

Nordhavn 40 KEMO SABE



JMYS

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KEMO SABE

Price: \$392,000.00

Location: Baltimore, MD or Delray Beach, FL

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Watch **KEMO SABE** on YouTube!

Talk Through Tour:

<https://www.youtube.com/watch?v=5SCmVjLJ0Tk>

360 Trawler Spin:

<https://www.youtube.com/watch?v=OYXp0G0f7p4>

KEMO SABE is an ocean ready, full displacement trawler that can truly travel to almost any place you can imagine. The Nordhavn 40 design is the smallest passage maker built by PAE. A sistership completed a 26-week circumnavigation in 2001. The Nordhavn 40 platform is solid, stable, and capable - engineered to safely take you across the ocean or along the coast in an economical package that has no equal in this size and price range.

The 40 is the sixth design in the Nordhavn series. She was conceived to create an entry level vessel that an adventurous couple could use to explore with an “out of the box” range of 3,000 miles. Most of the people who buy a Nordhavn 40 are owner operators, whether new or seasoned. They appreciate the generous interior accommodations (saloon and galley on the entry level, raised pilothouse and two staterooms with one head on the lower level) and sea kindly ride through the water with home comforts and conveniences.

KEMO SABE is a first generation (US built) Nordhavn 40, Hull 19 out of 44 produced in southern California by legendary cruising sailboat builder, Pacific Seacraft. When this California builder faltered at hull 44, PAE/Nordhavn shipped the tooling to the Nordhavn yard in China to continue production starting with hull 45 and differentiated the two versions in this series as Mark I US made, and Mark II China built.

Following in the footsteps of the older and larger siblings that preceded her, the Nordhavn 40 established a production hallmark that set the standard for all Nordhavn models to follow. Starting with highly polished tooling, she has a solid fiberglass hull layup with integrated swim platform. The deck layout took advantage of many preferred features including a recessed anchor well on the bow, built-in deck boxes on the foredeck and a Portuguese bridge. Outside and up some steps, takes you to the boat deck. The dinghy is mounted aft (athwartships) and the mast supported boom is used to launch and retrieve the tender.

Seventy Nordhavn 40s have been produced, approximately 44 in the US and 26 in China. The rising costs of materials and labor has pushed the new boat price for a well outfitted Nordhavn 40 into an uncomfortable territory. Fortunately, the quality construction and owner care supports a high residual value for brokerage (used) boats that have kept this model increasingly popular for over two decades with no end in sight.

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Important details to know about KEMO SABE:

- Same owners for 13 years (since engine hours were 500)
- Galley 2020 update: Vitrefrigo refrigerator, Dickinson propane stovetop, Breville compact oven
- Hull repainted April 2016
- Maintenance updates in 2021 include 5000-hour engine check, new cutlass bearing, water system hose replacement
- House and starting batteries replaced in 2020
- PRIDE OF OWNERSHIP – Approximately \$50,000.00 has been spent in the last two years alone.

DESCRIPTION:

Cockpit: The cockpit (aft deck) is sufficiently sized to provide an easy entry landing for gaining access to the interior. There is a molded in swim platform aft for getting in and out of the water or transitioning to your tender. There are two hull boarding doors, one aft from the swim platform and one on the starboard side for dock access. A hot and cold freshwater shower is installed to starboard. A second freshwater hose is installed on the port side of the cockpit. The large opening floor hatch provides access to the lazarette below. The boat deck extends partially over the cockpit and has a canvas visor shade. There are two molded in seats aft, one for supply storage, the other is the propane locker.

- Two boarding doors – aft and to starboard
- Swim ladder for swim platform
- Two built in seats are aft, facing forward (port side doubles as propane locker with two tanks) (starboard seat has one spare tank)
- Two loose folding chairs with cushions
- Hot and cold freshwater shower
- Fresh cold-water hose
- Air vents for engine room and fuel tanks
- Extra stainless-steel handrails
- Weber BabyQ propane grill on mount with cover
- Overhead canvas shade visor with stainless supports

Lazarette: Located below the cockpit through the large hatch is the lazarette. The forward bulkhead has a hinged step where most of the house and start batteries are located. All (4) of the house batteries were replaced in 2020. The inverter is outboard to port, and there is a water maker and steering. On the starboard side is the hot water tank. An emergency tiller is fitted in the overhead. An Engel freezer/refrigerator is also stored here. This is a larger area that is a convenient storage cavern for extra supplies and gear.

