

## Nordhavn 52 Sippican



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## ***SIPPICAN***

***Price reduced by \$200,000 – Buyer must close by December 31, 2016. If you have been waiting...now is your chance!***

**Asking: \$1,495,000.00 Location: N. Palm Beach, Florida**

**YACHT NAME:** *SIPPICAN*  
**MODEL YEAR:** 2016  
**HULL NUMBER:** 73  
**HULL COLOR:** White Gelcoat  
**REGISTRY:** United States Coast Guard documented  
**DESIGNER:** Jeff Leishman  
**BUILDER:** P.A.E./South Coast – Xiamen, China

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## Nordhavn 52 Sippican

|                       |  |
|-----------------------|--|
| <b>HULL:</b>          | Solid Fiberglass   |
| <b>DISPLACEMENT:</b>  | 90,000 lbs. / 40.82 MT   |
| <b>BALLAST:</b>       | 7,400 lbs. / 3.36 MT   |
| <b>RANGE:</b>         | 3,000 miles @ 7.0 knots  |
| <b>SPEED:</b>         | Cruise 8.0, Top 9.3 knots  |
| <b>LOA:</b>           | 54' 4" / 16.56 M   |
| <b>LWL:</b>           | 48' 3" / 14.71 M   |
| <b>BEAM:</b>          | 16' 1" / 4.9 M   |
| <b>DRAFT:</b>         | 5' 11" / 1.8 M   |
| <b>D/L:</b>           | 357  |
| <b>A/B:</b>           | 2.8:1  |
| <b>Cp:</b>            | Prismatic Coefficient .61 estimated  |
| <b>AIR DRAFT:</b>     | 30' 4" / 9.25M to top of antennas<br>John Deere 6068AFM75 Diesel (rated at 265 HP)   |
| <b>MAIN ENGINE:</b>   | (Main hours: ~300 July, 2016)  |
| <b>EXHAUST:</b>       | Dry stack, keel cooled   |
| <b>WING ENGINE:</b>   | Yanmar 3JH5 Tier III 40 HP (Wing hours: ~10 July, 2016)  |
| <b>THRUSTERS:</b>     | Side Power 24V 13.5 hp Bow and Stern with proportional controls<br>ABT 220 (TRAC) keel cooled digital active fins                              |
| <b>STABILIZERS:</b>   | anchor flopper stopper on port side  |
| <b>ELECTRICAL:</b>    | 60 Hertz – US style<br>Northern Lights 16kW Model M844W3   |
| <b>GENERATOR 1:</b>   | (Generator hours: ~110 July, 2016)<br>Northern lights 5 kW Model M673LD3   |
| <b>GENERATOR 2:</b>   | (Generator hours: ~110 July, 2016)   |
| <b>INVERTER:</b>      | Outback Power Systems VFX 3524 3.5 kW inverter/charger<br>Marine Air 6 zone reverse cycle air conditioning / Olympia OL-60<br>(diesel) furnace |
| <b>CLIMATE:</b>       | (diesel) furnace   |
| <b>WINDLASS:</b>      | Maxwell VWC 3500 24V   |
| <b>CRANE:</b>         | Steelhead ES1500 Yacht Crane, 12' (3.66 M) extension   |
| <b>TENDER:</b>        | AB ALX10 RIB 10'6" with Yamaha 20 HP outboard  |
| <b>NAV/COM:</b>       | Extensive, redundant. Primarily Furuno   |
| <b>STATEROOMS:</b>    | (3) Master, Guest, Crew  |
| <b>HEADS:</b>         | (2) Tecma Silence Plus freshwater toilets  |
| <b>GALLEY:</b>        | GE Propane stove and oven  |
| <b>REFRIGERATION:</b> | Sub Zero   |
| <b>WOOD:</b>          | Teak   |
| <b>STONE:</b>         | Granite  |
| <b>WATER MAKER:</b>   | Village Marine STW 600 220V Watermaker   |
| <b>TANKAGE:</b>       |  |
| <b>FUEL:</b>          | 1,708 gals. / 6,465.5 L (2 fiberglass, 2 aluminum)   |
| <b>BLACK:</b>         | 120 gals. / 454.2 L  |
| <b>GRAY:</b>          | 110 gals. / 416.4 L  |
| <b>FRESH:</b>         | 400 gals. / 1,514.2 L  |

\*All information is believed accurate, but should be verified.

