

Nordhavn 55 *Enterprise III*



JMYS

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ENTERPRISE III

Asking: \$1,195,000.00 Location: Ventura, CA

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Nordhavn 55 *Enterprise III*

The unrivaled popularity of the Nordhavn 55 is due to many factors, not the least of which is the genuine joy owners experience operating and traveling aboard these exceptional trawlers. Full time cruising? Ocean crossing capability? All the comforts of home? Economical to own and operate? Gorgeous interior accommodations? If you desire all of the above, you deserve to know more about ***Enterprise III***.

NAME: <i>ENTERPRISE III</i>	LOA: 61'0"
TYPE: Long range passage maker	BEAM: 18'0"
DRAFT: Minimum 5'9" Maximum 6'6"	LWL: 50'1"
BUILDER: P.A.E./South Coast China	D/L: 370
MODEL: NORDHAVN 55.	A/B: 2.47:1
DESIGNER: Jeff Leishman	BOTTOM PAINT: Red
DISPLACEMENT: 124,500 lbs.	BALLAST: 8,500 lbs.
HULL MATERIAL: Solid Fiberglass	COLOR: Gray gelcoat, blue boot stripe
YEAR: 2005	TYPE: Raised pilothouse
ENGINE: John Deere 6081 AFM 8.1L 330 HP (~5,420 hours*)	EXHAUST: Dry stack, keel cooled
ENGINE TRANSMISSION: ZF WMW325 3.958:1 reduction gear	SPEED: Cruise 7.5, Top 9.7 knots
RANGE: 3,000+nm @ 7.5 knots	CRANE: Aritex 1,300 lb.
WING ENGINE: Luger L984D 70 HP (~61 hours*)	WINDLASS: Maxwell VWC 3500 electric
BOW AND STERN THRUSTERS: Sidepower electric 24V 15 HP	

CLIMATE CONTROL: Cruisair air conditioning; Olympia 105 boiler, hydronic heating throughout

STABILIZERS: ABT TRAC 250 digital active fins, anchor flopper stopper on port side

INVERTER: Trace Xantrex SW4024 inverter/charger with generator Auto-start enabled

AUXILIARY CHARGER: Victron Skylla ii 100/24

GENERATOR: Northern Lights 20 kW (~ 4,528 hours*)

*Engine hours from April 2021

TANKAGE: (approx.)

FUEL: 2,350 gallons.

FRESH WATER: 600 gallons

HOLDING BLACK: 120 gallons

HOLDING GRAY: 110 gallons

INTRODUCTION:

Enterprise III is hull number three of the incredibly popular Nordhavn 55 design. She has been underway seeking adventure since she was commissioned. A boat like this Nordhavn is not meant to park in a marina, its purpose is to travel and by keeping on the move systems are maintained in good working order, ready and reliable.

Her sellers are the third owners, experienced boaters, who knew ***ENTERPRISE III*** was something special when they purchased her and have actively travelled thousands of miles while maintaining her in "ready to go" condition. They have pampered her while actively cruising along the west coast of North America, splitting their time between Alaska and the PNW (all seasons) and Mexico Sea of Cortes. The original buyer had owned many other trawlers and was one of the first to realize the potential of the 55. He made excellent selections in layout out and equipment and traveled thousands of miles before turning her over to the second owners. They too were active cruisers owning her for four years and for the past seven years the current owners/sellers have enjoyed full time cruising aboard this remarkable trawler home.

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The interior on **ENTERPRISE III** features lovely teak. Veneers originate from the same tree for uniform grain and hue. Spending most of the last few years as full-time cruisers, the sellers have made her sparkle and she has been an ideal getaway.

With production halted after (45) Nordhavn 55s were launched, **ENTERPRISE III** will allow her next owners the pleasure of cruising aboard one of PAE/Nordhavns' most popular designs. Sistership 55s have crossed the Atlantic and Pacific oceans and they are truly scattered all over the world. The Nordhavn 55 is an ideal platform for adventurous cruisers who seek the benefits of a two-person manageable passage maker.

The demand for 55s has continued well after production ceased. Finding a Nordhavn 55 that is suitable for your ambitions is not an easy task. The market availability is limited, and each hull has evolved over its years of enjoyment to reflect the tastes and priorities of her operators. As the product developed Nordhavn incorporated new features as the building cycle developed but starting with hull number one they really got this design right, a testament to solid engineering and exceptional craftsmanship.

