lights. One of Nordhavns truly innovative passage-making developments is the simplification of all ships systems; specifically, the fuel system and its relationship with the main engine which features a keel cooled dry stack exhaust. This is a reliable and dependable performance package designed for uninterrupted continuous duty power for days on end. The 50 has proportionally more horsepower than other Nordhavns and glides through the water with great economy. You can use every gallon of diesel aboard and there is a built in fuel transfer and filtering system to keep your diesel fresh. The entire engine room is insulated with lead sound dampening and shrouded with perforated aluminum sheeting for a crisp, clean professional look.

All of the valves for fuel lines are prominently mounted on the starboard transverse fuel tank bulkhead. The arrangement was designed to be neatly 'mirrored' between supply and return manifolds so you can confirm your fuel flow quickly to make sure it is correct. The through hulls are also identified and easy to get to. The amount of elbowroom and open space in this area simplifies the routine tasks like inspecting the oil level of the generator or monitoring the stuffing box. If you smell or see something that doesn't seem right, you have immediate access to track down what is going on without having to disassemble anything. One particularly impressive feature is the amount of 'seating space' around the engine – you can comfortably sit and study or work – the engine room is spectacularly inviting!

Forward and outboard Naiad stabilizer fin actuators and rams are accessible outboard and forward. The Naiad hydraulic oil reservoir is installed forward to port. The aft section of *Twins* engine room is equipped a Yanmar wing engine to port and a 12 kW Northern Lights generator to starboard.

Twins also has a plumbed in oil change system for easy evacuation of the main and generator– a key to ensuring machinery longevity. For safety there is a Fireboy built in extinguisher. The floorboards are all fiberglass and there is minimal use of wood in the engine room. Inspecting the stuffing box is a cinch.

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Two fresh water Paragon pumps are mounted forward to starboard and clean, filtered water has always been a priority aboard *Twins*. There is a fresh water hose bib forward to starboard.

There is also a door aft for getting into the lazarette – this is particularly helpful if you are in big stormy seas and need to check on your steering – you can easily enter the lazarette without exposing yourself or your ship to the elements by having to open the cockpit sole hatch.

LAZARETTE:

Located beneath the aft deck cockpit, the lazarette is accessed via a massive fiberglass deck hatch (or from the door at the aft end of the engine room). The hydraulic steering is located aft and there is also an emergency tiller available in a pinch. There are several through hulls – all easy to get to. *Twins* has an extremely reliable 55 gallons per hour HRO water maker. The Trace Mariner 2500-watt inverter/battery charger is located forward. This lazarette is a working space that is easy to get around in for routine maintenance and inspection.

The lazarette has plenty of available space for storing oil, spare parts and a lot of other ‘stuff’ that a typical long range cruiser not only accumulates, but depends upon.

EXTERIOR:

DECK AREAS:

The two-tone deck with contrasting gel coat colors between the smooth and diamond pattern non-skid is very easy on your eyes, particularly on a bright sunny day. The Nordhavn 50 is very safe when on deck. The foredeck and boat deck feature stainless steel stanchions and lifelines. The protection offered by the Portuguese bridge forward of the wheelhouse is an incredibly secure area for scanning the horizon while underway. The cockpit is high walled to keep the seas out and the waterline deck level has built in freeing ports to quickly shed any boarding seas. The Lewmar hatches can be locked shut, opened part way or locked in a ‘cracked open’ position to allow air flow. The dinghy and outboard are mounted on the boat deck. Getting up aft to the boat deck is done on the port side securely hemmed in by protective stainless steel railing. The boat deck has a crane and life raft included.

COCKPIT:

This cockpit is a great place to barbeque or to just relax when at anchor. The boat deck overhang only extends part way over the cockpit so that if you are fishing off the transom you have more room to swing back your rod to set a hook. There is a large centerline hatch for entering the lazarette below. The port transom locker contains two large 20 lb. braced aluminum tanks and is vented overboard. There is a boarding door to starboard along the side deck in the middle of the saloon and one aft to connect with the swim platform. The swim platform includes a stainless steel swim ladder and U rails. The cockpit has both seawater and freshwater wash down taps (in the aft starboard locker). In this same aft starboard locker there is a water softener tank system with carbon filter that is used for purifying dock water when you take it aboard and for rinsing down the entire deck surface and hull to reduce hard water spots.