# Nordhavn 52 Sippican

## **INTRODUCTION:**

It has been said that the Nordhavn 52 is the Nordhavn 47 perfected - and you will quickly see that *Sippican* is a wonderful rendition of this very popular model. Benefitting from seventy Nordhavn 47's and 52's that preceded her, *Sippican* was outfitted with an extraordinary compliment of upgrades and features. She was ordered two years ago with the goal being to equip her for a circumnavigation. She features a space efficient three-stateroom "hallway" layout with the master island berth forward. Her navigation equipment was expertly selected and installed. The plan D layout also provides for a pilothouse that includes two side by side helm chairs.

*Sippican* (named after a harbor in Buzzards Bay, Massachusetts) has already travelled from Florida to Rhode Island where she is summering before heading back to Florida this fall. She is a brand new 2016 Nordhavn 52 that has been commissioned, delivered and broken in. The owner's plans have changed and their "perfect" boat no longer fits into their busy schedules. This is an incredible opportunity to purchase a supremely detailed Nordhavn 52 at a very competitive price and avoid the lengthy new build process.

Listing broker, Jeff Merrill, has spent time aboard *Sippican* and though he was not involved in the order or build he is extremely impressed with the selection of equipment and thoughtful placement. Quite simply there really isn't anything Jeff would change or try to improve. Nordhavn 52's can be found roaming the world with sister ships cruising on both sides of the continental US as well as in South Africa, Europe, Australia and Turkey. *Sippican* is available for inspection by appointment only as the sellers continue to enjoy her while searching for a new owner. Please get in touch with Jeff if you would like to schedule a visit and/or if you would like to receive additional photographs or information.

## **SIPPICAN – HULL NUMBER 73**

The Nordhavn 52 design is an ideal platform for a couple to see the world. *Sippican* was ordered with long range ocean crossing travel in mind and outfitted with all of the essential equipment to complete the mission. Based on the very popular Nordhavn 47 design, she takes this model to the highest level with her hull extension that provides for a much larger cockpit and lazarette.

The flybridge with fiberglass exhaust stack give her a very serious and attractive look. The crane and dinghy mounted on boat deck make for easy excursions ashore. Her interior is an innovative hallway layout with three cabins featuring the master stateroom forward.

## **ACCOMMODATIONS & LAYOUT:**

### **MAIN SALOON AND GALLEY:**

You can board *Sippican* from the extended swim platform which leads to a centered cockpit door or from her starboard side deck. When you enter the saloon you will appreciate her brand new look and feel, she has a large amount of space and luxurious appointments. The teak joinery is complimented with granite counter tops and Ultraleather upholstery.

For entertainment, there is a built in flat screen television is installed forward to starboard on a lift and the saloon layout allows for a lot of seating including a beautiful teak dining table to starboard.

## **Nordhavn 52 Sippican**

The saloon and galley are on the same level and the galley includes all of the practical cooking appliances to prepare hearty meals at sea or while moored. There are plenty of overhead and under counter lockers and drawers for storing everything you need in a proper seagoing galley.

At the forward end of the saloon, just opposite the galley, are two stairs. On centerline you can descend to the hallway which leads to the staterooms and cabins, and outboard to starboard a few short steps up and you have arrived in the pilothouse.

### **MASTER STATEROOM:**

The three cabin layout of *Sippican* places the master island berth all the way forward, a huge bed that is comfortable to sleep on and easy to make. There are hanging lockers, drawers and counter tops. The opening port lights add additional ventilation and the master, like the rest of the living spaces, is comfortably air-conditioned.

The Master connects to a large head and shower to starboard, which includes an oversized. This is a spacious head, with a proper sink and granite counter. There are mirrors, drawers, a medicine locker and plenty of room for his and hers toiletries.

### **GUEST STATEROOMS:**

The VIP cabin is to port and features a wide double berth below with a pipe berth above. The VIP connects to an isolated head and shower that can be accessed from the cabin or the hallway. To starboard is a guest stateroom with bunk beds.