It is not uncommon for 55s to change hands privately through a knowledgeable broker who can match up a buyer and seller, we have done this several times in the last few years, and buyers relying solely on internet MLS announcements have missed out on sales that never became known publicly.

ENTERPRISE III – HULL NUMBER 3

The Nordhavn 55 design is substantial, she measures nearly 61' overall and her impressive size features a tall freeboard for a dry ride and contains generous headroom throughout. Appropriate ballast keeps her on her feet while underway.

ENTERPRISE III has been actively operated and cared for; she is a proven trawler that has delivered on her promises of comfortable cruising to remote and exotic ports of call.

The Nordhavn 55 is a strong, capable offshore cruiser and one of the most successful and popular designs that Nordhavn has built. Her high bow, efficient hull, practical layout, and luxurious amenities make this yacht ideal for ocean passages and coastal cruising.

ENTERPRISE III has a 3,000+mile range at cruise speed (7.5kts). Dedicated ownership with so much time aboard has enabled the sellers to focus on continual improvements, upgrades and maintenance. The generous freeboard allows for a safe and comfortable ride as well as providing spacious interior accommodations.

The current owners (liveaboard for 8 years) have travelled almost 19,000 nautical miles, spending full years in both the PNW (Canada and Alaska) and Mexico (Sea of Cortez). **ENTERPRISE III** is a full four-season vessel equipped with all the necessary infrastructure for self-sufficient security and comfort in the most extreme of conditions.

The quality of fit and finish has earned Nordhavn a reputation for seaworthiness, comfort, and strong resale values. The Nordhavn 55 model has been the choice of both novice and veteran cruisers and her ocean crossing capability, storage for provisioning and reliable equipment installed make her a mostly self-sufficient vessel for visiting remote locations for long intervals.

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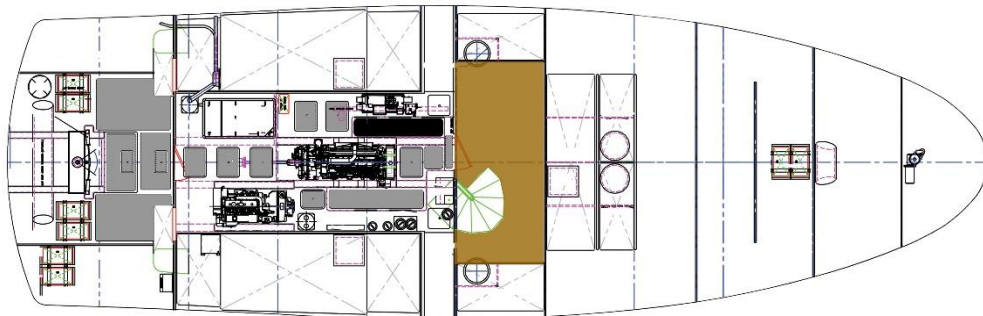
Pilothouse layout



Main deck layout



Lower deck layout



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ACCOMMODATIONS:

MAIN SALOON

The cockpit opens directly to the main saloon, adding extra living area to already spacious accommodations. The windows are tinted to enhance privacy, reduce glare and sun damage. A large L-shaped settee and gorgeous varnished teak table are located aft to port. Adjacent to the settee there is a custom ordered 7' sofa to starboard in lieu of the typical chairs many other 55s have. The couch features a small, removable centerline drink/eating table. The saloon features a large oversized permanent teak dinette table with starburst pattern and high gloss varnish surface to port with L-shaped settee (storage beneath the seating). Two bar type pedestal chairs face the pass-through countertop to the galley, which features black granite countertops, full sized home-style appliances, and an abundant amount of storage. The T.V. is located in the aft port corner of the saloon where it can be viewed from all locations, even the galley.

- Comfortable down filled custom couch to starboard with cocktail table inserts
- Built in L shaped settee to port
- Flat screen television mounted aft port corner
- Custom electric teak Hi-Lo saloon table that lowers to convert to an enormous sofa/bed with custom cushion
- Custom window shades
- Saloon upgraded to LED overhead lights
- Ultra leather on dinette in saloon
- Bar stools forward at galley counter
- Carpet flooring
- Overhead interior panels recovered (2020/2021)

GALLEY:

The galley is set up for preparing meals at rest and underway. Granite countertop and undermounted sink. Installed appliances are primarily GE with stainless steel finish. The cooktop has a safety rail surrounding the burners for securing pots and pans. There is excellent ventilation provided by an opening port light outboard. There are overhead and under counter lockers and drawers for storage.

