

Nordhavn 50 Worknot



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WORKNOT

Asking: \$565,000.00 Location: Ensenada, MX

Nordhavn 50 Worknot

NAME:	<i>Worknot</i>	LOA: 51'2" LWL: 44'2"
TYPE:	Long range passage maker	BEAM: 16'0" DRAFT: 5'11"
BUILDER:	P.A.E./South Coast Taiwan	D/L: 286 A/B: 2.1:1 Cp: .63
LOCATION:	Ensenada, MX	MAST CLEARANCE: ~28'0"
MODEL:	NORDHAVN 50	TYPE: Raised pilothouse
COLOR:	Gray hull, white topsides	BOTTOM PAINT: SW Sea Voyage
DESIGNER:	Jeff Leishman	DISPLACEMENT: 80,000 lbs.
HULL MATERIAL:	Solid Fiberglass	BALLAST: 6,600 lbs.
YEAR:	Model year 2001	EXHAUST: Dry stack, keel cooled
ENGINE:	Lugger 6108A main 300 hp	ENGINE HOURS: ~ 3,972 hours
RANGE:	2,800 miles @ 7.5 knots	SPEED: Cruise 7.5, Top 10 knots
WING ENGINE:	Yanmar 27 hp (~ 47 hours)	CLIMATE CONTROLS:
STABILIZERS:	ABT Trac active fins, floppers	Cruisair Air conditioning/Espar heat
BOW THRUSTER:	ABT 24V electric	TANKAGE: (approx.)
WINDLASS:	Maxwell VWC 3500	FUEL: 1,320 gals. (Four tanks)
INVERTER:	Xantrex Trace SW 2512 w/charger	WATER: 260 gals. (Four tanks)
CHARGER:	Mastervolt 100 amp, 12V	HOLDING: 50 gals. (One tank)
GENERATOR:	Northern Lights 12 kW (~1,770 hours)	
WATERMAKER:	Spectra 400 GPD 12V	

INTRODUCTION:

Worknot is a 2001 Nordhavn 50 that was purchased by her second owner in California and has spent the majority of the last few years along the U. S. west coast from Mexico to Alaska. After six years of wonderful ownership, she has been put on the market so that her sellers can enjoy a larger Nordhavn they just purchased. She has been prepared for long distance cruising and has been exceptionally cared for. This is the popular two stateroom layout and she is a very well equipped boat that is set up to cross oceans and venture on long range cruises. Every system has been thoroughly exercised regularly so she should be trouble free from the moment you take off. With only (29) Nordhavn 50's built, *Worknot* represents an excellent opportunity where you can buy a gorgeous Nordhavn that is extremely well outfitted for an impressively low price. *Worknot* truly boasts all of the comforts of home.

Worknot – Hull number 17, a special Nordhavn 50:

The Nordhavn 50 was designed to look like a contemporary motor yacht – low and sleek – with a few obvious trawler features, like her Portuguese bridge and bulbous bow which both announce the fact that she is a ruggedly constructed long range full displacement cruiser.

Worknot was originally ordered by an experienced yachtsman who had previously owned many different vessels. *Worknot* is a 2001 model year boat with light use and great care. She is current on filter and oil changes and has been routinely looked after. Her current owners lavish attention on her regularly and enjoy keeping her polished and in show room condition. Examples of the exemplary service and consistent upgrades are included in the service logs on board. *Worknot* is currently moored in the seaside resort town of Ensenada, Mexico.

Worknot is a thoroughbred throughout and will delight you as you cast off for adventure to... wherever you want to go.

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Worknot quick summary is:

Low profile, two stateroom layout, double walk around saloon. Access to the master from the saloon. Dry stack exhaust, varnished teak interior throughout complimented with white laminate, Surrell countertops, offshore necessities including Yanmar wing engine, ABT Trac active fin stabilizers, survival raft, EPIRB and an efficient nav/com electronics package in the wheelhouse. She is air-conditioned and also has a separate diesel heating system. She is a 12V boat with a Xantrex Trace SW 2512 inverter/charger and electrically powered by 50-amp shore power or the 12kW Northern Lights generator.

ACCOMMODATIONS & LAYOUT:

MAIN SALOON AND GALLEY:

You board *Worknot* from either the transom swim platform door or the molded-in side deck hull doors port and starboard. The cockpit has a ladder that leads up to the boat deck.