The ladder that leads to the boat deck was custom ordered to have a steeper angle so as to provide extra room in the cockpit. The teak caprail has been painted to minimize maintenance. There is a boarding door along the forward starboard walk way and one aft to the swim platform. The swim platform has non-skid surfaces, extra hand rails and a folding stainless steel swim

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ladder. This is a nice “docking area” when arriving by dinghy. The sides of the swim platform make it easy to step on to a dock. Another important design feature of the 50 transom is that the swim platform does not overhang (some boats that do get a loud “slapping” effect).

FOREDECK:

You get to the foredeck by going forward via the Portuguese bridge through a hinged molded fiberglass door on the starboard side. Immediately forward of the Portuguese bridge there is a large molded in deck box along centerline for stowing lines, hoses, shore power cords, fenders, etc. The stout stainless steel double anchor roller is backed by a rugged Maxwell 3500 electric windlass that can be operated by deck foot buttons and/or by a toggle in the pilothouse. The anchor is a 55kg. Rocna and is attached to 400’ of 3/8” high test chain. The Nordhavn 50 has a nice anchor well that contains any muddy water running off from the chain and directs the drainage overboard to the waterline. There are two wash down spigots forward, fresh and sea water. The area immediately aft of the rollers is smartly designed with a recessed anchor well that drains overboard. Shore power connections are located forward to port and include a 30-amp house, 50-amp house and 50-amp air conditioning connection.

BOAT DECK:

Leaving the pilothouse and heading aft along the port side you go up four steps to the boat deck. This area is expansive aft and transitions forward into the upgraded fiberglass stack on centerline which houses the dry stack exhaust. On centerline is a versatile Nick Jackson hydraulic dinghy crane – painted white. The boat deck is equipped with the ships tender an 11’ Avon RIB rigid bottom inflatable dinghy with a 15 hp Evinrude outboard. The dinghy is mounted on custom stainless steel chocks with quick release tie downs to secure the arrangement while underway. The DBC Solas 6-man life raft canister is mounted aft to port

WHEELHOUSE ROOF:

This is a large surface area that is generally underused by Nordhavn 50 owners. On *Twins*, there is a well designed solar panel system to take advantage of Nature’s free energy! This was done to extend quiet time at anchor and has proven to be one of the best investments aboard. The system is relatively maintenance free and provides an efficient electrical boost on sunny days. The navigation and communications antennas were relocated to the fiberglass stack.

FIBERGLASS STACK:

The dry stack exhausts exits from a stainless steel exhaust pipe (with a rain cover attached to a retrieval leash). The fiberglass stack is beautifully designed for electronics mounting with both radars secured on the forward face. There is also a lightning ground dissipater, wind instruments, SeaTel dome, flag halyards, Firdell blipper, flood lights and various antennas.

Twins features and equipment selections:

MACHINERY SYSTEM FEATURES:

1. **Lugger** 6108 main engine, keel cooled with dry stack exhaust
2. Four fiberglass fuel tanks with fuel line for supply and transfer manifolds
3. **Naiad** #201 active fin stabilizers
4. **Yanmar** 27 HP wing engine with folding **Martec** two blade propeller
5. **American Bow Thruster** 10 HP 24V bow thruster.

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6. **Marineair** air conditioning-four zone – saloon, pilothouse, master and guest stateroom. SMX controls. This system includes reverse cycle heating when warm air is desired.
7. **Webasto** diesel hydronic heating system for saloon, cabins and heads
8. **Fireboy** fire suppression system for engine room
9. **Spurs** line cutter on main engine propeller shaft
10. Oil changing pump for main and generator

ELECTRICAL SYSTEM FEATURES:

1. **Trace Mariner 2500** pure sine wave inverter with battery charger
2. **Marinco** TV/Phone inlet
3. **Northern Lights** 12 kW generator
4. (6) **Sanyo** solar panels with (2) **Outback** controllers
5. **Xantrex** Pro link battery monitor
6. (1) 50' 50-amp shore power cord
7. (2) 50' 30-amp shore power cords
8. (1) 30-amp/50-amp splitter

