

## **Nordhavn 68 Migration**



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## ***MIGRATION***

**Asking: \$3,475,000.00**

**Palm Beach Gardens, FL**

U.S. Duty Paid, Marshall Islands Registry

**Migration** is one of the most actively cruised Nordhavns ever built. After launching and commissioning in Florida in 2010, she has lived for blue water adventure. Her original owners are a very experienced

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offshore powerboating couple who previously cruised a Hatteras 58 LRC and longed for a platform that would extend their cruising range and season.

Hull number 19 in the series allowed for a great collection of ideas and improvements from the earlier builds to be incorporated. The couple spent time with other Nordhavn 68 owners and cruised in excess of 2,000 NM on sister ships to consolidate their ideas. The result was a very detailed order that had many milestone improvements, many of which were integrated into later new builds.

The husband made it a point to visit the yard in Taiwan at least every other month during the build to better understand the construction and placement of equipment and systems for future servicing. This dedication to the process resulted in an exceptional boat, better informed owners and a very close relationship with the yard personnel that is very rare.

For great assistance in getting the equipment selections right and confirming the correctness and quality of the build, **Steve D'Antonio** was hired due to his technical expertise. Steve has been involved in the legacy of **Migration** from the days of signing a contract, through construction in to Taiwan, during commissioning in Florida and as an invited aboard guest many times.

**Migration** was delivered offshore in the Bahamas during the December 2010 holiday season and immediately prepared for adventuresome travel as 2011 rung in the new year.

**Migration** has lived up to her name and covered the US east coast several times. One particularly memorable trip was when the owners and a small team of engineers from the Ta Shing yard in Taiwan participated as crew on a run from North Carolina to Florida – the first time at sea on one of the boats they build for these skilled craftsmen from the factory. This type of connection between owner and yard has remained close and is one of the reasons **Migration** is now for sale as a new Nordhavn 68 to bear the same name is completing construction.

The owners did not buy **Migration** to sit in a marina and have logged an impressive 52,000 miles cruising in their eight years of ownership. They have traveled in Greenland and Iceland, sailed in the Baltic Sea (participating in the ARC Baltic Rally in 2015 as the only power boat) and hopped back and forth between Europe and America. In the summer of 2016 they ascended to the highest latitude attained by any privately owned pleasure motor yacht under 70 feet – crossing north of 81 degrees (you can read a recount of this story here: <http://jmys.com/81-degrees-august-sets-cool-record/> (Steve D'Antonio was aboard for that trip too and provided the photos).

**Migration** has a fantastic layout for an active owner operator couple. Her size is large enough for generous accommodations and comfortable ocean travel, but also appropriate for easy boat handling in harbor and managing maintenance projects.

A quick summary of her interior layout from top to bottom is: Atop the pilothouse is a marvelous flybridge with hard top. The pilothouse level has outdoor seating aft and a Portuguese bridge forward. The foredeck includes the crane and tender. The 68's aft pilothouse design is very comfortable underway, especially in large seas, and includes a watch berth and day head with the helm chairs and electronics forward. The main deck level features a large cockpit aft with swim platform, then moves forward into a widebody saloon (with a covered walking side deck to starboard). The saloon feels like home with excellent visibility of your waterfront surroundings. Forward is the galley which has all necessary appliances for cooking and abundant storage for provisioning. Forward and down a couple of

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steps is the master stateroom and ensuite head under the foredeck. On the lower level there are two guest staterooms, VIP to starboard with its' own head and a double bunk room to port with a separate head and shower forward. The engine room is aft down the hallway and boasts full standing headroom then connects aft to the lazarette.