A large molded fiberglass sliding door permits entry into the saloon. The saloon and galley merge into a convivial and functional area where you can relax, dine and converse. The teak joinery is beautiful and is well complimented by the Surrell countertops in the galley. There are two opening windows outboard port and starboard and all windows have blinds concealed in the valances. This single level area makes it easy to prepare, cook and serve meals and refreshments while enjoying the company of guests – there is plenty of room to stand or sit while conversing. Custom interior shades along with exterior sunscreens assure privacy.

To starboard is a long built in bench seat. To port is a large L-shaped settee with storage beneath and a beautiful high low custom varnished teak dining table that seats six for meals. The seat boards are hinged to make access for storage easier. The teak and spruce sole is covered by wall to wall carpet. On the saloon side of the galley counter a 31” Vizio flat screen television with Bose sound bar is installed.

Worknot is bright and airy with extraordinary visibility and upgraded to LED overhead lights throughout the interior. The dry stack exhaust column is concealed as part of the galley bulkhead.

The galley is forward to port with plenty of counter space. This is an efficient galley for cooking and preparing food and the chef can easily converse with fellow passengers seated in the saloon. The teak and spruce flooring is covered by carpeting. There is a Sub-Zero refrigerator with a combo refrigerator and freezer (with icemaker) on the forward galley wall. Note: this cold storage is supplemented by a top load freezer in the wheelhouse to insure plenty of fresh food on a long passage. Many of the galley drawers are on metal glides.

The Force 10 propane three burner stove and oven is forward making preparing warm meals a snap. This is protected by a propane solenoid controller which also controls the remote barbeque supply on the aft deck. One clever feature is the double basin stainless steel sink, the smaller basin includes a garbage disposal. The faucet is a pull-out type made by Grohe. A separate filtered fresh water tap has been added for purified water used for drinking, cooking and icemaking. This is fed from one of the 4 onboard water tanks assuring fresh drinking water. The Surrell counter tops provide an expansive counter for meal preparation and includes a comfortable teak grab rail along the interior borders. Ventilation in the galley is enhanced by an

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opening window outboard. There is a relatively new Advantium microwave / convection oven up high and a Broan trash compactor below the counter. Forward below the microwave are doors conceal a deep pot and pan storage compartment. There are plenty of overhead and under counter lockers, many with shelves, and an assortment of drawers. Overhead storage lockers have dowel system to contain loose plates, mugs, etc.

You have a choice on the Nordhavn 50 of building a pantry storage locker or a stairway down to the master stateroom. *Worknot* was built with the stairway option. In addition to giving you more choices for moving around the boat, it also provides quicker access to the master stateroom and engine room. With the door open it provides good air flow throughout the boat and saves countless steps.

At the forward end of the saloon outboard, you ascend a flight of steps to arrive in the wheelhouse where all of the ships navigation and operational activities are coordinated.

PILOTHOUSE:

The command center of the Nordhavn 50 is the elevated pilothouse where you are afforded a spectacular view of your surroundings. This is a pilothouse forward design – great for looking ahead and seeing what is happening. The windows are all commercial strength and quality with beautiful teak frames. The forward dash cabinetry is teak and includes charcoal colored laminate instrument panels. The overhead console and dash console contain an impressive collection of instruments. There are two sliding doors (port and starboard) that lead outside to the Portuguese bridge. Just behind the helm chair is a nice settee bench fronted by a fixed table (with padded liner), with charcoal laminate surface and teak grab rail borders, where captain and crew can enjoy lunch or just relax while having a cup of coffee. The settee includes stowage underneath; with a chart drawer underneath the foot landing. Behind the bench is a watch berth with covers the top loading freezer. Additional storage beside the freezer and under the seats for ships stores featuring hinged tops and supports. Since *Worknot* was outfitted for long range cruising, the navigation and communications equipment is extensive as should be expected. See details that follow for a complete electronics inventory.

You can take command steering her with the impressive stainless steel destroyer wheel. Visibility is impressive in all directions. The dash controls have been logically organized to optimize the ships Nav/Com electronics. On the flat horizontal dash the main engine dual lever controls and wing engine lever shift controls are easy to reach, as is the joystick for the bow thruster and toggle for the windlass. The overhead panels were refinished in black vinyl replaced to minimize glare and reflection on night runs (2014). There is a fixed opening hatch (hatch glass replaced) above the helm chair.

Secured in the center of the pilothouse is a Stidd helm chair with arm rests. Captaining *Worknot* truly provides a feeling of piloting a very large yacht – you have a clear view of the outside world (while enjoying the comfort and protection of being inside the pilothouse) and equally as important you can easily do a visual check on all of the yachts electronics, electrical breaker and machinery control panels. Below the counter of the helm dash and just forward of the vertically mounted stainless steel wheel, the wing engine and generator control panels are mounted.