GALLEY, LAUNDRY AND PLUMBING FEATURES:

1. **Force 10** three burner propane stove and oven
2. **Sub Zero** refrigerator with shelves
3. **Sub Zero** refrigerator top with freezer bottom and ice maker
4. **Asko** 11505 clothes washer
5. **Asko** 7005 clothes dryer
6. **Surrell** counters in heads and galley
7. Fresh water deck wash down at bow, stern and engine room
8. Cockpit and foredeck sea water wash down
9. (1) 11 gallons and (1) 6-gallon **Seaward** hot water heater
10. **Aqua Pure** fresh water filter and tap in galley
11. **Fecteau** water softener tank with filter
12. **HRO** 55 GPH water maker
13. (2) **Paragon** fresh water pressure pumps plumbed with crossover valves
14. (2) **Big Blue** filters (5m carbon, 5m sediment) plumbed into house fresh water system
15. **Groco** accumulator
16. **Jabsco** electric fresh water toilet in master
17. **Jabsco** manual sea water toilet in guest head
18. **Raritan Electro Scan** holding tank purifier
19. **Edson** manual bilge pump – access for handle in cockpit
20. **Rule** electric bilge pump
21. High water bilge alarm
22. **Sealand** electric holding tank pump (plus spare)

WHEELHOUSE - NAVIGATION & COMMUNICATIONS ELECTRONICS:

1. **Furuno** 72-mile radar with 5' open array antenna
2. **Furuno** 36-mile radar with 24" dome antenna
3. **Furuno** GP 32 GPS/WAAS chart plotter

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4. **Furuno** FCV-582L LCD color fish finder and depth sounder
5. **Furuno** Fax 3D weather fax
6. **Furuno** NX 500 navtex receiver
7. **MaxSea** electronic charts
8. **Lenovo** PC laptop computer for navigation with special surface mount that rotates
9. **Simrad Robertson** AP20 auto pilot with rate compass
10. Autopilot is interfaced with radar, GPS and chart plotting computer
11. **Simrad** A-B NAIS-300L AIS receiver and transmitter
12. **Northstar** 941X GPS
13. **Interphase** twin scope sonar/depth sounder
14. **Seawatch** television antenna
15. **Icom** IC-M502 VHF radio
16. **SEA 156** VHF radio
17. **SEAHAIL** loudhailer
18. **SeaTel** 2498 dome for satellite television (compatible with Sky Mexico)
19. **Rabbit** transmitter and receiver system for television
20. **SEA 2250** High Frequency SSB (control head installed, needs new tuner, was working originally, needs components to be completed)
21. **Rogue Wave** WiFi long range antenna
22. **Sirius** Starmate satellite radio (not connected to antenna, requires subscription)
23. **RC 6** inverter panel
24. **Xantrex** Linkpro battery monitor
25. **Naiad Multisea II** roll stabilizer control panel
26. **Tankwatch 4** holding tank monitor
27. **Hart** tank tender fresh water tank monitor
28. **ABT** bow thruster joystick control
29. **Maxwell** anchor winch remote control
30. Chart light
31. 12v outlet (one each port and starboard)
32. **Alpine** AM/FM stereo and cassette player with amplifier and speakers
33. **West Marine** submersible hand held VHF
34. **Davis** weather station
35. **HRO** watermaker remote panel
36. **Kahlenberg** dual trumpet horn
37. **Ritchie** power damp compass

HULL, DECK AND COCKPIT ADDITIONAL EQUIPMENT:

1. **Maxwell** 3500 reversing windlass with foredeck and pilothouse controls
2. 55 kg. **Rocna** anchor
3. 400 feet 3/8" BBB chain
4. Stainless steel breast plate
5. **Forespar** at anchor flopper stopper rigging on port side
6. Stainless steel bow anchor breast plate
7. **Avon** 11' rigid inflatable with cover
8. Stainless steel dinghy chocks
9. 15 horsepower **Evinrude** four stroke outboard
10. Ensign with teak pole and chrome socket

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11. Flag halyards
12. **Textilene** canvas sunscreen covers for forward and side windows.
13. **Magma** propane barbeque with mount and cover
14. Storm plate receptacles installed for port saloon windows
15. **Bruce** 33 lb. secondary anchor with 40' of chain and 250' rode
16. **Nick Jackson** hydraulic crane
17. **Awlgrip** painted teak caprail on transom and Portuguese bridge (for minimal maintenance)
18. Staple rails on swim platform
19. L – shaped handles for boarding swim platform
20. Swim ladder
21. Lighting ground
22. Dock lines and fenders
23. Pad eyes in hull for fender hanging
24. Owner's manuals for appliances and equipment
25. **Nordhavn** operator's manual with descriptions of systems, diagrams and maintenance suggestions.