### **Specifications:**

<b>YACHT NAME:</b>	<b><i>Migration</i></b>
<b>BRAND AND MODEL:</b>	Nordhavn Aft Pilothouse 68 (flybridge, widebody)
<b>TYPE:</b>	Long range passage maker with raised pilothouse
<b>LOCATION:</b>	Palm Beach Gardens, Florida
<b>MODEL YEAR:</b>	2010
<b>HULL NUMBER:</b>	19
<b>HULL COLOR:</b>	Gelcoat. Khaki hull with black boot stripe and black bottom paint. Decks and non-skid are white.
<b>REGISTRY:</b>	Bikini, Marshall Islands
<b>US DUTY:</b>	Paid
<b>DESIGNER:</b>	Jeff Leishman
<b>BUILDER:</b>	PAE/Ta Shing Yacht Building Company. Tainan, Taiwan
<b>HULL MATERIAL:</b>	Solid Fiberglass
<b>DISPLACEMENT:</b>	210,000 pounds   95,254 KG
<b>BALLAST:</b>	6,700 pounds   3,040 KG
<b>RANGE:</b>	2,800 NM at 7 knots
<b>SPEED:</b>	8 knots cruise, Max 10 knots
<b>LOA:</b>	68'   20.7M
<b>LWL:</b>	63'-2"   19.2M
<b>BEAM:</b>	20'-4"   6.2M
<b>DRAFT:</b>	7'-6"   2.3M
<b>D/L:</b>	278
<b>A/B:</b>	2.49:1
<b>Cp:</b>	0.54
<b>AIR DRAFT:</b>	40'-2"   12.2M
<b>DECK:</b>	Gelcoat with molded in nonskid
<b>MAIN ENGINE:</b>	Lugger L1276A 12-liter 6 cylinder 425 HP (7,710 hours as of April 1, 2019)
<b>TRANSMISSION</b>	Twin Disc MG-5114DC with 3.43:1 reduction
<b>PROPELLER / SHAFT</b>	4 blade bronze Hungshen 44"D X 38.5"P   3-1/2" Aquamet 22HT
<b>EXHAUST:</b>	Wet exhaust
<b>WING ENGINE:</b>	Lugger L1064A 4.5-liter 4 cylinder 140 HP (~345 hours as of April 1, 2019)
<b>THRUSTERS:</b>	ABT-TRAC bow and stern thruster 38 HP with 12" propellers. 5 control stations.

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<b>STABILIZATION:</b>	ABT-TRAC model 370 actuators (oversized for STAR if next owner wishes to upgrade) with 12 square foot fins. Control in Pilothouse and Flybridge.
<b>ELECTRICAL:</b>	60 Hz US style 50 amp and 100 amp connections.
<b>SHORE POWER:</b>	Single 100 amp single phase in transom (for ships service and HVAC). Single 50 amp in transom (for HVAC). Single 50 amp on foredeck (for ships service and HVAC).
<b>GENERATOR 1:</b>	Northern Lights M864W3 25kW 60hz 240 volt 108 amps located in Engine Room (~4,215 hours as of April 1, 2019)
<b>GENERATOR 2:</b>	Northern Lights M844LW3 20kW 60Hz 240 volt 83 amps located in Lazarette (~6,190 hours as of April 1, 2019)
<b>INVERTERS/CHARGERS:</b>	(3) Mastervolt 24/230 volt 4kW inverters (Lazarette)  (4) Mastervolt Mass 24 volt/100 amp chargers (Lazarette)  (1) 12 volt charger (Pilothouse)
<b>BATTERIES:</b>	House/emergency start batteries (12) Lifeline AGM 1,530 Ah at 24 volts new in March 2018. Main engine start batteries (2) Lifeline AGM group 4D 255 Ah in series. Wing engine start batteries - shared with one generator - (2) Lifeline AGM group 31 105 Ah in series. (1) Lifeline AGM group 31 12-volt electronics battery in Pilothouse and Mastervolt DC-DC converter for redundant 12 volt power source.
<b>LIGHTING:</b>	All interior and exterior lights throughout with exception of ER secondary fluorescent and select decorative sconces are LED. LED Lopolight navigation lights
<b>WATER MAKER:</b>	(2) Sea Recovery Aqua Matic 1400 water makers, 1,400 GPD each
<b>CLIMATE CONTROL:</b>	Dometic Cruiseair tempered water (chillers) system consisting of (4) 30,000 BTU compressors and (10) individual air handlers with auxiliary heat strips. SMXHT displays with remote TWLC control in companionway. Note: Limited units can be operated from inverter system while underway.   Kabola diesel boiler for ship's heat and hot water   Heat exchanged hot water heater.
<b>MACHINERY EQUIPMENT:</b>	Alfa Laval fuel centrifuge   100 amp shore cord   105 gallon   397L gasoline tank with Fill-Rite transfer pump, 30' gasoline hose and fill nozzle   Delta-T engine room ventilation system   PAE designed Oil change system with Oberdorfer pump   (2) 62 gallon   235L new and used oil storage tanks. Dual freshwater pumps for house water   Mighty Pure MP36C water sterilizer.
<b>WINDLASS:</b>	Maxwell VWC 4500 hydraulic. Programmable windlass controllers and rode counter located in Pilothouse and Flybridge.
<b>GROUND TACKLE:</b>	Rocna 150KG galvanized anchor. 600' of ½" galvanized HT chain.
<b>CAPSTAN:</b>	(2) Maxwell VC2200 24V vertical capstan cockpit warping winches.
<b>CRANE:</b>	Steelhead CT2500 3-axis crane. Boom extendable to 20'.

