

Nordhavn 46 Storm Haven



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Storm Haven

1991 Nordhavn 46

Asking price: \$399,000.00 Location: San Diego, CA

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Name:	<i>Storm Haven</i>	LOA: 45' – 9"	LWL: 38' – 4"
Type:	Long Range passage maker	Beam: 15' – 5"	Draft: 5' – 0"
Builder:	Pacific Asian Enterprises	Displacement:	60,000 lbs. (full load)
Model:	Nordhavn 46	Year:	1991
Designer:	Jeff Leishman	Hull Material:	Solid Fiberglass
Hull color:	White painted hull – blue stripe and black bottom paint		
Engine:	Lugger L-6414 D 143HP (Main hours: ~6,150) Keel cooled, dry exhaust		
Wing Engine:	Yanmar 27 HP (Wing hours: ~300)	Thrusters:	Wesmar bow and stern
Generator:	Northern Lights 12 kW (Generator hours: ~8,800)		
Inverter:	Trace Mariner 2500 Watts	Windlass:	Maxwell VWC 3500
Stabilization:	Naiad 254 active fins plus at anchor flopper stopper poles		
Tender:	Caribe 10' RIB with 25 HP Honda outboard		
Crane:	Marquipt 1,000-pound hydraulic swivel crane dinghy lift with electric winches		
Air Conditioning:	(3) units' saloon, pilot house, cabins		
Tankage: (approx.)	Fuel: 1,000 gallons	Water: 280 gallons	Holding: 50 gallons
Speed:	Cruising range 3,000 NM @ 7.0 knots. Max speed 9.0 knots.		

Storm Haven defines the classic Nordhavn 46 that has become a true modern day trawler legend. She is offered for sale by her current owners who have enjoyed a magnificent 12-year cruising life aboard including two Pacific crossings. After selling they intend to purchase a larger Nordhavn and go back out to sea. (The name *Storm Haven* is reserved for sellers next boat).

PAE/Nordhavn took a chance with a bold new 46' design in 1988 and introduced a production model long range trawler that revolutionized the way ALL cruisers (sail and power) view passage making. The Nordhavn 46 design opened up EVERY horizon to adventurers and is still one of the most popular full displacement power yachts ever built.

Storm Haven is hull 25 in the series (out of 82) and truly represents what you would expect of a cruising classic that has been maintained with exceptional pride of ownership. *Storm Haven* is a proven work horse with thousands of hours on her by-the-book maintained machinery. As an informed buyer you will realize that she is barely one quarter of the way to her first major service overhaul at 30,000 hours. *Storm Haven* has run less than half the hours of sister ships *Egret* and *Kanaloa* - both circumnavigators - each has clocked more than 17,000 hours and both are still running strong today with the legendary *Kanaloa* on her third lap around the globe.

Storm Haven is configured with the "offshore" layout design – Plan A - featuring the master stateroom aft. The amidships master is more comfortable for sleeping underway and conveniently accessed from the saloon level via a step-down stair well. There is a separate guest stateroom forward featuring a double berth to port with twin bunks to starboard. There are two heads with showers so each stateroom has quiet privacy. The interior boasts a beautiful teak wood finish (gloss varnish highlights on most of the trim) with an appropriate balance of white laminate to add an air of lightness which creates a larger sense of space.

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Storm Haven was originally delivered to Japan and then resold and repositioned to the US west coast. After arrival, she immediately received a series of major upgrades including the installation of active fin stabilizers. After a short tenure, she was resold and used sparingly until her current owners purchased her in 2004. This retired couple acquired her in Mexico and then began a thorough stem to stern refit to make sure she would be trouble free for extended long distance cruising. At that time (in 2004) *Storm Haven* had only 2,000 hours on her main and was essentially de-bugged, broken in and raring to go. After completing their outfitting (including the addition of a stern thruster and many other upgrades to the electronics and essential systems) they set out on the trip of a lifetime crossing the Pacific to New Zealand. They returned back to the US several years later, unheralded and quietly amassing tens of thousands of wonderful offshore miles under the radar and without any fanfare. *Storm Haven* has routinely shouldered heavy seas and high winds and purred through it all. Her active fin stabilizers have kept her comfortably on an even keel underway in rolling seas.

There is certain awareness in the cruising community that the Nordhavn 46 might have the prettiest lines of any trawler afloat. Her performance pedigree is unquestioned with a half dozen circumnavigations and significant ocean crossings literally all over the world.