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The pilothouse is air conditioned with reverse cycle heating for optimum climate control supplying touch pad comfort whether at anchor or underway. The teak and spruce soles are protected with fitted carpeting. Heating is provided via the pilot house hydronic outlet with dedicated thermostat.

There is a practical electronics island that extends aft from the starboard side of the dash area and houses all of the AC breakers and the air conditioning select breakers and more. To port is a DC panel, creating a nice division of the electrical panels. All of the electrical panels are clearly labeled and the current flow gauges are easy to read analog displays. All of the ships electrical distribution panels are hinged for access to wiring.

Forward stairway:

The wheelhouse has a smoothly curved nine step staircase forward that leads to the staterooms. This stairwell is beautifully varnished teak with a stainless-steel handrail and grooved steps for sure footing. The stairwell includes lockers and binder storage outboard to starboard – the large louvered door lockers house the Asko clothes dryer and recently replaced Asko clothes washer.

The Forward living areas:

Worknot is configured with the roomier two-stateroom layout featuring the master cabin aft with guest stateroom forward, each has a private head and shower. The master has an island berth mounted athwartships with hanging lockers and bed stands. The forward cabin has a wide berth to port with a night stand, hanging lockers, and a desk to starboard.

MASTER STATEROOM:

The master stateroom is below the wheelhouse and features a large queen sized island berth running athwartships for maximum comfort while underway (and it is an ideal arrangement for getting in and out of bed without being hemmed in). You can enter the master from the saloon descending five steps or by coming forward through the pilothouse and entering from the forward stairwell landing. This stateroom was purposely finished with white laminate bulkheads and teak trim providing an elegant, light and more spacious feel. There are teak ceilings along the hull side at the head of the bed. A collection of large drawers is built in teak below the bed. The head and shower are outboard to starboard.

There are plenty of cedar lined lockers and drawers for clothing and other personal effects. The master berth has a specially ordered custom fitted innerspring mattress. The headroom is 6'5 in this stateroom. The bed has full length hanging lockers to port and starboard that are camphor lined and lighted. There is plenty of drawer storage under and beside the bed. A large dressing mirror is located on the forward bulkhead. The aft bulkhead frames a double gasketed custom-made door that provides access to the engine room. There are port lights outboard to port and the master stateroom is air-conditioned. A special blower provides fresh air via an intake from the Portuguese bridge. This stateroom also benefits from the diesel heater and timer driven thermostat providing a cabin warm up when desired on cool morning.

The master is surprisingly quiet underway – benefitting from PAE's use of Nidacore in the E/R forward bulkhead. This is a comfortable and reclusive area to read or sleep. Reading lights, outside air ventilation, counter space and more. There is a large mirror on the forward bulkhead.

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An Insignia flat screen television can be viewed from the bed. On the aft side of the bed there is a Raytheon nav/com repeater.

The master connects to a large head outboard to starboard, which includes a Vacuflush electric fresh water toilet, Surrell counter with flush sink and a separate shower stall. The shower includes Grohe shower fixtures and has a built-in seat and floor pan with sump pump drain. The head area is molded fiberglass. This entire enclosure is designed for simple maintenance and is ventilated by port lights and a shower exhaust blower.

The engine room door on the aft bulkhead features a viewing window and is a double gasketed seal.

GUEST STATEROOM:

The guest stateroom is forward and very comfortable. Plenty of drawer and cedar lined locker space including a bed stand. The head and shower is in the bow section. There are opening port lights outboard and an opening hatch overhead to improve air circulation. The guest stateroom is finished with beautiful teak joinery plus teak and spruce soles (carpeted).

Outboard to starboard is a desk area with fixed chair. This is an offshore office with drawers and book cases. Air-conditioning and the diesel heating system also keeps this cabin cozy. There are two additional opening port lights in the circular area aft that incorporates the back of the Portuguese bridge providing protected air flow while underway.

Forward is a raised section that includes a generous head and a large shower with curtain. Plenty of storage lockers for personal effects. The flooring of the head incorporates a lift up hatch to give you access to the forward bilge area including a way to service the bow thruster. There is a large opening hatch (glass replaced) above the shower that includes a screen. The forward shower cabinet opens up for access to the chain locker.