The guest head has an aft facing head and the shower is outboard. Both staterooms have night stand counters, hanging lockers and drawers. In the hallway (to starboard) is the separate clothes washer and dryer, stacked.

### **PILOTHOUSE:**

*Sippican's* pilothouse is huge, full beam, with an unobstructed forward console that houses the extraordinary navigation and communications package. The wheelhouse is the large gain for selecting the hallway layout below for staterooms and heads. Very few trawlers in this size range are able to boast two helm chairs side by side.

Behind the helm chairs there is an L-shaped settee with table and a watch berth all of the way aft.

There is an extensive collection of navigational electronics selected to include all necessities for long range coastal cruising and ocean passages. The main engine and wing engine control panels are positioned for straight forward monitoring with the bow and stern thruster levers in easy reach. The overhead console panels are hinged for easy service access.

### **ENGINE ROOM:**

The engine room is below the saloon and accessed by lifting the stairs that lead from the saloon down to the hallway. The John Deere primary engine is on centerline. Wing engine to port and larger generator to starboard. The engine room also includes a Sea Fire fire suppression system and an oil change system.

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### **LAZARETTE:**

Located beneath the aft deck cockpit, the lazarette is accessed via a massive fiberglass deck hatch or can be entered from the engine room. Inverter, battery charger, davit motor, fire suppression and central vacuum are all within easy reach. The smaller generator (primarily used for running the air conditioning at night is also cleanly installed. This lazarette is a working space that is easy to get around in for routine maintenance and inspection.

### **COCKPIT and STARBOARD SIDE DECK:**

The cockpit allows an area for relaxing and connects to the large swim platform. You can walk forward on the covered starboard side deck all the way to the foredeck. There is a boarding door aft and also one amidships on the starboard side for easy dock traffic mobility.

### **FOREDECK:**

The Foredeck is entered from the Portuguese bridge via a beautifully engineered hinged door. You have shore power connections up here and a field of deck hatches which provide natural airflow into the forward stateroom and head. The ground tackle arrangement allows for two anchors and includes an electric windlass, secondary deck pipe for anchor two and a cavernous chain locker secured by a commercial grade Freeman hatch.

### **BOAT DECK:**

The boat deck, where the tender is stored, is accessed by coming aft along the port side from the pilothouse. This large deck is directly over the saloon and provides a huge landing pad for the ships tender. There is a Steelhead crane installed for launching and retrieving the AB 10'6" RIB tender with Yamaha 20 HP outboard. Aft to port is a fiberglass deck box for additional storage.

### **FLYBRIDGE:**

The flybridge, this is a wonderful place to operate *Sippican* and also a great place to relax and enjoy your anchorage. There are two helm chairs forward of a fiberglass lunch table with built in bench. All essential Navigation gear is installed for simplicity of operation underway and this is actually an ideal place to get a great perspective while docking. There is a stainless steel canvas wrapped Bimini top to keep the sun and rain away. The storage area underneath the forward coaming is huge.

### **CUSTOM FEATURES & EQUIPMENT THAT ARE INCLUDED WITH SIPPICAN**

#### Construction:

- All windows throughout (except two aft salon windows) fiberglass (and not Diamond Sea-Glaze painted aluminum)
- Swim step extension
- Storm plates for salon windows
- SSB ground plate with dynaplate and 3" copper ribbon

#### Major equipment:

- American Bow Thruster (TRAC) 220 active fin stabilizing system - keel cooled
- Side Power 24V 13.5 hp Bow and Stern Thrusters (model number SE210/250TC upgraded to SEP210 proportional (variable) speed thruster systems
- Air Conditioning (Marine Air) reverse cycle. Six zones



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- Olympia OL-60 (diesel) furnace with Everhot hot water heart in addition to standard water heater
- Village Marine STW 600 220V Watermaker
- Fire suppression systems in engine room and lazarette
- Reverso oil change system plumbed to main engine and two generators
- Steelhead ES1500 Yacht Crane with 12' extension

### Engine and Machinery:

- John Deere 60068AFM75 Diesel (rated at 265 HP)
- ZF 305-2 (2.917 to 1.00) Transmission
- Mathers electronic single lever controls in pilot house, on fly bridge and at Portuguese bridge
- Portuguese bridge control station on starboard side with engine control, engine start/stop, horn button, thruster control, and windlass control
- ZF handheld remote (not wireless) in cockpit to control main engine, and bow and stern thruster
- Heat exchanger added to main engine for Olympia heating system
- Spurs line cutter on main prop shaft