- Sub Zero 700 TC refrigerator with freezer drawers and ice maker
- GE Profile electric oven
- GE Profile (4) burner propane cook top with pot safety railing and fiddles
- Propane fume detector and control shutoff system
- GE Profile convection/microwave oven
- GE Profile trash compactor
- Fisher Paykel drawer style dishwasher
- Granite countertops and backsplash
- Slate color ceramic tile flooring
- Kohler double basin stainless steel sink
- Sliding spice locker
- Creative magnetic spice containers
- Full range of 'small' electric appliances: toaster, kettle, food mixers etc.

At the forward end of the saloon/galley you ascend a flight of steps to arrive in the wheelhouse, or you can open a cabin door that leads to the Owner stateroom. Also off the galley is a stairway down that leads to the engine room via the utility room (which boasts a top load freezer and separate front loading clothes washer and clothes dryer and a tool cabinet).

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Forward ascending stairway:

Along the starboard side of the saloon is a curved staircase that reaches a landing which allows you to go forward to the guest stateroom or aft to the owner stateroom.

- Storage lockers
- SubZero refrigerator

OWNER STATEROOM:

The owner stateroom is located mid-ships with walk around king sized berth (athwartships), two hanging closets, large windows to allow ample natural lighting, and an en-suite head with shower and full sized bathtub. The accommodations on the 55 are all on essentially one-level (steps down to galley and up to guest stateroom, making day to day living very convenient. The owner stateroom door opens from the saloon, and there is a forward door access from the stairway. This allows for privacy when sleeping and easy traffic flow when the stateroom is unoccupied.

There are opening port lights outboard to port and this stateroom is comfortably air-conditioned like the rest of the living spaces. A special opening hatch forward ducts to the Portuguese bridge walk way providing natural light and creating a protected air flow.

- King sized bed
- Opening portlights outboard
- Forward ventilation hatch
- Hanging lockers
- Drawers
- Upgraded master berth to king
- Custom 'hinged' master-berth mattress (easy linen-change and access to under-mattress storage)
- En-suite head with sink, toilet and tub/shower

OWNER HEAD:

The Owner stateroom is connected to a large, private head to starboard, which includes a bathtub/shower in addition to a medicine cabinet, sink and toilet. There are mirrors, drawers and plenty of room for his and hers toiletries.

- Raritan Atlantes fresh water toilet
- Combination shower/tub in master cabin head
- Medicine cabinet
- Opening portlights
- Sink inset in granite counter top
- Slate color ceramic tile flooring
- Drawers and lockers for storage

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GUEST STATEROOM:

The second stateroom is forward of the master, featuring a double bed with adjacent office area, and en-suite head and stall shower. One special feature is a movable partition (hinged centerline bulkhead) between the berth and office area, allowing one to access the office without disturbing off-watch crew. The bed is to port and the office is to starboard. The bed will comfortably sleep two.

- Double bed with drawers and storage under
- Hanging locker forward
- Lockers outboard above and book shelves behind bed
- Night stand
- Innovative hinged bulkhead with pocket door to divide area and open into large suite
- Office desk including drawers and shelves, lockers above and swing out chair to starboard
- Opening hatches above
- Opening portlights outboard on each side

GUEST HEAD:

The forward head has an overhead hatch and two cabin doors. A granite counter with sink and a cavernous medicine cabinet is located to starboard. A full height shower stall and a Raritan freshwater toilet plus lockers for storage complete this area.

- Stall shower with curtain (seat and locker inside)
- Raritan Atlantes freshwater toilet
- Overhead hatch
- Medicine cabinet with mirrored doors
- Excellent lighting
- Slate color ceramic tile flooring

THE BASEMENT:

Beneath the guest stateroom is huge equipment and storage cellar, referred to as the pump room and best known as the basement. Accessed through a wide floor hatch near the desk, you enter this cavern via a compact stainless ladder. There are four chambers. The bow thruster is located forward along with some plumbing and through hulls. The center section has shelves for storage and holds the forward batteries. The ladder entry has the watermaker installed on a shelf to port. Aft is the fresh water area with hot water tank, fresh water pump, hot and cold water manifolds and air pressure accumulator tank. This area has enough volume to serve as an excellent storage location.