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<b>TENDER AND OUTBOARD:</b>	2013 18' Pioneer center console with 130 HP, Evinrude E-TEC outboard motor. Garmin chart plotter, Garmin VHF with Comrod VHF Antenna, Garmin AIS. 2008 10'-6" AB Lammina Inflatable with 2013 Yamaha 15HP 2-stroke outboard engine. Oars. Note: Portuguese bridge deck has a built-in 110 gallon   416L gasoline tank.
<b>NAV/COM BRANDS:</b>	Furuno   FLIR   ICOM   Hatteland
<b>ENTERTAINMENT:</b>	55" Samsung flat screen TV on lift in Salon   42" Samsung flat screen TV in Master Stateroom   Bose 1-2-3 system with amplifier and Bose cube speakers in Salon.
<b>STATEROOMS:</b>	(3) staterooms. California King in Master stateroom, Queen in starboard VIP, and (2) Twins in portside guest. Captain's berth in Pilothouse.
<b>BEDDING:</b>	Master stateroom California King is Stearns and Foster, VIP Queen is Tempurpedic, Port twins are custom.
<b>HEADS:</b>	(4) Headhunter Royal Flush Superbowl (electric freshwater toilets). No moving parts in commodes to replace.
<b>SHOWERS:</b>	Master stateroom, port and starboard guest staterooms, swim platform.
<b>LAUNDRY:</b>	Separate Bosch Axxis clothes washer and clothes dryer.
<b>GALLEY:</b>	GE 22 cubic foot double door refrigerator   Viking dual fuel range with electric oven and 4 burner propane cook top   Fisher Paykel double drawer dishwasher   Broan 15" trash compactor   (1) double drawer Vitrifrigo refrigerator/freezer   (1) double drawer refrigerator/freezer/refrigerator   5 cubic foot beneath Pilothouse berth.
<b>INTERIOR WOOD:</b>	Interior wood: Vertical grain Teak with satin finish.
<b>INTERIOR COUNTERS:</b>	Stone in galley and all heads
<b>INTERIOR UPHOLSTERY:</b>	Ultraleather on pilothouse helm chairs and settee.
<b>INTERIOR FLOORING:</b>	Teak and Spruce hardwood in Salon, Pilothouse, stairs, and all companionways. Carpet in staterooms, Limestone in master and both guest heads.
<b>BILGE PUMPS:</b>	(1) Rule 3700GPH bilge pump with Ultra Senior bilge switch, (2) hydraulically driven 180GPM Pacer pumps with manifold, (4) Edson manual bilge pumps with handles, (3) Whale Gulper bilge pumps with Ultra Senior bilge switches
<b>TANKAGE: (approx.)</b>	
<b>FUEL:</b>	(3) main fuel tanks and (1) supply tank. Port main 910 gallons   3,445L. Starboard main 910 gallons   3,445L. Forward main 1,100 gallons   4,164L. Supply tank 110 gallons   416 L. Total Diesel capacity = 3,030 gallons   11,470L.
<b>HOLDING BLACK:</b>	225 gallons   852L (fiberglass)
<b>HOLDING GRAY:</b>	150 gallons   568 L (fiberglass)
<b>FRESH WATER:</b>	600 gallons   2,271 L (fiberglass)
<b>ADDITIONAL EQUIPMENT:</b>	(4) Stidd helm chairs with drink holders and Simrad joy stick at PH and FB levels   Central vacuum system   15 million candlepower searchlight