### Wing engine:

- Yanmar 3JH5 Tier III 40 HP Wing engine. Gori prop and 2x Lifeline 4D batteries

### Generators:

- Northern Lights 16kW generator (240V/24V). Model M844W3 (upgraded from 12kW)
- Northern lights 5Kw generator (#M673LD3) 12V/240V (runs off Wing engine start battery)

### Interior upgrades:

- Ultra-leather upholstery through out
- Salon Dutch door with glass top and bottom
- Hinge steps from salon to pilothouse for storage
- Ocean air hatch screens and shades in forward cabin for overhead hatches
- Seven Hella fans

### Navigation/Communication/Entertainment:

- (2) Simrad AP7001 Autopilot
- (2) Simrad RF300 rudder feedback control
- (2) Accu-Steer HPU212-300 steering pump
- Simrad FU80 follow up lever in pilothouse
- Furuno FA 150 class A AIS system
- Furuno FGP33 Wass differential GPS
- Furuno NavNet TZTBB system with hub 101 - pilothouse and flybridge
- Nobeltec Trident software package with additional vector charts
- Furuno Network DFF1 sounder with bronze transducer
- Furuno DRS6A 6kW Radar with 4' open array

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- Furuno DRS4A 4kW Radar dome
- Furuno 200WX weather station
- Furuno RD33
- Furuno SC30 GPS gyro satellite compass
- (2) Hatteland Marine monitors 19"
- Hatteland Marine monitor 24" wide screen
- Mac Mini 1TB navigational PC
- Icom M506-31 Marine DSC VHF radio with command mic and Comrod 16' antenna
- Icom M506-31 Marine DSC VHF radio with command mic on flybridge
- SPC-30RP hailer horn
- Icom M804 SSB marine radio with Icom AT140 tuner and Comrod 16' antenna
- KVH TracVision TV6 with Tri-Americas LNB
- Direct TV HD24 receiver
- Fusion MS-IP750 Marine iPod dock/Sirius/AM/FM stereo
- PolyPlanar stereo speakers lower deck and flybridge
- Wave Wi-Fi ECHP WiFi amplifier/router
- FLIR 4 channel DVR system cameras
- ACR GlobalFix 406 EPIRB with integral GPS Cat 1
- Iridium Go Satellite phone system

### Pilothouse:

- Two Llebroc Trade winds HB series helm chairs in pilothouse with ultra-leather
- Maxwell digital chain counter
- Bunk (pilot berth) behind wheelhouse settee
- Ritchie compass mounted in pilothouse
- Hinged forward overhead panel for easy servicing
- Additional refrigeration

### Galley:

- ER entrance hinged steps (to allow for double door pantry in galley)
- Sliding locker door spice rack galley
- GE profile 18" dishwasher
- Raised section counter top aft of sink
- Double door pantry in galley
- Add wood fiddle to aft side of galley counter top

### Saloon:

- TV lift in salon
- Two drawers added to starboard side salon settee

### Staterooms:

- Drawer under lower bunk in starboard stateroom
- Add full height mirror to outside of port head door

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- Wire chase to forward cabin aft wall for TV

### Heads:

- Tecma Silence Plus freshwater toilets

### Household appliances:

- Asko washer/dryer
- Central vacuum system

### Electrical:

- 50/60 Hz Victron battery charger
- Marinco 50amp 125/250v 50' shore power cord
- Additional set of shore power outlets inside transom door
- Lightning ground system

### Lighting:

- Guest Beamer remote spotlight
- Imtra LED interior, exterior, navigation, and boat deck lights.
- Dimmers in PH and Salon
- Red Hatteras (4) LED ceiling lights in pilothouse.
- Three Hella Sea Hawk LED overhead lights – two on boat deck and one foredeck

### Plumbing:

- Saltwater deck wash down bow and stern
- Fresh water wash down bow, stern, boat deck and engine room
- General Ecology System IV water purification system with separate tap at kitchen sink
- Scandvik cockpit shower
- “Y” valve at kitchen sink for gray water
- Second house fresh water pump as back up
- Charcoal filter after fresh water pumps