- Bow Thruster - Side-power 24 volt 15 HP
- (2) Group 31 XT Lifeline AGM batteries for bow thruster /windlass– new May '18
- Torrid 20-gallon water heater 240V (shore-power or gen) – new Apr '18
- Headhunter Mach 5 domestic supply pump
- Village Marine 'Squirt' 600GPD water maker – complete overhaul/rebuild May '18
- Stainless steel plankton pre-filter
- UV in-line fresh water sterilizer
- Quick-connect in forward machinery space for running non-potable dock water through water maker
- Black and gray water manual pump outs
- Various through hulls

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PILOTHOUSE:

The pilothouse is what separates the N55 from the typical motor yacht. The window placement provides a near 360 view which rivals that of a large commercial boat. The Stidd helm chair puts the captain within easy reach of all bridge controls and allows for a commanding view of the surroundings of the vessel. Aft of the helm chair is a raised L-shaped settee and table that accommodates up to five people. The windows and outboard Dutch Doors are all Diamond Sea/Glaze commercial strength.

The main engine, wing engine and generator control panels are positioned for straight forward monitoring as are all of the other key systems' display heads. There is a practical electric island that extends aft from the starboard side of the dash area and houses all of the DC and AC breakers plus the air conditioning select breakers and more. All of the ship's electrical distribution panels are hinged for access to wiring.

ENTERPRISE III can be maneuvered by a portable "docking station" which can be plugged in to the Portuguese bridge or the aft deck. The docking station has main engine shift, bow and stern thruster levers plus an autopilot remote controller for steering.

- Stidd helm chair
- Portable plug in docking station (Portuguese bridge and cockpit)
- Lenovo laptop running Nobeltec TZ Pro
- Simrad AP-25 autopilot with upgraded compass and rudder angle indicators
- Autopilot jog steering
- Two Accu-Steer HPU 250 hydraulic steering pumps for auto pilots
- Furuno NavNet VX2 radar chart plotter
- Furuno 42" open array radar
- Furuno DRS 4D digital radar – installed May '18
- Furuno 520-HDP 1kw depth transducer
- Furuno SC-50 satellite compass
- Furuno AIS Class A FA-150 transponder
- Two Garmin GPSmap 5215 chart plotters
- Garmin GMI 10 display
- Garmin GSD 22 depth sounder
- Maretron DST800 NMEA 2000 depth/speed/temp transducer – installed May '18
- Airmar 120WX solid-state weather station – installed May '18
- FLIR forward looking infrared camera pan/tilt control (Inoperable 2021 – controls remain)
- Ritchie compass
- KVH V3 satellite comms receiver with phone – installed May '18
- Icom M602 VHF radio
- Icom M604 VHF radio
- Icom M502 VHF radio (Flybridge)
- Icom M802 HF SSB radio
- Iridium Extreme 9575 satellite phone with external antenna and docking station
- (2) Standard Horizon 870 floating hand-held VHF/GPS radios (one in Ditch Bag)
- CCTV system with the following cameras displayed in the pilothouse (2) engine room, (1) cockpit, (1) lazarette, (1) basement forward storage area, (1) boat deck and (1) FLIR)
- Clearview 12" Vetus heavy weather spinner windshield wiper
- IMTRA two-speed window wipers, with freshwater wash
- "Sea Kits/Wheelhouse" subscription - maintenance parts and service schedule – up to date

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- Complete set of manuals for on board equipment
- HP printer/scanner – new May ‘18
- Extensive library of cruising guides and Coastal Pilots for west-coast Nth. America (Mexico to Alaska)
- Portable remote bridge station for starboard bridge-wing and rear cockpit docking. Includes:
 - ZF main engine controls
 - Simrad WR20 remote steering control
 - Side power thruster control joy sticks

CAPTAIN’S CABIN:

Along the aft port section of the wheelhouse is a small, dedicated cabin with a bed, drawers and lockers. This is an ideal location for a captain and for the off watch crew to take a nap. Windows allow in light and the door closes for privacy.