A lot of yachts on the market are hyped as being “must see” and “immaculate”. Cutting through the advertising bluster becomes a tiresome chore as the reality in person rarely matches your expectations. *Storm Haven* is truly one of the most beautifully maintained trawler yachts I have ever had the privilege to represent and you will not be disappointed once you get aboard and take some time to get to know her.

ACCOMMODATIONS & LAYOUT

Entering the saloon through the aft sliding door from the cockpit you will be quite pleased with the warm teak interior. A custom dinette settee is to port for meals and two comfortable chairs with a teak built-in stand rest to starboard for reading and relaxing. The galley counter athwartships to port divides the cooking area from the saloon.

The galley is entered into just inboard of the dry stack column and makes a wonderful working kitchen underway with its' U-shaped layout. Steps at the starboard forward end of the saloon lead up to the pilothouse and there is a separate set of steps just off the galley that leads directly down to the master stateroom.

Going up three steps to the pilothouse you will appreciate all of the practicality of a raised wheelhouse with magnificent visibility and all of the operational controls suitably positioned.

The pilothouse has everything you will want for extended practical sea travel including a custom configured instrument dash console which houses a comprehensive selection of electronics. A unique raised floor storage locker was built into the sole behind the helm and stores a huge assortment of paper navigational charts while also raising your sightlines when standing watch (chart top is 3.5”, headroom is 6’1” at the helm). Just behind is a raised bench settee with table which offers a comfortable gathering place while underway. A pilot berth is above and aft of the settee backrest.

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Going down the steps from the galley to the master stateroom you have a large island berth to port with the ensuite head and shower to starboard. This room has an attractive balance of varnished teak and white laminate creating open and inviting accommodations. There are opening port lights outboard and clothing storage in lockers, drawers and shelves. A top load holding plate freezer doubles as a vanity with a mirror on the aft bulkhead by the steps.

The forward guest stateroom is designed to sleep a compliment of up to four. There is a separate head and shower all of the way forward. You can access the cavernous chain locker from the forward head.

You enter the engine room from the master stateroom shower on the starboard side. This incredibly efficient machinery room includes the main engine on centerline along with the generator to starboard and wing engine to port. The active fin stabilizer hydraulics and Village marine water maker are also installed here. The fuel tanks, fuel lines, manifold valves and plumbing are neatly routed and labeled for simple, efficient operation.

Outside on deck, there is a side boarding door to starboard and a built-in swim platform aft with a centerline access ladder over the transom. The cockpit area is enclosed in clear see-through Isinglass making the aft deck area a nice place to relax out of the weather. To go forward you transition along the forward starboard side deck (covered overhead) with steps up to the Portuguese bridge. An uncluttered foredeck makes anchoring easy. The boat deck is accessed from the port side of the pilothouse and the tender is hoisted by a crane.

INTERIOR GENERAL

- LED lights
- Louvered locker doors
- Ultraleather upholstery
- Varnished teak trim on overhead lights
- Carpeting throughout

MAIN SALOON

The main saloon is beautifully done in teak and includes classic teak and spruce soles. To starboard are two comfortable chairs with a centered cabinet for resting drinks and storage.

To port is a sumptuous U-shaped wrap around settee with storage underneath including some custom drawers to provide easy access to provisions without having to remove the seat bottom cushions. The teak Pompanette dinette is a high/low, dining/coffee table folding leaf teak design that is elegant and practical as it can easily accommodate six people. Custom shade blinds complement the interior.

The saloon transitions into the galley. Going forward there are two sets of steps, one up to the pilothouse, and the other down to the master.

- Two Ekornes swivel/recliner chairs with Ottomans
- Custom Roman blinds
- Samsung flat screen television aft port corner
- Lamps

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- Fans
- Pompanette high low teak table with dual folding top leaves that open up for large group seating. Table is moveable
- Custom drawers with metal glides under port side settee for easier access storage
- White mesh screen roll-up cover for aft door
- Port aft corner cabinetry with mirror and locker

GALLEY

The galley adjoins the saloon and allows for a very convivial relationship between preparing food and serving it. There is a stand-up refrigerator freezer inboard with all appropriate kitchen appliances on the surrounding counters. There are abundant storage lockers and drawers (and a clever pass-through hatch that allows food and drink transfer to the crew in the pilothouse). Outboard is Force 10 four burner propane stove with a convection microwave above. The forward counter features a double basin sink that includes a manual foot operated pump as a backup for fresh water. The connectivity between the galley and saloon is very appealing for people preparing food to interact with those unwinding in the saloon. A complete set of plates, mugs, glasses, tableware, kitchen utensils, etc., fill the lockers and drawers. A summary of galley appliances and gear includes:

- Force 10 gimballed four burner propane stove and oven
- Sea Freeze 12V standup refrigerator with freezer top – varnish teak panel finish
- GE Profile Advantium 120 microwave convection oven
- Magnetic knife rack
- Coffee maker
- Double basin stainless steel sink forward - under mounted
- Seagull IV water purifier
- Fresh water foot pump with spigot
- Pass through access hatch to pilothouse
- Custom overhead cabinet centerline
- Teak spice racks mounted outboard
- Bronze clock and barometer
- Slide out trash bin behind locker

MASTER STATEROOM – AFT

Storm Haven was built for long range cruising and she has successfully completed several ocean crossing passages – most crewed by the husband and wife couple who own her. The large athwartships island berth is extremely comfortable for sleeping even in the steepest seas. There is a large amount of storage in lockers and drawers throughout the master.

- Queen sized athwartships double berth
- Bed linens
- Two hanging clothes lockers
- Lockers and drawers
- Teak and holly soles
- Ventilation fans
- White laminate bulkhead with varnished teak trim
- Hanging lockers

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- Book shelf above head of bed
- Opening port lights
- Hat rack
- Flat screen television
- Bronze reading lights
- Top load sea water cooled cold plate freezer (acts as vanity counter with mirror)

MASTER HEAD

- Surrell counter top with custom ordered under mount white sink
- Single basin sink with fresh water back up foot pump
- Mirrored medicine cabinet
- Masterflush electric freshwater toilet
- Towel racks
- Shower with curtain and built in seat
- Opening port light
- Vanity mirror
- Access door in shower to engine room

GUEST STATEROOM – FORWARD

The guest stateroom, located forward, is finished with varnished teak throughout creating a rich, warm and inviting accommodation. It features a wide double bed to port and two individual berths (over and under) to starboard. The soles are teak and spruce. Hanging locker, book shelves and drawers are provided for storage. Port lights, overhead hatches and fans provide plenty of ventilation.

- Sleeps four – two on the double and one on each individual bunk berth
- Double berth to port
- Two bunk beds (singles) to starboard
- Opening port lights
- Overhead hatches
- Hanging lockers
- Drawers
- Bed stand
- Mirror

GUEST HEAD

- Surrell counter top with under mount sink
- Medicine cabinet with mirror
- Access to chain locker forward – cavernous with shelves and storage of parts
- Shower with curtain and seat
- Medicine cabinet
- Fresh water foot pump with sink spigot
- Louvered door forward with access to chain locker
- Groco manual sea water flush toilet (new in 2015)

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PILOTHOUSE

Coming up to the pilothouse from the saloon, the pilothouse is the command station for all ships navigation. The pilothouse forward console area includes a lot of surface area for the electronics array. A bench seat with table aft of the control console provides comfortable seating for crew who can “back seat drive” while underway. A pilot berth is up and aft of the settee and has a slide out extension to make it wider for two people. There is a cushioned steering bench seat that can be folded out of the way when not in use.

In addition to the innovative floor chart locker, the forward stairs were designed with a removable floor cover. While on long passages, the owners prefer to leave this floor in place to provide additional room for moving around and since they prefer to travel as a couple the forward stair case isn't necessary for access.

This is a beautiful teak room with gray laminate panels and a light white overhead. When new electronics were installed the forward dash was modified to open up more space. The visibility is outstanding and all of the electronics are placed for convenient operation. The helm is a stainless-steel destroyer wheel and the convenience of the Simrad autopilot (with remote control) makes steering chores easy.

ELECTRONICS & NAVIGATION - PILOTHOUSE EQUIPMENT

- Teak trim on overhead lights
- Custom forward dash cabinetry with laminate panels and gloss varnish trim
- Iridium satellite phone with intellidock cradle charger
- Icom IC - M802 SSB radio with mic and SP 24 speaker
- Icom VHF radio with mic, hailer and speaker
- Icom Commandmic VHF radio
- Furuno – monochrome radar
- Hella turbo fans mounted to port and to starboard
- ACR Search light control in overhead
- White mesh Textilene screens for outside windows
- Overhead hatch with gloss varnish teak frame
- JRC NVA-420 hailer in overhead
- Furuno FCV 585 color screen Depth sounder in overhead
- Furuno Nav Net 2 color screen monitor with radar, chart plotter and additional nav data
- Northstar 6000i color screen chart plotter
- Maxwell windlass control
- Danforth Constellation classic compass
- Wing engine with dual lever Morse cable controls and pull stick stop switch
- Yanmar wing engine control panel
- Northern Lights generator panel display
- 12V outlet plugs
- Main engine with dual lever Morse cable controls
- Naiad 254 Dynamics active fin stabilizer control panel
- Simrad AP24 autopilot
- Simrad WR20 autopilot remote