### On Deck:

- Maxwell VC1000 stern capstan in cockpit with foot switch
- Two straight rod holders installed aft port and starboard side of cockpit
- Barrel bolt lock to inside of lazarette hatch
- Fiberglass dock storage box on boat deck
- Lifesling on boat deck

### Anchoring:

- Maxwell VWC 3500 24V
- 121 lb. Rocna anchor
- 400 feet of 3/8” high tensile chain with chain stopper
- SS deck plate port side of chain locker for second anchor rode
- Chain locker divider
- Fortress anchor mounted in chain locker



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- Anchor roller wedge to keep anchor secure underway
- Bow eye tow ring 12" above the water line
- Flopper Stopper System on port side

### Flybridge:

- Two Todd helm chairs
- Ritchie compass mounted
- Enlarge fly bridge dash to accommodate more instrumentation and electronics
- Supply and install four stainless steel cup holders on fly bridge
- Mounts for KVH Sat domes (bottom of dome needs to be above the top most radar)
- Stand for Furuno Satellite compass at top of stack
- Fixed stainless steel frame for Bimini top on fly bridge
- Double doors to area under fly bridge console
- Fiberglass steps from boat deck to flybridge (in lieu of teak)

### Tender:

- AB ALX10 RIB 10'6" with Yamaha 20 HP outboard
- Weaver dinghy chocks

### Handrails:

- Handrail overhead at stairs from Portuguese bridge to lower deck
- Handrail on starboard side boarding door forward
- L shaped hand rails on the port and starboard stern quarters
- Handrail on port side from teak cap rail forward
- Handrail on Portuguese bridge from foredeck door to port side of railing

### **ADDITIONAL COMMENTS:**

The owner ordered this boat in June 2014 with ambitions of eventually circumnavigating with her. He thus spared no expense in equipping her and in adding redundancy where possible. *Sippican* has over \$250,000 of extra cost options and an electronics package generally found only on much larger boats. She is a tremendous opportunity for anyone who has been eyeing a Nordhavn 52, but who has been unwilling to tackle the arduous two-year long effort to build one. There is the added benefit that the buyer will not have the uncertainty of waiting to see the finished product or have their patience stretched awaiting completion...*Sippican* has been through commissioning and sea tested traveling from Florida to Rhode Island on her maiden shakedown cruise.