- Wide bed with sheets, pillows and comforter
- 12V nav com battery charger installed under the bed
- Lockers and drawers

PILOTHOUSE DAY HEAD:

One of the great features that helped launch the success of the Nordhavn 55 is the incorporation of a private head and sink on the bridge deck. This “day head” is aft to starboard and is a great use of space to provide this essential convenience. The location is ideal if you are on watch in the pilothouse and is a quick few step away from the action in the saloon.

- Counter with sink
- Mirror
- Overhead hatch
- Opening portlight aft
- Raritan freshwater toilet
- Slate color ceramic tile sole

INTERIOR FEATURES EQUIPMENT:

- Varnished teak paneling with solid teak trim throughout
- Granite counter tops in galley and heads
- Slate color ceramic tiles
- Diamond Seaglaze doors and windows
- Grohe fixtures in heads, showers and galley
- Multiple reading lights in staterooms and pilothouse
- Interior courtesy lights
- Custom window covers for saloon windows
- Carpeted interior

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WORKING AREAS:

UTILITY ROOM:

The inboard stairway from the galley takes you down to the Utility room landing. A top load freezer is forward and it is surrounded on either side by the separate clothes washer and clothes dryer for laundry. A large storage locker is available to port. There are drawers and access lockers. Under the port cabinetry is the actuator for the active fin stabilizer. Access to the starboard active fin actuator is under the removable stairs. This area is an ideal prep location before entering the engine room.

- Large capacity top loading GE freezer
- Bosch Axxis clothes washer
- Bosch Axxis clothes washer
- Storage lockers and drawers

ENGINE ROOM:

The engine room is fronted by a thick gasketed Diamond Sea Glaze door with inspection window. The large John Deere primary engine is on centerline. Immediately to starboard upon entry is the gravity fed supply tank which receives fuel from the four main fuel tanks and distributes to the main engine, generator and the hydronic heating diesel boiler (note: the wing engine has its own diesel supply tank).

On the starboard fuel tank bulkhead the plumbing manifolds for fuel return and fuel transfer are neatly arranged. There is also an oil change system installed. The port outboard bulkhead comprises the mounting location for the extensive hydraulics package. The engine room also includes a Sea Fire fire suppression system. There is a proprietary dual inlet seachest located on centerline beneath the main engine shaft which provides cooling water for the wing engine, generator, air conditioning, etc.

Aft on the starboard side is the Lugger 984 wing engine and its 10-gallon isolated supply tank. This tank cannot be filled from the dock, only from one of the four main tanks; meaning that all fuel reaching the wing engine has been filtered by the Racor filter incorporated in the fuel transfer system. This filter can contain a 30, 10 or 2 micron element. So if poor fuel has compromised main engine operation, the likelihood of it compromising the wing also is significantly reduced by this default filtering.

Aft to port is the Northern Lights 20kW generator. The floor panels are designed with removable lids in key areas for access to service and inspection. All the way aft is a door to the lazarette which is a great feature since it provides underway access to the steering, inverter and batteries without having to go on deck.

The spaciousness in the engine room for getting around and observing provides the crew with areas to stand and/or sit making this vital area of the boat extraordinarily inviting.

- Main Engine: John Deere 6081 330 HP turbo-charged diesel
- Four main fuel Tanks: (2) 990-gallon primary engine room sides with sight glasses and (2) 160-gallon forward. All gravity-feeding to a central 30 gallon 'Supply tank'
- Independent 10-gallon wing engine tank – can only be filled via internal fuel transfer, therefore reduced chances of 'contaminated' fuel compromising wing-engine performance
- High capacity (nominal 180 gph) fuel transfer pump with new larger Racor (30, 10 or 2 micron) transfer filter element
- Comprehensive fuel management and control valve manifold
- Mathers electronic controls in wheelhouse, on fly-bridge and on remote station