- Magnum ME-ARC inverter/charger (2015)
- Sea Recovery Ultra Whisper 400 Compact, reverse osmosis 17 GPH water maker (2012)
- Watermaker membrane (2021)
- Seward 10-gallon hot water tank (2016)
- Concealed battery bank under forward bulkhead. Easy access, hinged lid step
- Hydraulic steering ram
- Simrad autopilot

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- Whale Gulper electric bilge pump
- ENGEL Freezer/Refrigerator
- Emergency tiller

Saloon: One unique feature on the Nordhavn 40 is the lack of walking side decks –this makes for a much wider saloon and through traffic is directed via the interior which is faster and safer. A Diamond SeaGlaze full height door (with dogs, gasketing, and custom screen) leads into the saloon which has an L-shaped Ultraleather settee to starboard and another built in settee to port. Both settees have storage underneath. There is an adjustable hi-low teak table which can be positioned in a variety of locations depending upon how you want to use it for eating, working or relaxing. The sole is carpeted with carpet tiles, which affords easy access to the saloon engine hatch. For entertainment, a flat screen television is mounted in a custom entertainment cabinet in front of the galley.

- Air conditioning entire system redone (2020)
- DSG door with window
- Canvas roll insect screen for door
- Wall to wall carpet tiles
- High/Low teak table with folding leaves – moveable
- Side and rear windows with screens
- Hunter Douglas shades inside and Textilene curtains for UV
- Custom teak entertainment cabinet
- 24" LG flat-screen Smart flat screen TV
- Controls for air conditioning and custom teak AC vent
- Ship's clock
- Storm plates for four outboard saloon windows (off vessel in storage)
- Spare fixed tables (two) that owner removed during saloon remodel are provided

Galley: Moving forward on the same level as the saloon connects you to the galley portside. The beautiful teak faced column that provides delivery of the main engine dry stack exhaust creates a natural divide while retaining an open-air feeling. The current owners have taken their time aboard seriously and upgraded the refrigerator freezer system to a more efficient Vitrifrigo stainless faced refrigerator/freezer system. This is a functional galley with Corian counters, teak lockers, drawers and two opening portlights outboard. Above the sink is a microwave oven, and on the aft counter is a double stainless-steel sink with Grohe faucet and Aqua Sana filtered drinking water faucet. There is a new Dickinson two-burner propane, Breville convection oven, and overhead fan. The galley creates an intersection with two choices, you can go down the centerline hallway to reach the head and staterooms or continue up a few short steps to the pilothouse.

- Vitrifrigo DP2600 110V/12V refrigerator/freezer (2021)
- Dickson two-burner stovetop (2021) with stainless steel backsplash
- Breville compact convection oven (2021)
- GE microwave oven
- Aqua Sana fresh water filtration system with separate faucet tap at sink
- Double basin stainless steel sink
- Multiple teak drawers, lockers and overhead cabinets for storage

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- Teak spice rack
- Custom made cutting board fits sink with wood fiddle
- Corian countertops with teak railings
- Wooden knife rack mounted
- Storage lockers forward and overhead
- Multiple drawers
- Lonseal raised coin vinyl flooring and Chiliwich rug matching carpet tiles
- Two opening portlights – one outboard, one forward

Pilothouse: The Pilothouse is accessed a few steps up from the entry level. The view from the pilothouse is outstanding - you are surrounded by windows looking forward, outboard and aft. There are two Dutch Doors outboard for easy outside deck access. The navigation systems were upgraded in 2018 to include Digital Yacht AIS and wireless router which enable navigation through laptop and tablet software. There is a stainless-steel wheel with a well laid out dash area fitted with the electronics control screens smartly positioned above and below the forward windows. The electrical panel breaker is behind a clear door cabinet to starboard. On the horizontal dash you have the main engine levers. On the vertical face there are controls for the bow thruster, anchor windlass, horn, wipers, etc. The aft section has a watch berth converted into storage with the large sofa/settee fronted by a custom, adjustable teak table making this an easy place to run the vessel or as a shipside office when in port.