WORKING AREAS:

ENGINE ROOM:

The engine room is located below the main saloon and is primarily accessed through the door in the aft end of the master stateroom – it is extremely well laid out and easy to move around in. You can also enter via the aft door connecting the lazarette with the engine room and you can get into the engine room through the removable section of the saloon floor. Any way you get there you will be impressed with the 5' plus headroom around the engine – created by Nordhavns signature “maintenance strakes”. These ‘bulges’ on both sides of the keel give you a lot more walking space on the sides of the engine. The 50 was designed simultaneously with the Nordhavn 57 and these two designs not only benefitted from extensively tank testing, but established the hull form for all future Nordhavns. The dry stack exhaust is cleanly routed up and away shielded with thermal blanket insulation and the powerful Lugger main engine is installed on centerline. Outboard there is room to sit down on each side and there are some strategically placed stainless handrails including a protective guardrail around the engine. The front of the engine that also has a guard wall. It is a pleasure to conduct engine room inspections; you have convenient access to the working parts of the main engine and all other important machinery.

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This is an inviting work area that is well lit by sealed AC florescent lights and upgraded LED lighting (including under the engine and in the bilge). One of Nordhavns truly innovative passage-making developments is the simplification of all ships systems; specifically, the fuel system and its relationship with the main engine which features a keel cooled dry stack exhaust. This is a reliable and dependable performance package designed for uninterrupted continuous duty power for days on end. The 50 has proportionally more horsepower than other Nordhavns and glides through the water with great economy. You can use every gallon of diesel aboard and there is a built-in fuel transfer and filtering system to keep your diesel fresh. The entire engine room is insulated with lead sound dampening and shrouded with perforated aluminum sheeting for a crisp, clean professional look.

All of the valves for fuel lines are prominently mounted on the starboard transverse fuel tank bulkhead. The arrangement was designed to be neatly 'mirrored' between supply and return manifolds so you can confirm your fuel flow quickly to make sure it is correct. The through hulls are also identified and easy to get to. The amount of elbowroom and open space in this area simplifies the routine tasks like inspecting the oil level of the generator or monitoring the stuffing box. If you smell or see something that doesn't seem right, you have immediate access to track down what is going on without having to disassemble anything. One particularly impressive feature is the amount of 'seating space' around the engine – you can comfortably sit and study or work – the engine room is spectacularly inviting!

The ABT Trac stabilizer fin actuators and rams are accessible outboard and forward. The ABT hydraulic oil reservoir is installed forward to port. Aft to port is the extremely reliable Spectra 15 gallons per hour 12-volt water maker (generator not required) installed behind the Yanmar wing engine with v-drive. The 12 kW Northern Lights generator is aft on the starboard side.

Worknot also has a plumbed in oil change system (upgraded to gear type) for easy evacuation of the main and generator – a key to ensuring machinery longevity. For safety, there is a Fireboy built in extinguisher. The floorboards are all fiberglass and there is minimal use of wood in the engine room. Inspecting the stuffing box is a cinch. There is a fresh water hose bib forward to starboard.

There is also a door at the aft end of the engine room for getting into the lazarette – this is particularly helpful if you are in big stormy seas and need to check on your steering – you can easily enter the lazarette without exposing yourself or your ship to the elements by having to open the cockpit sole hatch.

LAZARETTE:

This lazarette is a working space that is easy to get around in for routine maintenance and inspection. Located beneath the aft deck cockpit, the lazarette is accessed via a massive fiberglass deck hatch with internal sea dogs for added security (or from the door at the aft end of the engine room). The hydraulic steering is located aft and there is also an emergency tiller available in a pinch. There are several through hulls – all visible. The Xantrex 2500-watt inverter/battery charger is located forward. There is a Porter Cable air compressor mounted aft. The ESPAR diesel furnace is located here and a dedicated Fireboy system with remote pull is fitted.

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The lazarette has plenty of available space for storing oil, spare parts and a lot of other ‘stuff’ that a typical long range cruiser not only accumulates, but depends upon. Additionally, it has special locking brackets for security when away and for water tightness when underway.

EXTERIOR:

DECK AREAS:

The two-tone deck with contrasting colors between the smooth and diamond pattern non-skid is very easy on your eyes, particularly on a bright sunny day. The Nordhavn 50 is very safe when on deck. The foredeck and boat deck feature stainless steel stanchions and lifelines. The protection offered by the Portuguese bridge forward of the wheelhouse is an incredibly secure area for scanning the horizon while underway. The cockpit is high walled to keep the seas out and the waterline deck level has built in freeing ports with doors to quickly shed any boarding seas. The Lewmar hatches can be locked shut, opened part way or locked in a ‘cracked open’ position to allow air flow. The dinghy and outboard are mounted on the boat deck.