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- Z.F. – 4 to 1 reduction gear transmission
- Dry stack exhaust
- Main engine alternators:
 - 175-amp Leece Neville externally regulated for house batteries
 - 35-amp for engine battery charge
- Fernstrum keel cooler
- Fixed 4 blade bronze propeller 39.0 diameter with 38.5 pitch
- Aquamet 19 stainless shaft for main engine
- 20 kW Northern Lights generator (Lugger 844) with sound shield
- Auto-start/stop system for generator (Inverter-controlled based on house-bank-voltage)
- Wing engine: Lugger L-984D 70 HP with Hurth V-drive and Gori 3-blade folding prop
- ABT/TRAC 7.5 square foot active fin stabilizers – full overhaul May '18
- PTO hydraulic pumps on main and wing engines for active fin stabilizer power
- Oil changing system for main, main transmission, wing and generator
- Spurs line cutters on main engine shaft
- Sea Fire fire suppression
- Extensive inventory of spare parts – (contact listing broker for details)
- Extensive tool kit including some 'special tools' from John Deere

LAZARETTE:

Located beneath the aft deck cockpit, the lazarette is accessed via a massive fiberglass deck hatch. The dual hydraulic steering is located aft and there is also an emergency tiller available. There are several through hulls – all easy to get to. Xantrex Trace inverter/battery charger, Lifeline batteries, stern thruster, air conditioning and davit control motor are all neatly installed for secure operation. Also installed in the lazarette is the Olympia 105 hydronic heating diesel boiler plus the Bauer JRII dive compressor. This important space is protected by a built in Sea Fire system. This lazarette is a working space that is easy to get around in for routine maintenance and inspection.

- Xantrex Trace SW4024 Inverter/battery charger – 4,000-watt
- Inverter bypass breaker box
- Victron Skylla-i 24/100-3 50/60 cycle auxiliary battery charger – new May '18
- (8) 8D Lifeline AGM batteries (255 AH each) for house power – new Nov '18
- (2) 4D Lifeline AGM batteries for main engine starting – new Dec '19
- (2) Group 31 XT Lifeline AGM batteries for Wing/Gen starting – new Dec '19
- (2) Group 31 XT Lifeline AGM batteries for stern thruster – new May '18
- Stern Thruster - Side-power 24 volt 15 HP
- Steering table to support rudder and bearing
- Hydraulic steering rams
- Steering hydraulic oil manifold
- Autopilot controls
- Emergency tiller
- Bauer Junior II SCUBA dive compressor with cockpit fill station
- 100' umbilical hose with demand valve and back-pack harness
- 200-pound lift-bag – good for anchor-recovery
- Dive tank rack for lazarette, also fits on swim platform – with (2) 80 cu. ft. dive cylinders
- Swellpro Splash Drone 3
- Custom fabricated work bench – portable for mobile projects

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EXTERIOR:

SWIM PLATFORM:

ENTERPRISE III has the extended swim platform which makes swimming, diving and dinghy access much more convenient. There are four removable U-rail stainless steel safety bars. There is a hot/cold freshwater cockpit shower for convenient washing off.

- Extended swim step with removable U-rails
- T-style diver swim ladder
- Scanvik hot/cold freshwater shower
- Quick-Line 400 ft. Kevlar stern tie line -7,000-pound breaking strength

COCKPIT and STARBOARD SIDE DECK:

The cockpit allows an area for relaxing and also incorporates a curved stairway up to the boat deck. Forward there is a fiberglass console with a sink and locker. A removable awning provides extra shade as needed. Access to the lazarette is provided by a huge hatch and you can also walk forward on the covered starboard side deck all the way to the foredeck. There is an anchor flopper stopper mounted to port. There is a boarding door aft and also one amidships on the starboard side for easy dock traffic mobility.

- Portable plug in “docking station” with controls for engine shift, autopilot, bow and stern thruster
- Sturdy shade visor - stainless steel with canvas – extends overhead to caprail
- (2) teak with canvas folding chairs and teak table with round top
- Forward fiberglass cabinet with locker, drawers and freshwater sink
- (3) 20-pound propane cylinders (in locker)
- Magma propane grill
- Saltwater wash down in cockpit
- Freshwater hose bib in cockpit
- Teak caprail – natural
- Flopper stopper system on port side
- Hawse pipes with built in horn cleats
- Emergency tiller access deck plate
- Curved stairway up to boat deck
- Varnished teak ensign for country flag

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FOREDECK:

The Foredeck is accessed from the centerline of the Portuguese bridge via a beautifully engineered hinged door. You have shore power connections and a collection of deck hatches which provide natural airflow into the forward stateroom and head below. Fresh water hose bib in the foredeck entry way door steps. 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.