- Luger main engine control panel
- Dual lever Morse controls for engine
- Westerbeke genset monitor panel (in saloon)
- Magnum inverter/battery charger control panel
- Electrical breaker panel
- Link battery percentage monitor
- Loose spot light
- Perko spot light in overhead
- Side Power bow thruster control
- Maxwell anchor windlass control
- Ritchie Compass
- Portable helm chair
- Stainless-steel destroyer helm with Edson power knob
- Ultraleather bench helm seat
- Teak table in front of bench seating area
- Storage below foot landing
- Watch berth converted to storage
- Printer on watch bench
- Folding chart table outboard forward to port.
- Diamond SeaGlaze Dutch doors port and starboard
- Custom canvas rolling insect screens for both doors
- Overhead hatch
- Hynautic hydraulic steering
- Opening and screened side windows port and starboard

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- Textilene and canvas window covers (one set of each included)
- Generous storage underneath steps leading up to pilothouse
- Carpet tiles over Lonseal flooring
- Furuno NAVNET vx2 with C-Map MAX chart plotter
- Furuno 1944C/NT Mark-2 Radar
- Digital Yacht AIT 2000 AIS and 8-foot S antennae
- Digital Yacht Smart wireless NMEA Multiplexer/Router WLN30 for wireless transmission to iPad and laptop navigation
- Digital Yacht USB to NMEA 2000 cable for transmission to laptop navigation
- Digital Yacht iKommunicate NMEA to Signal K Gateway and NMEA 2000 backbone
- Digital Yacht NMEA 2000 backbone run (but requires installation of a power source)
- ICOM IC-M506 VHF
- IslandTime PC Mikrotek router (2019)
- IslandTime PC Groove 42AC Wi-Fi extender (2019)
- Glomex television antenna
- Autopilot with remote
- Fireboy monitor panel (a second panel is in the saloon)
- Hurricane heat controls (system inactive)
- Yanmar engine panel and Morse controls (inactive)

Down a few short steps in the center of the vessel, a wide hallway connects the upper entry level with the staterooms and head below. This entire lower-level floor is carpeted (except the head which has a gelcoat/fiberglass sole).

Guest Stateroom: The guest stateroom is to port and features two bunk beds. The upper bunk is fixed, the lower bunk can be pulled out to be made wider. There is good lighting overhead and by the bunks. Outboard are two portholes that can be opened for ventilation. There is also an on deck Dorade vent to provide outside air ventilation. Below the lower bunk you have access to storage and the thru-hull transducer. There is a hanging locker and shelf area with drawers. Aft in the guest stateroom is the door entry to the engine room.

- Upper and lower berths
- Large drawer under lower berth
- Lower berth has fill cushion to make into wider bed
- Large hanging locker
- Bank of three drawers
- Teak ceiling slats outboard
- Teak book shelf
- Reading lights
- Two opening screened portholes
- Dorade vent from foredeck
- Dogged door entry access to engine room

Engine Room: You enter the engine room through a door located aft in the guest stateroom (you can also enter though the sole, aft in the saloon). The maintenance strakes molded into the hull create

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additional headroom outboard of the main engine on both sides. Two fiberglass fuel tanks with perforated aluminum screens are outboard and each tank has its' own sight glass for a quick fuel level viewing. Both tanks feed a supply manifold tank in the forward bilge and this reservoir has a water in fuel alarm and a sump built in for stripping out water or fuel tank debris. The supply tank access was rebuilt on both tanks in 2019. This engine room is well laid out, has been equipped with all systems and components easy to inspect and service. The Lugger L688D main engine is keel cooled with a dry stack exhaust and mated to a Twin Disc 3.0:1 transmission. This is a continuous duty rated power plant that was engineered for non-stop passage making over several days or weeks. Fresh air intake from the cockpit risers and internal blower keeps air circulating and the hot air is directed up the stack to vent out above the engine room to maintain ideal engine room operating temps. The stack, muffler and exhaust hardware were replaced in 2019, including the protective heat cover. Diesel fuel filtration is accomplished by dual Racor 900 filters and a Racor 500 filter for the generator. Oil changes are convenient through X-ChangeR oil change system plumbed to the main engine and the generator. **KEMO SABE** has a fuel filtering system. A 10-gallon day tank supplies fuel to the generator (2020).