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<b>SAFETY:</b>	ACR Globalfix 406 EPIRB with integral GPS category 1   6-man Givens life raft   Life ring   All USCG Safety equipment
<b>PHOTO DATE:</b>	Most detail photos were taken in July 2018
	<b>Note: All information is believed accurate, but should be verified.</b>

### Description:

**Cockpit and Swim Platform:** The owners of **Migration** spend a lot of time outdoors and often swim off the transom and use their Pioneer skiff (mounted on the foredeck) for shore travel. The swim platform is wide and includes a swim ladder and U rail staples as well as a cockpit shower. You can enter the cockpit area from three built-in boarding gates; one aft, one to port and one forward into the starboard side deck. The swim platform gate is to starboard and just inside is a lifting hatch that houses the stern docking station with engine controls, thrusters, and autopilot remote and windlass control. The aft cockpit features a wide curved bench seating area with Sunbrella cushions fronted by a double legged teak table with opposing angle grains (and a removable insert in middle). Forward to port is a locker console with a wide hinged lid that covers the propane barbeque and includes a fresh water sink. Forward to starboard is another locker that conceals wash down hose bibs and high-pressure air connections. There are two cockpit hatch covers for entry to the lazarette below. Multiple hawse pipes are recessed and have custom rolling pins for more direct fair leads to two electric warping winches outboard for line handling ease. The deck above covers most of the cockpit area providing shade. The ventilation intakes were custom ordered and mounted on the inboard faces of the chimneys. The starboard side deck is covered and has a boarding door for dock access and runs forward up a set of steps up to the foredeck.

**Saloon:** The grand entrance to **Migration** begins by entering through the cockpit door. The main deck arrival area is open and inviting with rich wood joinery, plenty of visibility through windows and a view of the galley all of the way forward. This is a spacious area with a sofa and multiple comfortable chairs that is ideal for socializing, relaxing and entertaining. Aft and to port is a sofa and chair. Forward to port is a book case and storage cabinetry including a clear glass window locker which houses glassware. To starboard are two comfortable barrel chairs with a moveable table stand between. Outboard is the flat screen TV on a lift. There are decorative blinds for privacy and reducing glare. Forward, facing the galley are two large bar stools with seat backs that are convenient for a simple meal and for conversing with the person in the galley. The entire saloon area is carpeted. Many subtle improvements have been incorporated in the saloon and throughout the interior. Little details like Newell posts on the stair banisters and decorative carved corbels under the bar counter in the galley. There are also notched finger holds grooved under the granite counter surfaces to provide a secure grip.

**Galley:** Eating well makes for a much happier crew and **Migration** has a proven seagoing galley that has prepared and served hundreds of excellent meals at rest from the tropics to high latitudes and underway in flat calm seas up through extreme winds and stormy ocean conditions. The layout is practical with plenty of granite surface areas and a logical placement of appliances, lockers and drawers for convenient food preparation. Aft on the saloon side is the bar type counter for morning coffee and casual meals. Outboard to starboard is an opening window for air flow above the double basin stainless steel sink. There are decorative tiles that accentuate the granite selection. Big meals are prepared using the four burner Viking propane stove and over and directly above is a GE Profile microwave convection

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oven. Cold food storage is a huge priority. A home style stainless face GE double door refrigerator plus two teak faced Vitrifrigo refrigerator/freezer drawers are supplemented by a stainless faced stand up refrigerator / freezer in the outboard pantry storage area to port. Naturally, the galley has an impressive collection of lockers and drawers to conveniently store all of the galley wares, plates, dishes and appliances. The entire galley/pantry area has tiled stone flooring.

**Master Stateroom:** The entire forward area of the galley is reserved for the master stateroom. Down four steps you are welcomed to a full beam, incredibly spacious stateroom. The California King-sized island berth is centered with the master headboard along the aft bulkhead for convenient sleeping (there is hidden storage behind the bulkhead). The custom mattress has fitted sheets and a decorative bed spread. This traditional layout allows for ease in making the bed and for moving around whether underway or at rest. There are oversized horizontal opening portlights outboard on both sides with privacy curtains and beautiful teak cabinetry including multiple lockers, drawers and shelves. The flat screen television is installed on the forward bulkhead that divides the stateroom from the head. There are bed stands, additional lighting and overhead hatches that open up to the foredeck. A writing desk with chair is located aft to starboard and a private ensuite head and shower/tub forward. Under the carpeted sole in the master and tile flooring of the head is access to large storage and machinery areas that are easily accessible.