- Maxwell VWC 3500 vertical electric anchor windlass with capstan and gypsy
- Custom chain stopper
- 170-pound stainless steel plow type anchor
- 400 feet 1/2" chain, marked at regular intervals
- Custom saltwater anchor wash down system
- Freeman deck hatch accessing anchor locker
- Fortress stern anchor with 200' combination rode – stored in chain locker
- Shore power connections at bow
- 50-amp and 30-amp shore power cords with adapters for 'Ship' supply
- 50-amp input for Aircon supply
- Shore power voltage booster

PORTUGUESE BRIDGE:

This is a popular Nordhavn feature, an outside walkway with tall sides, in front of the pilothouse providing a protected walkway behind the foredeck. There is a clever hinged door in the center that grants access to the foredeck. In the doorway are gray and black water deck plates. The Portuguese bridge has large storage lockers for gear.

- Plug in for docking station on starboard side
- Fresh water hose bib connection
- Black water pump out deck plate
- Gray water pump out deck plate
- Storage lockers port and starboard
- Hatch for owner cabin

BOAT DECK:

The boat deck on *Enterprise III* can convert to a spacious place for relaxing. With kayaks and the compact Porta-Bote tender mounted outboard this area can become a wide-open gathering place. There are teak recliners with cushions. A custom tent sized awning has been developed using a halyard hoist and stainless uprights to cover this area for shade. The Aritex crane is painted white. The access opening that connects the boat deck with the cockpit has a clear cover to shield the aft deck from rain. The life raft is mounted forward to starboard.

- Creative dinghy-deck canvas tent awning-cover with drop-down shade-cloth sides. Sunbrella shade supported with stainless posts and halyard lift. Covers entire boat deck with zipper access to flybridge and dropdown shade-cloth sides screen sides for glare and privacy
- Aritex 1,300-pound lift – full power electric/hydraulic davit – fully overhauled May '18
- 10' folding Porta-Bote tender with 6HP Suzuki outboard – lightweight and practical. Boat stows inside a slip cover which rests in the side railing rack, outboard mounts vertically on rack
- Plastic cover over stairs to keep cockpit dry
- (2) Hobie combo pedal kayaks (red, yellow)
- Lifesling
- (2) teak recliners with cushions

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- Winslow 4-person life raft
- (2) Thule bicycle container valises (bicycles not included)

FLYBRIDGE:

The view from the flybridge is spectacular. In all but adverse weather conditions this is the preferred location for operating *Enterprise III* while underway. At rest, this is a popular hangout for drinking and dining. The layout has the dash with instruments forward behind the Venturi wind screen. Two upgraded Crown helm chairs are mounted side by side so the skipper can have company. Navigation and communications displays are in reach and this tall vantage makes it easier to dodge through shallow waters and for maneuvering in a marina to dock. Behind the helm chairs is a white fiberglass table backed by a wide bench seat with cushions and storage underneath. There is a stainless steel canvas wrapped Bimini top to keep the sun and rain away. The storage area underneath the forward coaming (referred to as the Attic) is huge and large enough for access to the mounted equipment on the dash.

- Fixed stainless steel Bimini frame overhead with custom canvas cover - re-covered 2016
- (2) Crown helm chairs with stainless bases
- Bench seating with seat back and seat bottom cushions
- Fiberglass table with two stainless steel supports
- Simrad AP-26 auto-pilot control head
- Mount for Nobeltec laptop
- Icom M502 VHF radio
- FLIR forward looking infrared camera control
- Ritchie compass
- Combo stereo/CD player
- Angled helm steering wheel
- Main engine controls
- Bow and stern thrusters
- (2) forward-facing Rigid LED 30" light-bars - dual row Flood/Spot combos – installed Apr '18
- (2) side-facing 4-element Rigid LED lights (port and starboard) – installed Apr '18

Fiberglass stack with mounting wings

- Supports dry stack exhaust and includes access locker and engine room ventilation
- Flag halyards
- Assorted antennas
- KVH V3 Sat-Comms dome
- KVH TV5 Satellite TV dome (Dish receiver currently installed – better coverage than Direct TV)
- Furuno radar dome
- Furuno open array radar
- Rigid marine LED forward facing offshore underway lights
- Airmar weather station sensor
- Furuno SC 50 satellite compass,