- Lugger L668D 105 HP main engine (injectors 2019)
- Dry stack exhaust and muffler with custom exhaust blanked (2019)
- Twin Disc MG-55050 transmission 3.0:1 with pressure gauge
- Cutlass bearing (2021)
- Fiberglass fuel tanks with inspection hatches. New supply hardware (2019)
- 5kW Westerbeke generator with soft sound shield
- Aluminum 10-gallon supply tank with sight glass for generator (2020)
- Fresh water pump and strainer Jabsco freshwater pump (with spare)
- X-ChangeR oil change pump for main and generator
- Jabsco engine room blower
- Start battery for generator (2019)
- Racor 900 duplex dual primary filters on main engine
- Dent vacuum gauge on Racors (2019)
- Racor 500 primary filter for genset
- Walbro transfer pump and timer for fuel transfer to day tank
- Fireboy fire suppression with pull cable in saloon and in pilothouse
- Escape hatch, entrance access aft in saloon
- Whale Gulper electric bilge pump
- Edson manual bilge pump
- Engine room DC lighting upgraded to LED
- Wing engine beds topped with flat storage shelf platform and shaft sealed
- Hurricane diesel furnace (components installed, system inoperable)

Head and shower: The head features a separate shower enclosure, a manual sea water head, a vanity and medicine cabinet all highlighted by a Corian countertop with built in sink and teak trim throughout. Fresh air is circulated via two opening screened portholes.

- Corian countertop with built-in sink
- Molded gelcoat nonskid on sole

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- Locker under sink for access to plumbing
- Mirror in teak framed cabinet with locker door above sink
- (4) teak drawers
- (2) opening screened portholes – one in shower, one in head
- Fiberglass/gelcoat sole flooring
- Groco manual sea water head (2021)
- Y-valve to holding tank or overboard
- Dometic holding tank monitor
- Separate full headroom stall shower enclosure with tempered glass door
- Teak grate shower seat over molded fiberglass locker
- Storage under shower seat
- Jabsco sump pump for shower water discharge (2021)

Owner Stateroom: The owner's stateroom is below the foredeck in the bow of the boat. Most prominent is her large island berth. There is storage underneath the step, floor, and the bed (ideal for light, bulky provisions -paper towels, etc. - and spares). Below the bed is also access to the bow thruster and a separate house battery bank for powering the bow thruster and windlass. Ventilation is provided via the large hatch overhead, opening portlights outboard, two round portlights aft in the Portuguese bridge, and outside air from a foredeck dorade vent. The interior hull sides have varnished teak slats outboard. Forward are two locker doors that provide access to the chain locker, washdown plumbing, and windlass motor. All cabinetry and furniture are teak: overhead lockers, drawers and hanging lockers. There is a built-in changing seat with upholstered cushion to starboard. Controls for the windlass, bow thrusters, and saltwater anchor washdown are mounted in the bed frame. This room is carpeted. The black water holding tank is accessed below the carpeted area at the foot of the bed.

- Centerline queen berth with storage underneath
- Two large cedar-lined hanging closets with lights
- Teak bureau with drawers
- Overhead teak lockers along berth on both sides
- LED Reading lights and general lighting
- Air conditioning
- Overhead hatch with insect screen and Outland hatch cover
- Two opening screened portlights outboard on each side
- Two round opening screened portholes aft – bringing in light and air from the Portuguese bridge deck
- Dorade vent on foredeck provides outside air ventilation

Boat Deck: The large boat deck stows the athwartship mounted AB 9AL 9-foot aluminum-hull inflatable dinghy powered by a 15 HP Yamaha 2-stroke (2018). The dinghy is launched with remote controls (2020) for the WARN 800 electric hoists mounted on the boom (2020). Lines and cables (2018). Dinghy chocks and tie downs secure the tender. Two folding bicycles fit on the deck forward of the dinghy.