**Lower Deck:** From the galley level, you can go forward to the master stateroom, or turn inboard to descend to the lower deck level where the two guest cabins are located along a hallway that heads aft to the engine room. Before heading down stairs you have convenient access to **Migration's** primary electrical panel station with clearly labelled breakers and quite a bit of flexibility in how you conduct your electrical management. At the base of the stairs, concealed behind locker doors are the laundry appliances, a separate clothes washer and dryer.

**Guest Staterooms:** Coming down the stairs from the galley/master landing you arrive in a wide hallway that enables fore and aft transit. The lower level includes the additional accommodations there are two guest staterooms; the VIP to starboard and the double bed guest cabin to port. Forward is a head and shower available to anyone on board, but primarily dedicated to the port guest cabin. The engine room access door is at the aft end of the hallway. The port cabin is laid out to provide two wide single berths with storage for clothing. Across the hallway on the starboard side is the VIP with an athwartship island berth and an ensuite head and shower.

**Engine Room:** The craftsmen at the Ta Shing yard are regarded worldwide for their legendary woodwork and finish. What many do not appreciate is that the same expert attention applies to machinery and systems installations and there is no better example to show this off than in the engine room of **Migration**. Simply stated, this is an engineering marvel. Great care was taken with many experienced people providing input to accomplish one of the most optimized engine room layouts ever achieved on a Nordhavn. The owners of **Migration** originally considered twin engines, then agreed that a single main with wing would be the best arrangement for their cruising goals. The main engine is a Luger L1276A with wet exhaust engine and the special ordered Marine Exhaust Systems muffler was smartly installed above the wing engine to take advantage of unused space and open up access elsewhere. Another engineering marvel is the true sea chest column which was specifically designed to provide all raw water demands and has special redundancy and back up features to ensure a safe and steady supply of sea water. The seachest is centrally located on the aft starboard side of the main. Highlights include; an Alfa

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Laval centrifuge for diesel polishing, a built-in tool bench with drawers to starboard, 25kW Northern Lights generator in sound shield and a Lugger L1064A wing engine with a hydraulic PTO to run the bow thruster, stern thruster, windlass, emergency bilge pump and anchor chain wash. Sea Fire fire suppression is installed in the engine room and lazarette. Ventilation, to keep air moving and the temperatures lower, is supplied by a custom Delta T fan system. Standing headroom for moving about is as to be expected. **Migration** boasts an all-star assemblage of the best equipment all precisely organized for easy servicing and reliability – further demonstrating the careful planning that is evident throughout.

**Lazarette:** Accessed from the aft door in the engine room or from above via either of the two cockpit hatches the lazarette is a machinery warehouse, not just a garage to stow extra gear. Deep thinking was exercised to optimize placement for serviceability. Cruiseair chilled water air conditioning system, Sea Fire fire suppression, inverters, charges, battery banks, new and used oil storage, Kabola diesel boiler, Sea Recover water makers, smaller 20kW Northern Lights generator and much more included.

**Pilothouse:** The raised pilothouse on **Migration** is the command center for adventure and is set up for equal ease of operations whether jumping coves for a short day-trip or stretching out to run non-stop 24-7 passages. The most significant profile feature of the Nordhavn 68 design is the aft pilothouse configuration, moving the helm away from the bow grants exceptional forward visibility and a softer motion in large seas while on watch. The pilothouse is attractively arranged with many of the instruments mounted on burl wood surfaces and a carefully calculated nav/com layout to maximize safety and convenience. There are two Stidd helm chairs for comfortable operations. The Dutch doors open out on both sides to get on deck. Behind the forward helm station is a cozy U-shaped bench seating area that is raised for better visibility. The settee surrounds an inlaid teak table which has become the preferred dining area for up to four people eating a casual meal. Directly behind the seating area is a watch berth with privacy curtain. The starboard outboard chart surface has a convenient built-in paper chart rack. Reviewing the electronics installed will reveal multiple displays, larger monitors and ease of reach convenience. From the pilothouse you can head up a flight of stairs to the flybridge and there is an office desk underneath the stairs with a library of ships manuals on shelves behind it. Directly aft on the port side is a day head with toilet and sink.