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- Simrad XTE analog rudder angle indicator with digital degrees
- Simrad IS20 Depth display
- Simrad VMG Wind analog wind direction with digital speed
- Marol Map-10 autopilot (back up)
- Autopilot toggle switch between Furuno and Northstar
- Hart Tank Tender – air pressure tank volume monitor
- Main engine alarm
- Windshield wiper toggle
- Horn
- Wesmar bow and stern thruster control levers
- Maxwell windlass control
- FloScan fuel sentry and monitor
- Fireboy engine room tank gauge and alarm
- Fireboy remote pull handle to activate engine room fire suppression tank
- Quartz brass clock
- Plastimo brass barometer
- Bronze ships bell with braided lanyard
- Icom BC-166 hand held VHF in cradle charger
- Icom IC-M127 VHF radio in overhead panel
- Fill in sole above forward stairs in pilothouse
- Entire pilothouse carpeted
- Electrical panel with hinged door and lighted toggle breakers
- Trace inverter RC7 remote control panel
- Votronic solar panel remote voltage display
- Fusion stereo CD music system
- Stainless steel destroyer wheel
- Fold up cushioned helm seat
- Magazine rack
- Pilothouse sliding doors outboard have full height mesh bug screens that include roll up straps
- Rod holder racks in overhead (fishing rods and reels not included)
- Accusteer HRP 75-12 helm pumps
- Teak nav pencil caddy
- SSB Tuner installed behind varnished teak vent housing in aft overhead
- Pilothouse settee table folds out for larger surface area
- Pilothouse sole is raised in center to accommodate chart storage locker
- Settee foot rest has manual storage inside
- Hanging locker (safety equipment) has storage compartment top load access
- EPIRB - outside
- Stainless steel destroyer wheel
- Fold up teak cushioned bench seat for piloting
- Master electrical panel with light diodes
- White mesh screen roll-up covers for both pilothouse doors

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Forward stairway

- Hanging locker
- Splendide 2000S combo clothes washer and dryer

FOREDECK EQUIPMENT

- Freeman hatch access to chain locker (a rare convenience)
- Maxwell 3500 electric windlass
- Fresh water hose bib
- Primary anchor is Bruce 50KG plow with swivel and 300' of chain
- Secondary anchor is Delta plow type – secured to stainless anchor floor plate
- Two dorade vents with adjustable cowl scoops
- Fiberglass deck box on raised stainless steel feet
- Vetus deck vent
- Dock lines and fenders

CHAIN LOCKER

- Freeman hatch foredeck access from deck
- Locker door in forward head for additional access
- Storage shelves
- Oil storage
- Line storage
- Access to windlass
- Extra lighting in overhead
- Battery for windlass and bow thruster
- 400' of galvanized chain
- Electric bilge pump

PORTUGUESE BRIDGE

- Propane locker with two tanks
- Portuguese bridge deck has teak cap rail
- Custom welded bails for fuel bladder attachment
- New Marincos shore power connections on port side

COCKPIT and SWIM PLATFORM

The aft deck cockpit of *Storm Haven* covers the lazarette area (steering) and has two boarding entries – starboard and aft. There is a vertical ladder mounted forward to port that provides access through an opening hatch to the boat deck. There is also a stainless and polyethylene planked swim platform aft that is wonderful for SCUBA diving and makes a great landing dock when you arrive by launch.

- Ladder with hatch to boat deck area
- Steps and railing for over the transom access to the swim platform
- Side door on port side of cockpit for docks
- Covered side deck to starboard with mid ship boarding door for docks
- Freshwater wash down
- Propane BBQ

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- Isolated propane tank on swim platform (in white cover)
- Overhead sun visor extension of boat deck – ss and canvas
- Complete clear Isinglass enclosure (additional white mesh screen panels too)
- Stainless ladder with varnished teak treads to overhead hatch access to boat deck
- Fish rod holders
- Stainless hand rails
- Centerline access ladder to swim step
- Varnished teak caprail
- Painted stand pipe/compression post for crane on boat deck
- Swim ladder

LAZARETTE

In addition to convenient access to the steering gear there is storage for extra gear. This machinery space is well organized for maximum utility and like so much of the boat looks brand new it is so clean.