- AB 9AL aluminum hull RIB 9' dinghy with cover (2018)
- 15 HP Yamaha outboard (2018) Water pump and impeller (2021)
- Dinghy mounted on Weaver jack stands and tie downs

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- Forespar aluminum painted mast and boom (Lines and cable 2016)
- Paravane outrigger system –complete
- Line bags at stack base
- WARN 800 electric hoists on boom (for dinghy and kayak launching) with custom cover and remote (2020)
- Lifesling
- (2) Canvas fender storage pockets –holds three each
- Folding bicycles not included

Foredeck and Exterior

- Hull painted with AlexSeal Matterhorn White (2017) and includes a custom Silver boot stripe
- Deck superstructure is white gelcoat and deck is molded gray nonskid gelcoat
- Portuguese Bridge with recessed storage lockers
- Courtesy lighting
- Maxwell VM2200 electric windlass with capstan
- Two anchor rollers
- Windlass controls at foredeck and pilothouse
- 55 KG ROCNA anchor with 400' 3/8 BBB chain
- Tow anchor snubbers
- Dock lines and fenders
- Salt and fresh water washdown hoses

Electrical: General summary of electrical equipment aboard **KEMO SABE**.

- Westerbeke 5 kW generator with soft sound shield
- Magnum ME-ARC inverter/charger with smart controller and advanced remote battery monitoring kit
- Shore power outlets amidships on starboard side
- 50-amp shore power cord and 30-amp pigtail splitter
- Two 12V DC, 110V AC, 230V AC systems (saloon system new 2020)
- LED lighting upgrade
- Galvanic isolator
- Copper bonding system
- Two alternators – one for house bank, one for starting battery bank

Safety:

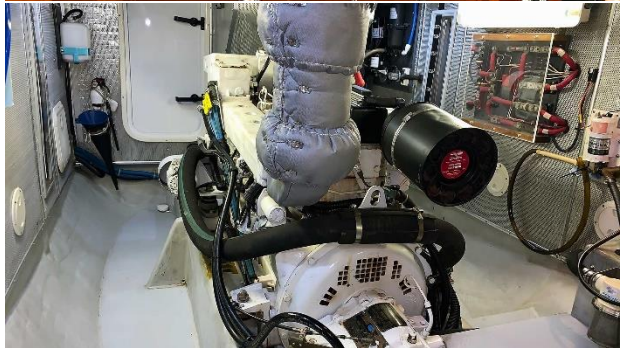
- Fireboy engine room fire suppression system with pull cable (recertified 2019)
- (2) Throwable life rings
- Lifesling
- Air horn
- Required US Coast Guard placards and equipment –current
- (2) Recreational automatic inflatable lifejackets

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LAYOUT: Raised Pilothouse



LAYOUT: Main and Lower Deck – Saloon, Galley, Head and Staterooms



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SPECIFICATIONS:

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YACHT NAME:	<i>KEMO SABE</i>
BRAND AND MODEL:	Nordhavn 40
TYPE:	Long range trawler yacht with raised pilothouse
LOCATION:	Baltimore, MD (until September 1-15) or Delray Beach, FL (Nov 1 +)
MODEL YEAR:	2001
HULL NUMBER:	19
HULL COLOR:	Hull Matterhorn White Alexseal paint/Silver Metallic boot stripe (Painted 2017)
DECK:	White deck with gray nonskid (gelcoat)
REGISTRY:	United States Coast Guard documented
DESIGNER:	Jeff Leishman
BUILDER:	Pacific Seacraft - Fullerton, CA USA
HULL MATERIAL:	Solid fiberglass
DISPLACEMENT:	50,000 LBS. 22.68 MT
BALLAST:	4,000 LBS. 1.82 MT
SPEED:	Cruise 7.0 knots @1700 RPM. Top 8 knots @ 2100 RPM
LOA:	39' 9" 12.12 M
LWL:	35' 5" 10.79 M
BEAM:	14' 6" 4.42 M
DRAFT:	5' 2" 1.58 M
AIR DRAFT:	Approximately 32' 9.75 M with mast up. Note: Mast has hinge on base, air draft profile can be lowered to 18' 5.49 M
AB RATIO	2.3:1
DL RATIO	380
CP - PRISMATIC COEFFICIENT	0.6
ENGINE	Lugger model L668D 105 BHP (Hours~ 5,450 August 2021) Twin Disc 3.0:1 transmission
PROPELLER / SHAFT	2" stainless steel shaft 4 blade bronze propeller (polished, balanced and painted 2021)
MAIN EXHAUST:	Keel cooled, dry exhaust (dry exhaust blanket replaced (2019); muffler replaced (2017) reconditioned (2019). Keel cooler dropped, cleaned, flushed and thermostats replaced (2021)
WING ENGINE:	Removed. Propeller, shaft and strut available for re-installation. Control panel and shift levers left in place.