COCKPIT:

This cockpit is a great place to barbeque or to just relax when at anchor. The boat deck overhang has been extended with a stainless frame with canvas stretched to provide additional shade. This shade has a zippered opening by the ladder to reach the boat deck. There is a large centerline hatch for entering the lazarette below. Aft on centerline is a teak table that has a roller spool drum with hand crank and 300’ of polypropylene line for stern tying in the Pacific Northwest. The port transom locker contains two large 20 lb. braced aluminum tanks, barbeque connection and is vented overboard. There is a boarding door on both side decks and one aft to connect with the swim platform. The cockpit has both seawater and freshwater wash down taps (in the aft starboard locker). Behind the ladder to the boat deck is a cased Lifesling and throw line.

The transom has deck fills for the fuel tanks and three shore power connections. The swim platform has non-skid surfaces, extra hand rails, U-rail staples and a folding stainless steel swim ladder with teak treads. This is a nice “dock” when arriving by dinghy. The sides of the swim platform make it easy to step on to a dock. Another important design feature of the 50 transom is that the swim platform is built-in, it does not overhang (some boats that do get a loud “slapping” effect).

FOREDECK:

You get to the foredeck by going forward via the Portuguese bridge through a hinged molded fiberglass door on the starboard side. The teak cap trim provides a rich accent. Inside the bridge well is a double door locker for storage. Immediately forward of the Portuguese bridge there is a large molded in deck box along centerline for stowing lines, hoses, shore power cords, fenders, etc. The stout stainless steel double anchor roller is backed by a rugged Maxwell 3500 electric windlass that can be operated by deck foot buttons and/or by a toggle in the pilothouse. The anchor is a 55kg Rocna and is attached to 400’ of 3/8” high test chain (re-galvanized). The Nordhavn 50 has a unique self-draining anchor well that contains any muddy water running off from the chain and directs the discharge overboard to the waterline. There are two wash down spigots in the starboard bridge locker for fresh and sea water. There is a Lewmar opening hatch to provide light and air for the forward cabin. Shore power connections are located forward to port and include a 50-amp house and 50-amp air conditioning connection along with combo cable TV and phone connection.

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BOAT DECK:

You climb up the cockpit ladder to reach the boat deck. This area is expansive aft and transitions forward into mast and boom on centerline which support the dry stack exhaust with the boom doing service for dinghy launch and retrieval. The boat deck is equipped with the ships tender a 13' Achilles RIB rigid bottom inflatable dinghy with a 30 hp Honda outboard. The dinghy has canvas chaps on the pontoons and has a full canvas cover. The dinghy is mounted on custom stainless steel chocks with quick release tie downs to secure the arrangement while underway. The Switlik 6-man life raft canister is mounted forward to starboard alongside the EPIRB. There is also a large fiberglass dock box for storage. Along the starboard side is a custom rack for the SUP paddleboard. On the pilothouse roof you will see the Perko search light, painted air horn trumpets, Furuno open array radar on a painted tripod and various nav/com antennas.

MAST AND BOOM:

The dry stack exhausts exits from a stainless-steel exhaust pipe that is secured by the mast. The painted aluminum mast has a gooseneck with boom. The boom has electric winches for launching the dinghy. The mast has antenna brackets and instruments. There is also a lightning ground dissipater, wind instruments, flag halyards, Firdell Blipper, LED flood lights and various antennas. Mast is hinged to allow transit or interior storage if desired.

Worknot features and equipment selections:

MACHINERY SYSTEM FEATURES:

1. **Lugger** 6108A inline six-cylinder main engine, keel cooled with dry stack exhaust
2. **ZF** marine gear transmission with 3:1 reduction gear
3. **Aquamet 17** 2.25" propeller shaft
4. Bronze 34 x 22 four blade propeller
5. **Racor** 75-900 duplex filters for main engine
6. Four fiberglass fuel tanks with fuel lines for supply and transfer manifolds
7. **ABT TRAC 220** digital active fin stabilizers
8. **Yanmar** 27 HP 3JH3ME four-cylinder wing engine with folding **Martec** two blade propeller
9. **American Bow Thruster** 10 HP 24V bow thruster - dual prop
10. **Cruisair** split air conditioning-three zone – 16k BTU saloon, 16k BTU pilothouse, 12k BTU shared master and guest stateroom. SMX controls. This system includes reverse cycle heating when warm air is desired.
11. **Espar** D16 WN hydronic 16,000 watts, 54,592 BTU diesel hydronic heating system for saloon, cabins and heads
12. **Fireboy** fire suppression system for engine room
13. **Fireboy** fire suppression system for lazarette
14. **Spurs** line cutter on main engine propeller shaft
15. **Reverso** oil changing pump for main and generator (gear type)
16. Fuel transfer system with manifold, **Racor** filter and **Walbro** pump
17. Main, wing and generator are current on filter changes