CLIMATE CONTROL:

- Cruisair remote compressors 60,000 BTU heat/air system w/SMX controls and reverse cycle with heat strips
- Hydronic Heating System – Installed May '18 includes:
 - Olympia 105 Boiler and heater blowers throughout vessel

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- On-engine heat exchanger – heats blowers while engine is running, no need for boiler
- Everhot on-demand hot water (continuous hot water when hydronic system is operating – boiler or on-engine heat exchanger)

ENTERTAINMENT:

- KVH TV5 satellite receiver with Dish TV receiver box – installed May '18
- 40" Samsung flat screen TV in saloon
- Apple TV
- DVD/Blue Ray player
- Pioneer AM/FM/CD/XM ready stereo on fly-bridge

SAFETY EQUIPMENT:

- Winslow 4-person life raft – new Apr '18
- Avon 4-person life raft – (too old to be serviced but still on board)
- EPIRBs – (2) KTI SAIG Class II 406MHz / 121.6MHz / GPS (one in ditch bag)
- (4) Immersion suits with harness (model 1590 adult size)
- Ditch bag (with EPIRB), (1) Standard Horizon GPS VHF radio, portable water maker, flares etc.
- Life jackets and other safety equipment: throw-bags, 6:1 recovery pulley-block
- SeaFire fire suppression system for engine room and lazarette (tested and working Aug '20)
- (7) Portable hand-held fire extinguishers – all tested Aug '20
- Jabsco 24 volt maintenance bilge pump
- High water 24 volt large capacity bilge pumps (engine room) with pilothouse alarm
- (2) extra Rule 8000 3" bilge pumps (one in fwd storage area, second in bilge aft of engine)
- Plumbing for Edson 1-gallon-per-stroke manual bilge pump (pump removed)
- USCG safety gear
- Emergency tiller

HULL, DECK, COCKPIT & FLYBRIDGE ADDITIONAL EQUIPMENT:

- White mesh sun screens for windows
- Large selection of dock lines and fenders
- Fresh water hose bibs at foredeck, dinghy deck, cockpit and engine room

Nordhavn 55 *Enterprise III*



<https://www.youtube.com/watch?v=Yf1LEJ0IG-Q>



Nordhavn 55 *Enterprise III*

Nordhavn 55 – Enterprise III 360° Tour



https://www.youtube.com/watch?v=efS1_qHnSpY

ADDITIONAL COMMENTS:

ENTERPRISE III is an Australian flagged vessel. When she was originally imported US duty was paid and it has been preserved through her two successive owners. The hull and topsides have been cleaned and waxed on a regular basis and the underwater hull paint is scrubbed of growth. She has been actively cruised by her full-time owners and all systems and equipment are regularly put to use. The Nordhavn 55 model is one of the most popular trawlers on the market and one of the best values in a long-range passage maker. We invite you to contact us to arrange your own personal viewing by appointment

Brokerage: JMYS is a US based (licensed and bonded yacht brokerage in California, Florida and Washington) with an international emphasis specializing in ocean capable trawlers and recreational tugs. Our brokers are experienced boaters, most are trawler owner/operators with thousands of hours and miles at sea. We treat our clients with respect; we are responsive and not pushy. Our focus is to become your loyal advocate, always looking out for your best interests. The team at JMYS has extensive trawler and motor yacht product knowledge and our skills are available for coaching after the sale has concluded.

Co-Brokerage: Fellow yacht broker association members: *Enterprise III* is available for Co-Brokerage.

***Listing broker. Jeff Merrill, CPYB** (Certified Professional Yacht Broker) has extensive product knowledge of the trawler market plus intimate knowledge of the Nordhavn 55. He helped clients build several new 55s during his 14 years with PAE and continues to be active in the Nordhavn brokerage market selling all models of Nordhavns including several 55s since starting JMYS. Jeff is a familiar face to YouTube viewers, is a regular presenter at TrawlerFest and is one of the instructors for Boaters University online courses.

Nordhavn 55 *Enterprise III*

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Licensed and Bonded in California, Florida and Washington.

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International Yacht Brokers Association (Florida) | Northwest Yacht Brokers Association |
California Yacht Brokers Association – President 2015 and 2016