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THRUSTER:	Side Power 95T 8-HP electric bow thruster
STABILIZATION:	Paravane stabilization
ELECTRICAL:	60 Hertz – US style – 50-amp and 30-amp (50-amp upgraded 2017)
SHORE POWER:	30-amp or 50-amp for house systems
GENERATOR:	Westerbeke 5kW generator with soft sound shield (Hours ~1,240 hours August 2021)
INVERTER/CHARGER:	Magnum ME-ARC PN 64-0030 inverter/charger and remote ME-3112, 3.0 - 3.9 kW rating(2015)
BATTERIES:	Lifeline (4 - 8D) AGM house batteries, (1 - 4D) generator, and (1 - 8D) start batteries: House and main engine batteries replaced 2020; Starting and generator batteries replaced (2018)
INTERIOR LIGHTING:	Upgraded to low voltage LED lighting
CLIMATE CONTROL:	Two Marine Air / Dometic reverse cycle air conditioning compressors (Saloon unit new 2020). NOTE: An ITR Hurricane Heater is installed which lacks a new exhaust hose to make it operable. The heat exchanger included in the system is active and makes hot water while under way. Pump replaced (2021).
WATERMAKER	Sea Recovery Ultra Whisper 400 reverse osmosis desalination unit (2010) 12V. Membrane replaced (2021).
MACHINERY EQUIPMENT:	XChangeR oil changer for main and generator Racor 900F Duplex for main Walbro fuel transfer pump with Racor 500 filter
WINDLASS:	Maxwell VC2200 vertical electric windlass with gypsy and capstan
GROUND TACKLE:	55 KG (121 pounds) Rocna anchor with 400' 3/8" BBB chain
MAST AND BOOM	Forespar mast and boom Rigged for dinghy launch with electric hoist (WARN 8000 hoists installed 2021; lines replaced with Amsteel)
TENDER AND OUTBOARD:	AB 9AL 9-foot aluminum hull, inflatable dinghy with seat (Feb 2018) 15HP Yamaha 2-stroke outboard (April 2018)
PILOTHOUSE	Berth converted to storage. Windshield wipers (replaced 2020). All equipment manuals. Raytheon loudhailer. Perko search light. Portable helm chair
NAV/COM BRANDS:	Simrad AP20 autopilot and IS20 combi Instruments Furuno NAVNET vx2 with C-Map MAX and Furuno 1944C/NT mark-2 radar Digital Yacht AIT2000 AIS and 8-foot AIS antennae and Digital Yacht Smart Wireless NMEA multiplexer/router WLN30 for wireless transmission to iPad navigation Digital Yacht USB to NMEA 2000 cable for transmission to laptop navigation Digital Yacht iKommunicate NMEA to Signal K Gateway and NMEA 2000 backbone ICOM IC-M506 VHF IslandTime PC Mikrotek router and Groove 52AC Wi-Fi extender
ENTERTAINMENT:	Custom entertainment cabinet in saloon with 24" LG flat screen TV (2019). Glomex television antenna (2014). Alpine stereo system.
STATEROOMS:	(2) staterooms: Owner forward, guest to port
BEDDING:	Centerline queen (Owner) forward (2) Bunk beds in port guest stateroom Pilot house watch berth converted to storage, can be reconfigured for berth
HEAD:	GROCO manual sea water toilet (June 2020)