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ELECTRICAL SYSTEM FEATURES:

1. **Xantrex** SW Trace SW 2512 with battery charger and secondary 30-amp input
2. **Mastervolt** 100-amp charger
3. **(2) Leece Neville** alternators on main engine
4. **Marinco** TV/Phone inlets
5. **Northern Lights** M843N 12 kW generator
6. **Xantrex** Pro link battery monitor
7. (1) 50' 50-amp shore power cord
8. (1) 50' 30-amp shore power cords
9. (1) 25' 50-amp shore power cord
10. (1) 30-amp/50-amp splitter

Note: 50-amp house and 50- amp air conditioning service forward and aft

GALLEY, LAUNDRY AND PLUMBING FEATURES:

1. **Force 10** three burner propane stove and oven
2. **Sub Zero** refrigerator with shelves
3. **Sub Zero** refrigerator top with freezer bottom and ice maker
4. **GE Advantium** microwave / convection oven
5. **Broan** trash compactor
6. Dual basin stainless steel sink
7. **Grohe** faucet fixtures
8. **Insinkerator** garbage disposal
9. **GE Smartwater** fresh water filter system with dedicated tap
10. **UV max** water sterilizer
11. **Asko** W6424 clothes washer (new in 2016)
12. **Asko** T700 clothes dryer
13. **Surrell** counters in heads and galley
14. (4) Fiberglass fresh water tanks
15. Fresh water deck wash down at bow, stern and engine room
16. Cockpit and foredeck sea water wash down
17. 20-gallon **Raritan** hot water heater with engine heat secondary
18. Dedicated and filtered fresh water filter and tap in galley
19. **Spectra** Santa Cruz 400 GPD 12V water maker
20. **Jabsco** sensor max 17 fresh water pressure pump
21. **Sealand Vacuflush** electric fresh water toilet in master (updated 2" vacuum generators)
22. **Sealand Vacuflush** electric fresh water toilet guest head
23. **Edson** bronze manual bilge pump – access for handle in cockpit
24. **Rule** electric bilge pump
25. High water bilge alarm
26. **Sealand T12** electric holding tank pump and manual backup pump
27. **Hart** tank tender
28. **Sealand** vent filter for holding tank

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WHEELHOUSE - NAVIGATION & COMMUNICATIONS ELECTRONICS:

1. **Furuno** 72-mile radar with 6' open array antenna
2. **Lowrance 3G 24**-mile radar with 24" dome antenna
3. **Furuno** GP 31 GPS/WAAS GPS
4. **Furuno** FCV-582L LCD color fish finder and depth sounder
5. **Island Time 12V PC** computer for navigation with 15' VEI daylight monitor
6. Router to support the **Island time** Wi-Fi booster.
7. Dual **Simrad Robertson** AP20 auto pilots with rate compass
8. Autopilots are interfaced with radar, GPS and chart plotting computer
9. **Simrad Robertson** autopilot remote
10. **Simrad Robertson** autopilot jog lever
11. **ACR B** AIS receiver and transmitter
12. **Lowrance** HDS 9 digital radar/chart plotter
13. **Glomex** television antenna & booster
14. **Icom** IC-M502 VHF radio
15. **Icom** IC-M127 VHF radio
16. **Icom** IC-604 VHF with loudhailer fore and aft
17. **Icom** IC-M710 MF/HF SSB transceiver with tuner
18. **Island Time** Wi-Fi long range antenna
19. **Sirius** Starmate satellite radio
20. **SONY** CDX-M10 AM/FM stereo and 4 speakers
21. **Xantrex** inverter panel
22. **Link10** battery monitor
23. **Trac** stabilizer control panel
24. **Hart** tank tender fresh water tank monitor in master head
25. **Maxwell** anchor winch remote control
26. Chart light
27. **Perko** search light
28. **Watch commander**
29. **Xantrex** inverter display
30. **Lugger** main engine panel and controls
31. **FloScan** fuel totalizer display
32. **Yanmar** wing engine panel and controls
33. **Northern Lights** generator panel
34. **ABT** bow thruster joystick control
35. 12v outlet
36. Overhead opening hatch with screen
37. **La Crosse** wireless weather station
38. **Weems and Plath** – digital display
39. **Spectra** watermaker remote panel
40. **Buell** dual trumpet air horn and pancake style compressor
41. **Danforth** compass
42. **VDO** rudder indicator
43. **Epson** printer
44. **Raytheon** ST60 tri data instruments with repeater in Master
45. Bilge pump counter
46. Bilge high water alarm