**Portuguese Bridge:** The Portuguese bridge wraps around the pilothouse and serves as a secure sentry location for outdoor visibility in rough seas and at night. The walk way is spacious and there are docking stations outboard and a hinged gate that leads to the foredeck. Since **Migration's** tenders located on the foredeck require gasoline, a special gas tank with long hose and dispensing nozzle has been installed into the port side locker within this bridge deck.

**Foredeck:** The foredeck is accessed from the starboard side deck or through a large gate opening in the center of the Portuguese bridge. With this pilothouse aft design, the foredeck is much longer and serves as the boat deck as well, with the crane offset to starboard for launching the ships tenders. High off the water to keep the boat dry it also has tall outboard railings and a level deck that is easy to walk about. The anchor platform and anchor well provide a simple and robust base for the ground tackle with the chain locker access through two Freeman hatches and the couple aboard **Migration** prefer to anchor out whenever they have the choice.

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**Upper Aft Deck:** Outdoor living spaces are situated in several different locations and this area is very popular at anchor or when underway on a calm day since the pilothouse serves as a windbreak and you are up high with a generous view. The settee is built in with storage underneath, and there is a fixed table that has positioning options. With portable folding chairs surrounding the table, several people can enjoy a meal, toast with cocktails or just relax with a book. This is a secluded area aboard that keeps you shaded and allows you to embrace your surroundings.

**Flybridge:** Whenever conditions make it favorable, the flybridge is the priority location to spend time underway or at anchor. Being outdoors, but also being protected under the hard top, being up high and also secure - there is no better vantage aboard **Migration**. Duplicate electronics instrumentation and engine controls allow you to navigate and operate from this upper deck. There are two Stidd helm chairs and a U-shaped bench seating area with table to starboard providing plenty of room to have a convenient social gathering on the top deck.

**Migration** has been actively cruised from the Bahamas up throughout the US eastern seaboard as far north as the Torngat Mountains National Park with side trip excursions to Bermuda and Iceland. In 2014 the owners continued across the Atlantic for several seasons in Scandinavia and on down to the Mediterranean and based out of Portugal for a time. They visited Russia while participating in the ARC Baltic Rally. This is a boat that has been the ideal platform for owner operator cruising taking on a third or fourth person as crew only on extended passages. In 2016 **Migration** travelled further north than any privately-owned vessel had been before.

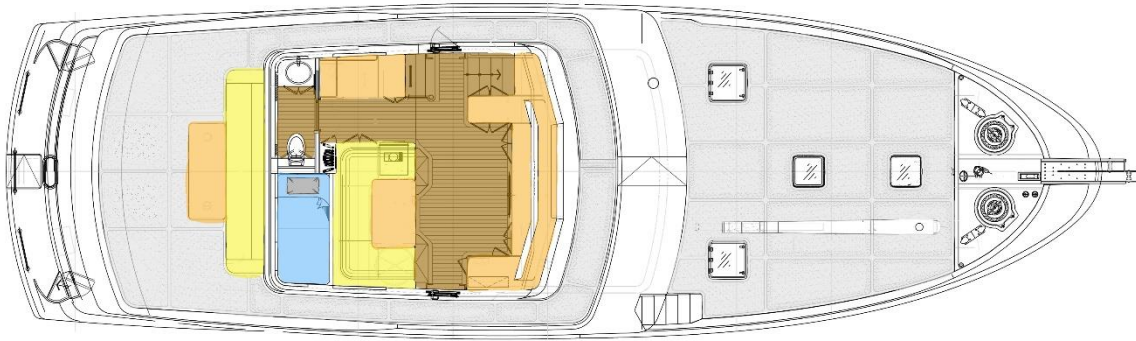
**Migration** has been beautifully maintained and there are detailed maintenance logs that account for all of the service history performed. An opportunity arose to order a brand new Nordhavn 68 (which is not surprisingly very similar to **Migration**) and the joy of building a new sister ship emboldened with their cruising experience and live aboard knowledge have enabled this cruise thirsty couple to soon realize a well-conceived plan and take the helm of their next Nordhavn 68 also to be named, **Migration**. (For this reason, the name **Migration** is reserved, and the name board affixed will be removed.