ADDITIONAL INTERIOR EQUIPMENT:

1. Custom cloth shades for saloon windows
2. Custom memory foam mattress in master stateroom
3. (8) **Hella** DC turbo fans
4. LED overhead lights in saloon, galley and master head
5. Carpeting in saloon and pilothouse
6. All port lights have removable bug screens

SAFETY EQUIPMENT:

1. **DBC Solas** 6-person offshore life raft canister pack in cradle on boat deck.
2. **ARC** Satellite 406 EPIRB (in pilothouse hanging locker)
3. **Firdell 210-7** blipper radar reflector on stack
4. (2) adult sized survival immersion suits
5. (4) **West Marine** inflatable **Sospenders**
6. **Lifesling** in plastic case mounted cockpit
7. 1" thick long towing line
8. Coast Guard safety equipment included

ADDITIONAL COMMENTS AND UPGRADES:

Twins is a US Coast Guard documented vessel. Her tender was originally registered in WA. Machinery and equipment has been carefully maintained. Her current owners have gone through the boat after purchasing her in 2011 and in addition to making the normal survey item fixes have done a thorough once over to make sure she was ready for the trip from WA to Mexico. Having her in great shape from the beginning they have continued to keep her in excellent condition. The following improvements (over \$100,000.00) have been done since 2011, in addition to normal maintenance.

- Awlcraft Royal Blue hull paint – 2005 (over original blue gelcoat)
- Ekornes Consul black leather chairs in saloon – 2011

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- Royalty carpet throughout interior – 2011
- Saloon, galley and master head overhead lights changed to LED – 2011
- Chest freezer temperature control and exhaust fan – 2011
- Window tinting – saloon and pilothouse windows – 2011
- Jabsco electric freshwater toilet in master head – 2011
- All sanitary hoses for heads and black water replaced – 2011
- Lugger main engine full service – 2011
- New main engine mounts - 2011
- Fernstrum main engine keel cooler new seals and spares – 2011
- Fuel tanks drained, cleaned and pressure tested – 2011
- Fireboy inspected and recharged – 2011
- Yanmar wing engine full service with new exhaust, rebuilt fuel pump, injectors serviced and new Racor 500 fuel filter – 2011
- VHF antenna – new 2011
- Furuno GPS – new 2011
- Furuno AIS – new 2011
- WiFi antenna – new 2011
- Marineair air conditioning full service and new water pump seal – 2011
- Webasto diesel heating system full service - 2011
- Hynautic hydraulic steering system serviced - 2011
- Rule electric bilge pump – new 2011
- Rocna primary anchor – new 2011
- Flopper stopper system – pole, rigging and hinge plate installed – 2011
- Trace Mariner 2500-watt inverter – 2011
- Evinrude outboard serviced – 2011
- Northern Lights generator – new hoses, new exhaust elbow, full service – 2011
- All batteries replaced with Workhorse Interstate lead acid – 2011
- Windlass new rebuild kit and rebuilt starter plus two new deck switches – 2011
- Main engine muffler replaced with Harco stainless steel silencer and blanket – 2012
- Naiad stabilizers upgraded to center locking valve and new seals – 2012
- Steering cylinder piston replaced – 2012
- LED combo anchor and steaming light on stack - 2012
- (6) Sanyo Hit 225-watt low watt solar panels with two Outback controllers - 2012
- SeaTel satellite television dome – new 2012
- HRO watermaker rebuilt, replaced o-rings & seals in membranes, full service – 2012
- Water heater hoses replaced – 2012
- Life raft serviced and repacked – 2012
- Pressure water regulator -2012
- HRO watermaker – new membrane 2013
- Rebuilt forward Paragon fresh water pump 2014
- Hull waxed – 2014
- Bottom paint renewed – 2014
- New intake strainers in ER - 2015

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In addition to this fastidious work through of essential systems, a large assortment of spare parts, rebuild kits and back up equipment has been assembled.