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47. Engine room **Fireboy** monitor
48. 12V outlets
49. **Samsung** 17" TV and backup computer monitor with 3 cameras

HULL, DECK AND COCKPIT ADDITIONAL EQUIPMENT:

1. **Maxwell** VWC 3500 reversing windlass with foredeck and pilothouse controls
2. 55 kg. **Rocna** anchor
3. 400 feet 3/8" chain
4. Chain stopper
5. Custom stainless steel anchor braces to keep **Rocna** from moving
6. Stainless steel bow anchor breast plate
7. **Fortress** FX-23 anchor in lazarette
8. **Forespar** at anchor flopper stopper rigging on port and starboard sides
9. Hull treated with epoxy barrier coat and has **SW Sea Voyage** bottom paint applied
10. **Achilles** 12' 10" rigid inflatable with cover. Dinghy has depth finder, running lights, electric start, bilge pump, anchor and four USCG cushions. Middle seat storage bag (new 2016). Hold downs, flushing muffs, paddle.
11. Stainless steel dinghy chocks
12. 30 horsepower **Honda** four stroke outboard
13. (2) **Rule** electric boom winches with spectra line for dinghy movement
14. Ensign with teak pole and chrome socket
15. Flag halyards
16. Lightning ground and dissipater
17. Wind instrument on mast head
18. US Ensign and flag holder on transom
19. **Textilene** canvas sunscreen covers for forward and side windows.
20. **Magma** propane barbeque with mount and cover
21. **Fortress** stern anchor with chain and rode
22. Additional stainless steel handrails on side decks
23. Staple rails on swim platform
24. L – shaped handles for boarding swim platform
25. Swim ladder
26. Roller spool drum with hand crank and 300' of polypropylene line
27. Underwater lights-dual color
28. Lighting ground
29. **Glomex** television antenna
30. Hinged mast
31. Pilothouse roof repainted with nonskid surface
32. Stand up paddleboard with custom stainless steel brackets
33. Dock lines and fenders
34. **Textilene** white mesh window covers
35. Owner's manuals for appliances and equipment
36. Extensive spare parts inventory
37. **Nordhavn** operator's manual with descriptions of systems, diagrams and maintenance suggestions.

Nordhavn 50 Worknot

ADDITIONAL INTERIOR EQUIPMENT:

1. Custom inner spring mattress in master stateroom
2. (3) **Hella** DC turbo fans
3. LED overhead lights
4. Carpeting in saloon and pilothouse
5. All port lights have removable bug screens
6. **Chelsea** brass clock and barometer (in-op)
7. Blinds in saloon
8. Cam locks on sliding doors affording positive latching in any position
9. Hidden safe

SAFETY EQUIPMENT:

1. **Fireboy** fire suppression for engine room & lazarette
2. **Switlik** 6-person offshore life raft canister pack in cradle on boat deck.
3. **ARC** Satellite 406 EPIRB and self-launch bracket
4. **Firdell 210-7** Blipper radar reflector on stack
5. **Lifesling** in plastic case mounted cockpit
6. Propane sniffers
7. Carbon monoxide/smoke alarms
8. **Siren** Pixie remote vessel monitoring system
9. **US Coast Guard** safety equipment included

ADDITIONAL COMMENTS AND UPGRADES:

Worknot is a US Coast Guard documented vessel. Her tender was originally registered in CA. Machinery and equipment has been carefully maintained. Her current owners have gone through the boat after purchasing her in 2010 and in addition to making the normal survey item fixes have done a thorough once over to make sure she was ready extended trips between Mexico and Alaska. Having her in great shape from the beginning they have continued to keep her in excellent condition. The following improvements have been done since 2011, in addition to normal maintenance.