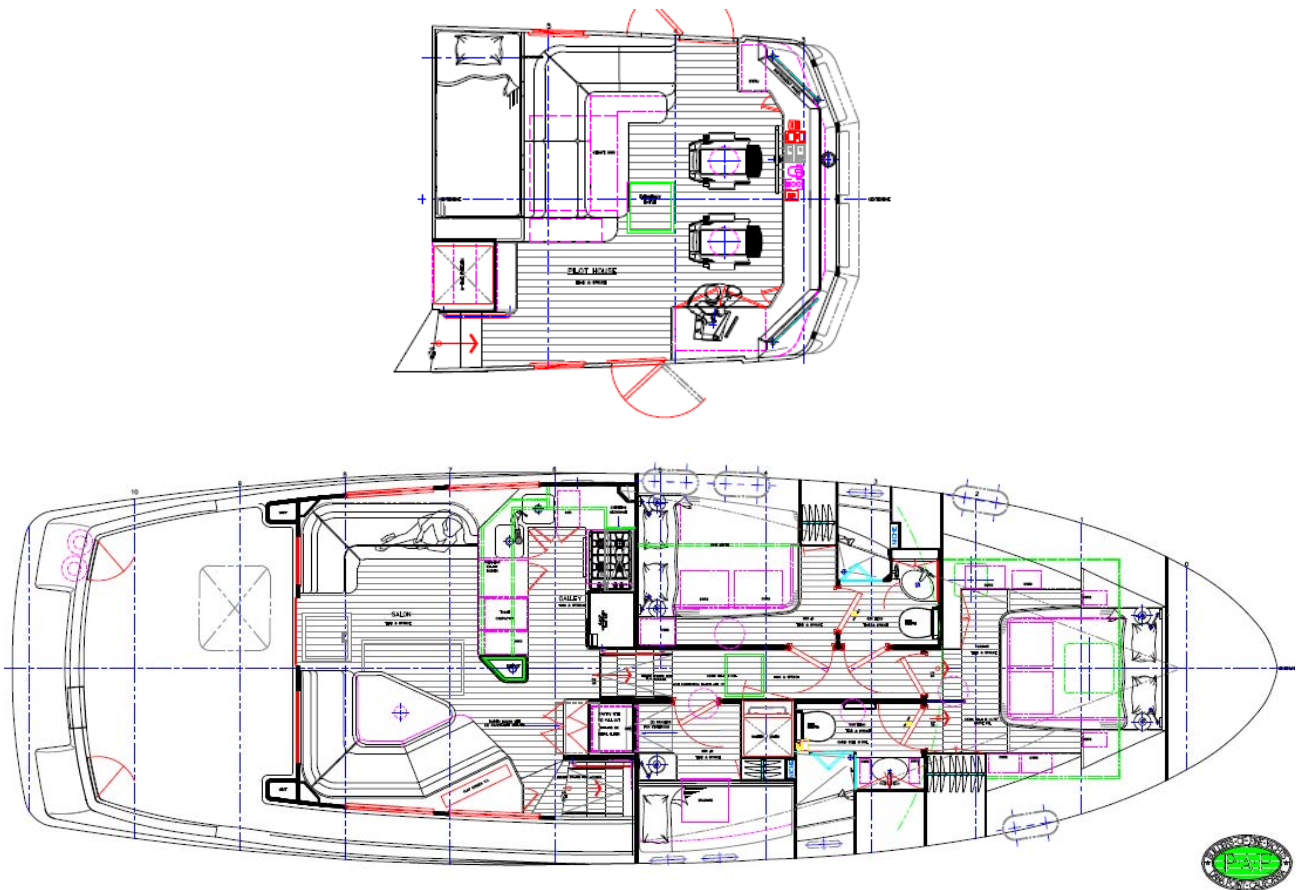
We believe *Sippican* is the only Nordhavn 52 delivered to date with layout D, which has three staterooms and two heads, making her a great family cruising boat. The companionway to the accommodations is from the salon (a hallway layout) which results in a more spacious pilot house with two helm chairs and a larger dash for instruments. Until N5272 (the boat prior to *Sippican*), all except one N52 (the famous *Dirona*), were powered with Lugger L1966T.2 engines rated at 165 horsepower. *Sippican* is equipped with a John Deere 6068AFM75 diesel rated at 265 horse power.

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The options selected rivals those included in much larger Nordhavns and every individual equipment selection was chosen for reliability and redundancy...to make long distance ocean travel comfortable and enjoyable. *Sippican* subscribes to the Wheelhouse Technologies vessel management program so the new owners will inherit detailed logs of service including model numbers, spare parts, etc.

Interested? Why not take the next step and see for yourself? After reviewing the write up and photos and you will likely come to the conclusion that for someone keen on a Nordhavn 52 you will not find a better opportunity.

*Sippican* is a USCG documented and registered vessel with US duty paid. She is a brand new, 2016 model year boat that has been extensively outfitted for long range cruising. If you are in the market for a late model Nordhavn 47 and don't want to wait for a new build Nordhavn 52, please give *Sippican* a close look. Additional photos and information about *Sippican* is available by request.



### **EXCLUSIONS:**

Potential purchasers should assume that items on the vessel at the time of viewing, but not specifically listed on this sheet, are not included with the sale of the yacht. These specifications are believed to be true and correct, but cannot be guaranteed. Items excluded include, but are not limited to – Paintings, some tools, hand held electronics and binoculars. Owner's personal effects and clothing will be removed prior to closing.

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### **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.

### **SALES CONTACT DETAILS:**

**Jeff Merrill, CPYB** (Certified Professional Yacht Broker) has extensive product knowledge of the trawler market and has intimate knowledge of the Nordhavn 52 (and her predecessor, the Nordhavn 47) having sold many of each model, new and used. Please contact listing brokers, **Jeff Merrill, CPYB** for additional information or to schedule a viewing appointment to inspect *Sippican*.

### **Jeff Merrill, CPYB**

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