**Migration** has truly migrated – travelling north, south, east and west to explore. She now awaits her new owners while lying in Florida. Viewings are scheduled by appointment and we invite you to inquire with your questions and look forward to getting you aboard to see in person what an amazing Nordhavn 68 looks like.

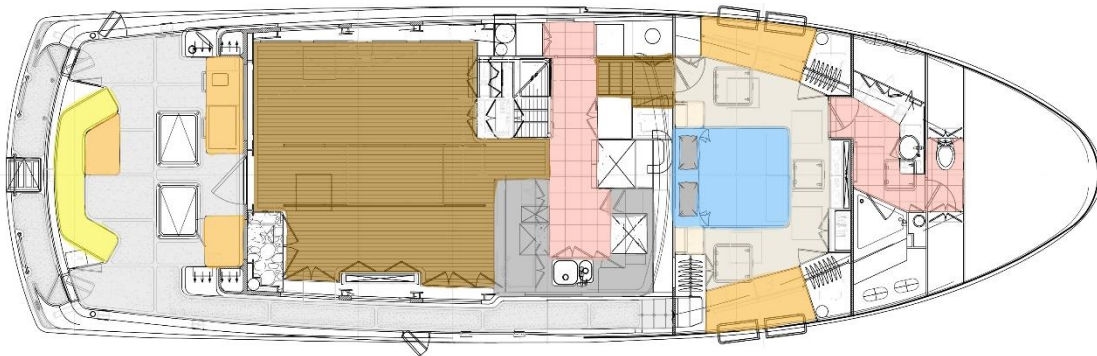
The detail photos of **Migration** were taken in July of 2018. More images are available by request- (please contact the listing broker\*).

# **Nordhavn 68 Migration**

## **LAYOUT: Upper Deck – Pilothouse**

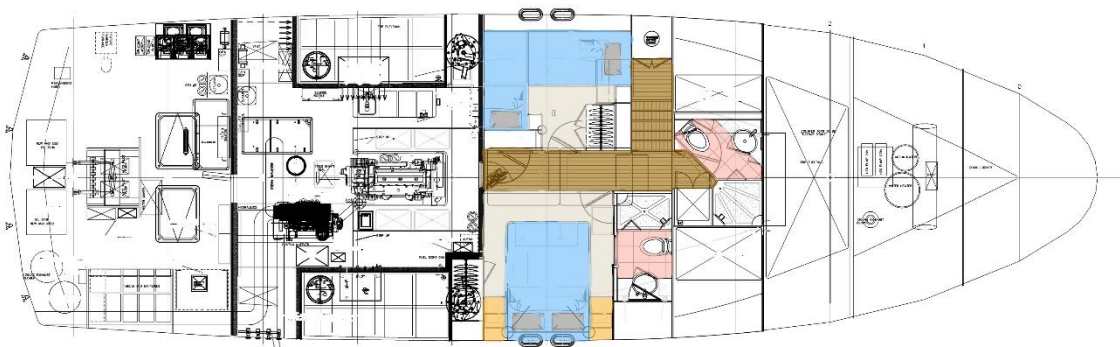


## **LAYOUT: Main Deck – Saloon, Galley, Master Stateroom**



**Note:** Furniture added in Saloon during commissioning

## **LAYOUT: Lower Deck – Guest Staterooms and Engine Room**



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**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; Ships bell, paintings, sculptures, artwork, tools, handheld navigation gear and binoculars. Personal effects will be removed prior to closing.

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**Co-Brokerage:** Fellow yacht broker association members: This listing is available for co-brokerage and JMYS is a 50/50 house. Please call to discuss the particulars of this specific listing. Courtesy showings are available by appointment. Florida listings subject to appropriate broker licensing as required by law.

**\*Listing broker. Jeff Merrill, CPYB** (Certified Professional Yacht Broker) has extensive product knowledge of the trawler market plus intimate knowledge of the Nordhavn 68. He was the original salesperson for the order and delivery of **Migration**. All inspections are by appointment only. Please contact listing broker, **Jeff Merrill, CPYB** by phone, text or email for additional information or to schedule your personal showing. Jeff is always available via Mobile +1 949.355.4950 (call or text). You can send a detailed Email to: [Jeff@JMYS.com](mailto:Jeff@JMYS.com).



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