- Wesmar stern thruster
- Steering
- Emergency tiller
- Storage bins
- Spare anchor
- Scuba tanks
- Spares

BOAT DECK, PILOTHOUSE and SPARS

The boat deck houses the ships tender which is a 10' Caribe RIB with Honda 25HP outboard mounted on cradle chocks with securing tie downs. The Marquipt crane makes launching and retrieval much easier than the typical boom winch set up on most 46's. The boat deck can also be accessed aft from the cockpit ladder and hatch. The mast has a tremendous assortment of nav/com antennas and two at anchor flopper stopper outriggers attached.

- Caribe 10' inflatable RIB
- Honda 25 HP outboard
- The Caribe is mounted on Weaver stands with turnbuckle tie downs to Wichard folding pad eyes
- Marquipt 1,000-pound hydraulic swivel crane dinghy lift with electric winches
- Lifesling on stainless railing
- Deck box storage locker
- Running light boxes – port and starboard
- Stainless steel tripod for Furuno open array radar
- Votronic Solar panels mounted on pilothouse roof
- Deck box storage locker on pilothouse roof
- Switlik 6-person life raft in canister
- Flopper stopper outriggers for stability at rest
- Lighting ground dissipater wand
- Deck box storage locker on boat deck

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- Radar dome
- Firdell Blipper radar reflector
- Wind instruments
- Hailer
- Seawatch television antenna

ENGINE, MECHANICAL & ELECTRICAL EQUIPMENT DETAILS

- Luger L-6414 D 143HP with Twin Disc transmission
- 130-amp alternator
- Dual lever engine controls
- Interlocking soft tile floors
- Luger main engine
- Yanmar wing engine
- Northern Lights generator in sound shield
- Racor 75900 duplex fuel filter for main
- PFM Blue fuel filter
- Fuel transfer pump and filter
- Fuel supply, return and transfer manifolds
- Flo Scan diesel fuel measure
- Naiad 254 active fin stabilizers – upgraded
- Four fuel tanks with color coded valves and sight glasses
- Fireboy fire suppression
- Oil change system with Oberdorfer pump
- Edson manual bilge pump
- Lewco battery charger
- Trace Mariner inverter/charger model 2512
- Wesmar electric bow thruster
- Wesmar electric stern thruster
- Village Marine SPW Squirt watermaker – 600 gallons per day
- 3 Zone Cruisair air conditioning –12,000 BTU pilot house, 12,000 BTU for staterooms and 16,000 BTU's for the saloon

OTHER FEATURES:

- 10' Caribe RIB tender
- Honda 25 HP outboard
- Numerous spare parts
- Storm plates for saloon side windows
- Painted hull and deck
- Canvas covers
- White mesh window screens
- Carboline ® Sea-Barrier 3000, black bottom paint
- All opening deck hatches have custom made mosquito screens
- Fender hangers
- All USCG requirements

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Note: the name *Storm Haven* is reserved for the owners next boat

BROKERS COMMENTS:

If you would like to own a finely tuned Nordhavn 46 with a proven track record of ocean crossing passages that shows like a classic concourse showroom vehicle, *Storm Haven* should be at the top of your list! Getting on board to see for yourself is the only convincing you will need. The care and attention to all systems is impressive. Redundancy and reliability are essential for long range cruisers. When you study the photos, and review the equipment installed you will better comprehend just how well equipped she is. *Storm Haven* is priced extremely competitive - especially when you consider your purchase price buys you a complete yacht, ready to go. This type of turnkey value is often misunderstood by buyers who are attracted by a low asking price and do not fully understand the total cost commitment of add-ons, fixes and repairs that add up after the sale. *Storm Haven* has safely ventured thousands of miles and is a boat you can own quickly with no need to go straight to a ship yard to begin an extensive project work list that by the time you are done will push you way over your budget...like so many other trawlers listed for sale.

To consider the purchase of a vessel like a Nordhavn 46, which can literally take you anywhere in the world, there are three key “life ingredients” that must come into alignment - time, health and money. As should be expected, *Storm Haven* is out cruising now between California and Mexico, creating more memories and staying on the move, the best way for a boat of this pedigree to be maintained fresh and ever ready. *Storm Haven* represents an exceptional opportunity – an open book just looking for you to start writing the next chapter...

MAINTENANCE IMPROVEMENTS JANUARY/FEBRUARY 2017

- New bottom paint
- Reseal stabilizer actuators
- Reseal bow and stern thruster
- Replace sanitation hose in Master head

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 – Wood carvings, shells, paintings, antique level gauge in saloon, clothing, fishing rods and reels, tools and some galley gear. All owners’ personal effects and clothing will be removed prior to closing.

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 trawler market and has been intimately involved with the Nordhavn brand for over eighteen years. Please contact listing broker, **Jeff Merrill, CPYB** for additional information or to schedule a viewing appointment to inspect *Storm Haven*.

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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