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SHOWERS:	Stand up in head with door Cockpit shower
GALLEY:	Vitrifrigo DP26001XD4-F110V/12V refrigerator/freezer (2021) Dickinson two burner propane stovetop (2021) Breville BOV845OSS Convection Oven (2021) GE microwave oven Exhaust Fan Aquasana under counter water filter system
GALLEY EXTRAS:	Engel dual voltage freezer/refrigerator in cockpit lazarette. Weber BBQ in cockpit (2) 20 pound LPG cylinders.
INTERIOR WOOD:	Light teak
INTERIOR COUNTERS:	Corian counters
INTERIOR UPHOLSTERY:	Ultraleather
INTERIOR FLOORING:	Carpet tiles over Lonseal raised coin flooring in saloon and pilothouse Carpeting in owner and guest staterooms
BILGE PUMPS:	One Whale Gulper electric bilge pump One Edson manual
TANKAGE: (approx.)	
FUEL:	920 gallons 3,482 liters (Two fiberglass tanks) plus one 10-gallon daytank for generator (replaced 2019)
HOLDING BLACK:	68 gallons 257.5 liters (One fiberglass tank). Dometic tank monitoring system (2014)
FRESH WATER:	220 gallons 833 liters (One fiberglass, Two plastic tanks). Hot water tank (replaced 2017). Saddle hoses and access port (replaced 2021).
DECK GEAR:	121-pound Rocna anchor 400 feet of 3/8" BBB anchor chain Fresh and salt water washdown at bow Weber BBQ grill Maxwell 2200 windlass Quick controls (2019) for WARN 800 hoists in cockpit and boat deck
SAFETY:	Fireboy engine room fire suppression system Engine room digital high water notification system
2019-2021 Maintenance and Updates	2021: New Cutlass bearing; polished and balanced shaft and prop; installed new shaft seal; blasted and flushed keel cooler, with antifreeze change; hoses from water saddle tanks to lower water tank; access panel to lower water tank; refrigerator; stovetop; oven; shower sump pump. Cleaned dual Racor 900 system and replaced gaskets. 2020: Replaced all hoses on port drainage 2019: New dry exhaust piping and cover; Cleaned fuel tanks; installed new supply valves to fuel tanks; installed new injectors in main engine and reconditioned injectors in generator New day tank
SPARES:	Lugger fuel filters (qty 8), house water pump, salt water washdown pump
IN STORAGE:	In storage: Storm windows for port and starboard saloon windows; two saloon teak tables, port and starboard Martec MKIII folding propeller, shaft and skeg (for wing engine re-installation)
PHOTO DATE:	Most photos taken August 2021
	Note: All information is believed accurate but should be verified.

KEMO SABE is a full displacement long range trawler that has excellent equipment and has been cared for by fastidious owners. She has a water maker, is climate controlled and is ready to take off to explore.

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KEMO SABE has been primarily used for coastal cruising, this model is a proven passage maker (sister ships have crossed oceans non-stop and the builder took a Nordhavn 40 around the world in 2001). She was built by Pacific Seacraft in California. It is rare to find a quality trawler that is “Made in the U.S.A.”

You can read all about the cruising accomplishments of the Nordhavn 40 online and by studying magazine reviews and owner blogs.

For additional information, please visit KEMO SABE’S website, www.Nordhavn40forsale.com

Note: In 2021 there remains a significant import Tariff for Chinese built products (new and used). The US built 40 Mark I is not subjected to the 26.5% duty, but a non-US flagged brokerage Mark II can be excessively expensive to import – please consult with a qualified maritime attorney before purchasing a Mark II.

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, tools, handheld nav gear and binoculars. Owner’s personal effects and clothing will be removed prior to closing.

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Brokerage: JMYS is a US based (licensed and bonded yacht brokerage in California and Florida) with an international emphasis specializing in ocean capable trawlers. 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.

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*Listing broker. Jeff Merrill, CPYB.



About the listing broker: Jeff Merrill, CPYB (Certified Professional Yacht Broker) has extensive product knowledge of the trawler and motor yacht market and has been aboard the Nordhavn 40 **KEMO SABE**. Jeff has a twenty-five-year+ history of building and selling cruising boats, providing his clients with experience and product knowledge that he is happy to share. Jeff is a familiar face to YouTube viewers.

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

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