OWNER COMMENTS:

This is my sixth boat, my first trawler after several sailboats including a catamaran called “Twins” (in case you were wondering where the name came from) and coincidentally, I also have twin sons. I understand that if you care for your boat, it will take care of you. *Twins* was purchased in WA and after closing I immediately took care of survey list and added many upgrades. We had a great cruise down the coast and have explored the Sea of Cortez and enjoyed weeks out at anchor. We own a house nearby in PV so I am on the boat daily, if not weekly to check on things. One of the reasons I prefer this vintage trawler is the build time frame, 5010 was constructed pre Tier regulated engines. So the main, generator and wing are all mechanical and not subject to lighting failures. There are no advanced computer electronics that could leave you ‘dead in the water’. This ensures a bullet proof engine that is easier to service worldwide and in my view is much safer. I take great care to regularly operate and go through every system and upgrade, repair and replace proactively. I change fluids once a year, get the bottom painted annually and have kept detailed maintenance records. I’m methodical with routines like filling up the holding tank with fresh water and pumping it out every 6 weeks. I do a fresh water flush of the water maker every two weeks. I do things like running fresh water through the bilge pumps, maybe a bit excessive, but I want to make sure everything is always in tip top condition. We go to great lengths to keep the sun from shining into the interior when we are at rest to preserve the finish. I’ve assembled an extensive spare parts inventory including a special \$800 Naiad fin removal tool – all of which will remain on board. Life changes have reduced our cruising time (grandchild and other interests are wonderful distractions), and we realize we are not using the boat to her full potential. The time has come to pass along this lovely yacht to the next owner. She is ready to go, all you need to do is add your personal requirements and take off.

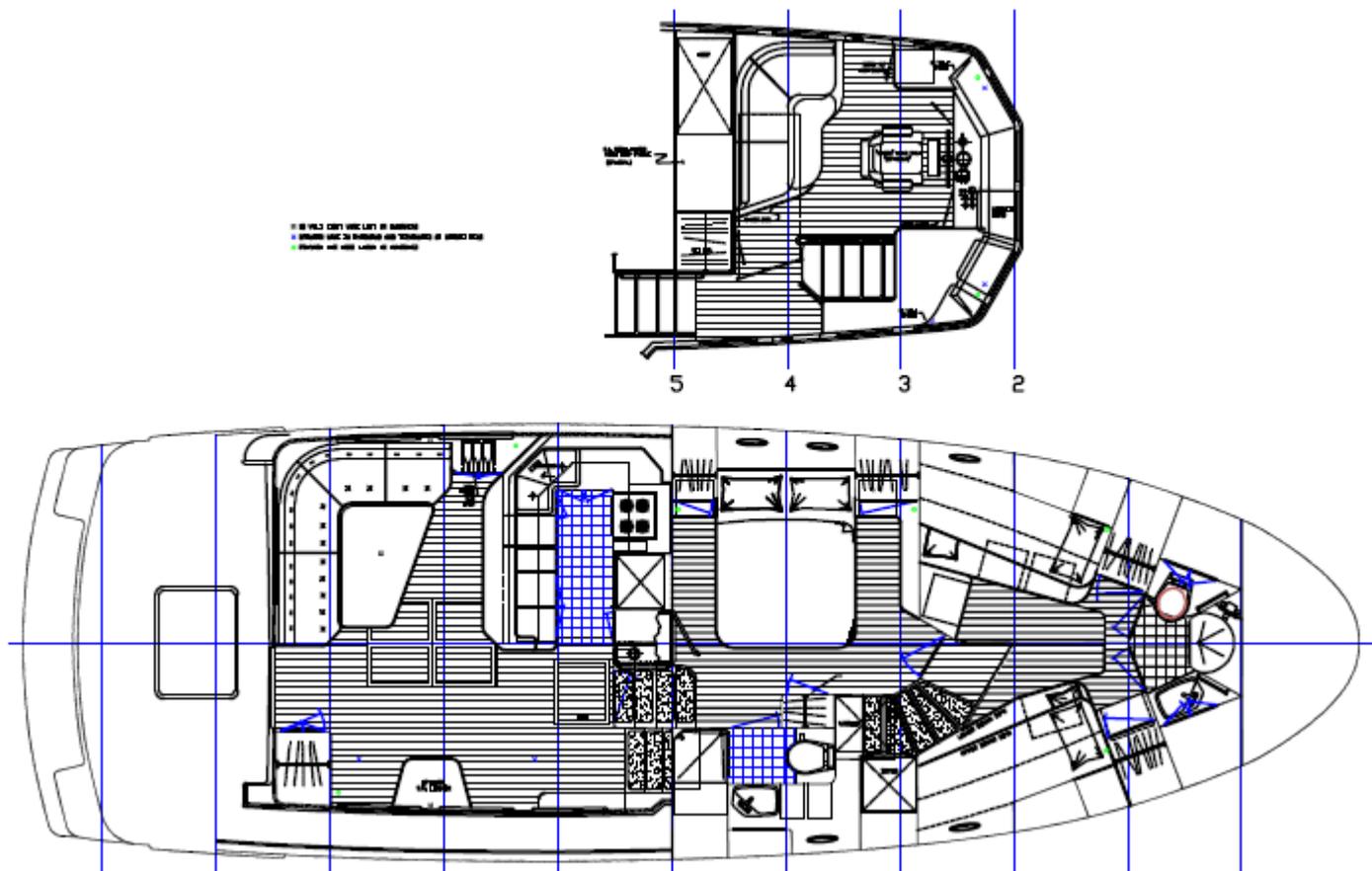
BROKER COMMENTS:

The listing broker flew to Puerto Vallarta, Mexico to visit *Twins* in December, 2014 in order to take current photos and inspect her condition. I’m very impressed! After spending most of three days aboard going over the details with the owner it is impossible to summarize the care and attention to detail that has kept *Twins* so beautifully maintained. The operative description would be quite simply, “Pride of Ownership”. You simply must step aboard *Twins* to fully appreciate her condition. There are binders aboard with ships log, maintenance logs of main, wing, generator and watermaker, plus receipts documenting repairs and upgrades. Additional photos beyond those that are published online are available upon request. In May, 2015 she ran 1,200 flawless miles from Puerto Vallarta, Mexico to San Diego, CA where she is currently moored.

The Nordhavn 50 is a proven long range trawler design that has made numerous ocean crossings. It should be no surprise that all recommended maintenance on machinery and equipment has been completed to manufacturer’s requirements and is documented in the ships log. The hull has been cleaned and waxed on a regular basis. *Twins* represents an excellent opportunity and great value for anyone interested in purchasing an outstanding long-range passage maker at an exceptional price.

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EXCLUSIONS:

Some tools and owner's personal effects will be removed. Potential purchasers should realize that items on the vessel at the time of viewing, but not specifically listed on this sheet, may not be included with the sale of the yacht. These specifications are believed to be true and correct, but cannot be guaranteed.

DISCLAIMER:

Specifications and details of this vessel are provided in good faith for informational purposes only. Details regarding the specifications, operating characteristics and condition of the vessel have been obtained from sources believed reliable, but the owner and brokers cannot guarantee or warrant the accuracy of this information or the condition of the vessel. Buyer assumes responsibility to verify all speeds, capacities, consumptions and other measurements contained herein and otherwise provided and agrees to instruct his/her agent or surveyor to confirm such details prior to purchase. Vessel is offered subject to prior sale, price and inventory changes and withdrawal from market without notice.

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SALES CONTACT DETAILS:

Jeff Merrill, CPYB (Certified Professional Yacht Broker) has extensive product knowledge of the Nordhavn 50 in general and *Twins* specifically providing a huge resource to any potential buyers which he is happy to share. Jeff will happily explain the many advantages that *Twins* has to offer and can also provide more photos and answer your specific questions upon request. Please contact listing broker, **Jeff Merrill, CPYB** for additional information or to schedule a viewing appointment to inspect *Twins*.

Jeff is always available via Mobile (949) 355-4950 (call or text). You can send a detailed Email to: Jeff.Merrill@JMYS.com.



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