- **Awlcraft** Mist Gray hull paint – 2015
- Royalty carpet throughout interior – 2014
- Saloon, galley, guest and master head overhead lights changed to LED
- Chest freezer temperature control and exhaust fan
- All sanitary hoses for heads and black water replaced – 2012
- All batteries replaced with **Lifeline** AGM – 2015
- Overhead panels in pilothouse replaced – 2014
- Main engine muffler replaced with **Harco** stainless steel silencer and blanket
- LED anchor, steaming and running lights – 2012
- Watermaker rebuilt, replaced O-rings and seals in membranes, full service – 2013
- Bottom paint renewed – 2016
- Hull waxed – 2016

In addition to this fastidious work through of essential systems, a large assortment of spare parts, rebuild kits and back up equipment has been assembled.

Note: the name *Worknot* is reserved for the owners next boat

Nordhavn 50 Worknot

OWNER COMMENTS:

We purchased WORKNOT after owning two Grand Banks as we neared retirement and had more free time to extend our coastal cruising. More than 2,500 hours and over 15,000 miles the Nordhavn 50 has exceeded our expectations. 90% of our time underway has been as a cruising couple managing all aspects of the journey. When we have guests along the boat is truly comfortable for two couples. We have never delayed a trip or missed a weather window due to the boat's availability. She is substantially more hardy than the crew! We had no intention to sell WORKNOT, in fact she was at Paradise Village on the Mexican Riviera just a week before listing. The private purchase of another Nordhavn from a friend led us to make the 1,100-mile run from PV, in the winter, and place WORKNOT on the market. That trip took only 7 days, with a layover in Cabo and I never touched a wrench. She is truly ready to return as soon as the new owner adds some fuel, food and clothes.

BROKER COMMENTS:

The listing broker traveled to Ensenada, Mexico to visit *Worknot* in February, 2017 to take current photos and inspect her condition. Impressive! After spending most of two days aboard going over the details with the owners it is impossible to summarize the care and attention to detail that has kept *Worknot* so beautifully maintained. The operative description would be quite simply, "Pride of Ownership". You simply must step aboard *Worknot* to fully appreciate her condition. There are binders aboard with ships log documenting repairs and upgrades. Additional photos beyond those that are published online are available upon request. In January, 2017 she ran 1,100 flawless miles from Puerto Vallarta, Mexico to Ensenada, Mexico where she is currently moored.

The Nordhavn 50 is a proven long range trawler design that has made numerous ocean crossings. It should be no surprise that all recommended maintenance on machinery and equipment has been completed to manufacturer's requirements and is documented in the ships log. The hull has been cleaned and waxed on a regular basis. *Worknot* represents an excellent opportunity and great value for anyone interested in purchasing an outstanding long-range passage maker at an exceptional price.

Nordhavn 50 Worknot



EXCLUSIONS:

Potential purchasers should realize that items on the vessel at the time of viewing, but not specifically listed on this sheet, may not be included with the sale of the yacht. Items excluded include, but are not limited to – paintings, artwork, binoculars, most tools, some galley gear, Intellian antenna and satellite phone, kayaks and owner's personal effects will be removed. These specifications are believed to be true and correct, but cannot be guaranteed. Owner's personal effects and clothing will be removed prior to closing.

Note: the name *Worknot* is reserved for the owners next boat.

DISCLAIMER:

Specifications and details of this vessel are provided in good faith for informational purposes only. Details regarding the specifications, operating characteristics and condition of the vessel have been obtained from sources believed reliable, but the owner and brokers cannot guarantee or warrant the accuracy of this information or the condition of the vessel. Buyer assumes responsibility to verify all speeds, capacities, consumptions and other measurements contained herein and otherwise provided and agrees to instruct his/her agent or surveyor to confirm such details prior to purchase. Photos may include items that are not included in the purchase price. Vessel is offered subject to prior sale, price and inventory changes and withdrawal from market without notice.

Nordhavn 50 Worknot

SALES CONTACT DETAILS: Jeff Merrill, CPYB (Certified Professional Yacht Broker) has extensive product knowledge of the Nordhavn 50 in general and *Worknot* specifically providing a huge resource to any potential buyers which he is happy to share. Jeff will happily explain the many advantages that *Worknot* has to offer and can also provide more photos and answer your specific questions upon request. Please contact listing broker, **Jeff Merrill, CPYB** for additional information or to schedule a viewing appointment to inspect *Worknot*.

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

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Certified Professional Yacht Broker

Licensed and Bonded in California and Florida.

Member California Yacht Brokers Association – President 2015 and 2016

Member Florida Yacht Brokers Association

Member Northwest Yacht Brokers Association

Member Yacht Brokers Association of America



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