



TORO₆₀

A GENTLEMAN'S SPORTFISHER

When you think Nordhavn, you probably think long-distance trawlers with paravanes, yachts that scoot along at 10 knots. Well, think again. The builder of Nordhavn yachts went against type and came out with a new kind of high-end yacht, a sportfisher that eschews the Nordhavn exterior lines and will do 30 knots. Meet the new Toro 60, a fast, playful yacht that is so customizable, a fishing aficionado is sure to find a flavor he can't live without.

The Toro 60 is represented by Nordhavn and is built in the same yard, but it doesn't carry the Nordhavn name. Broker Eric Leishman noted that this boat was designed and built to absorb temporary excess capacity in the Xiamen yard and, therefore, it was left open to interpretation in terms of the market and how future owners would be using it. The Toro 60 is a sportfisher, and while it can do some bashing, it is no battlewagon. It's likely to find a market with an owner who wants to fish occasionally but otherwise make coastal cruises

in yachting style. One thing I've noted repeatedly is that a sportfisher actually makes a fantastic dive boat. All that cockpit room provides a place to suit up, store tanks and dry off after a great dive. Water access is easy, and there's plenty of room belowdecks for an air compressor. Most importantly, this boat will get you to and from the diving (and fishing) grounds quickly, so extended runs can still be done in a day or a weekend.

Now, if you're intent on fishing, there are some nice features. A live-well with a viewing port is built into

the transom, and a large ice-maker is in the cockpit console. Two rod holders per side should make it easy to get hooked up, and fresh- and saltwater washdowns allow you to rinse off any fish blood and muck and then get the salt off yourself.

On the bow is a single bow roller and easy access to the anchor locker where you will find a Quick windlass; in my experience, that brand lives up to its name. One thing I'd like to see is chocks that lead dock lines to the cleats, as that helps with chafe as well as better line angles when tying up.

FLYING FREE ON THE FLYBRIDGE

The steps up from the cockpit to the flybridge are well built and placed, which means anyone unsteady on his feet or carrying anything up top should have an easy time of it. Here, the hard-top extends over both the helm and the socializing area, which is just forward. The overhead can stand alone, but it makes a nice starting point for an able

The Toro 60 has two beneficial attributes on the interior: lots of space and a high-quality finish. Natural light floods in, and the Maobi wood beautifully offsets the white and beige color scheme. Anglers will enjoy a spacious cockpit that's ready for action.

canvas maker to create a full enclosure.

There are two neat things on the flybridge. First, the helm pod's placement is customizable. Owners can move it aft for a clear view of the cockpit to assist with fish fighting. Doing so also provides more space forward where the dinette is placed along with a galley module that includes an ice-maker, a grill and a sink. When the helm is moved all the way forward, the social area will be behind the station and possibly a bit more protected from wind and waves. Also quite innovative is the retractable helm console that hides the Raymarine instruments and chartplotter when not in use. The flybridge helm is the only helm station on the boat, unless you spec a second console with a joystick in the cockpit.

Our boat had a single helm chair, but that may be changed. It took 11

turns to move the wheel from lock to lock, which seems a bit excessive to me, especially when needing to react quickly in tight quarters, but that's for an owner to decide.

YACHTING STYLE INTERIOR

Inside, the Toro 60 has two things: lots of space and a high-quality finish that screams Nordhavn. The salon is flooded with natural light due to the acreage of windows that extend out in all directions, and there is no trace of a cramped interior overfilled with furniture or fixtures.

On hull #2, the Toro salon had an L-shaped settee to port, a low cocktail table and another loveseat-sized settee to starboard, right by the sliding entry door. A freestanding table with four chairs created the dining room, across from which was cabin-

etry that housed a popup TV, refrigeration, a bottle cooler and the main distribution panel. The color scheme was all white and beige, which created a very neutral palette in a contemporary, no-nonsense interior that showed off the fine finish of the Maobi wood furniture and accents.

Our test boat had a two-cabin, two-head layout. The master suite was in the bow with a center island bed, lots of storage options, a nice head and a shower compartment with a frameless shower door. Guest accommodations included a cabin with over/under bunks and a second head that will also serve day guests. Depending on the rest of the layout, a third cabin may be fitted.

GALLEY MAGIC

In the galley, as in the other spaces on



the yacht, it's all up to you. Our test boat had a U-shaped galley-down arrangement. The Subzero refrigerator doors were finished in varnished Maobi wood, which offset the white Corian countertops nicely. A freezer and an ice-maker were at hand as well, and a Miele cooktop and microwave completed the rest of the appliances. Storage was excellent with overhead lockers and more drawers than I have in my house.

For folks who like to socialize while

Testers' Opinion

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they prepare meals, there is an option to move the galley up into the salon, so the cook isn't so isolated, according to Leishman. There is already a refrigerator and a wine bottle cooler up there, so it wouldn't be such a stretch to reconfigure the salon. (Obviously, this is something to be spec'd prior to a new build.) With the galley up, there would be room for a third stateroom on the lower level.

POWER TO THE PEOPLE (ABOARD)

I headed out with Leishman on a

nice, sunny Southern California day with a 10-knot breeze and a 2-foot wind chop. The twin CAT 1,136 hp diesels picked up the boat as if moving 78,000 pounds onto plane was a trifle, and off we went. It took 6 seconds to plane and 12 seconds to reach 26 knots. This is a lighter build, and the fuel consumption, especially at lower speeds, is pretty good. At a 15-knot cruise, the powerful Toro 60 has a minimum 450-mile range, burning about 23 gph. Top speed was 30.2 knots, at which point the CATs were burning a combined 59 gph. Take the speed down to 9.2 knots, about 950 rpm, and fuel burn is just 4 gph.

You can spec any engines, but per Leishman, the CATs seem to be optimal. A Seakeeper gyro stabilizer is also available as an option, and it should work well to dampen roll and therefore minimize fatigue underway or in a boisterous anchorage.

As we made our turns, the Toro gobbled up its own wake without pounding. We were buzzed by a drone that was to taking our picture. I'm sure we made good video fodder as the Toro etched swoopy S-turns in the clear Pacific.

Like other Nordhavns, the Toro 60 is a yacht that is solidly built and exquisitely finished. Unlike other Nordhavns, this boat is likely to be used for fast coastal jaunts to fishing grounds or pleasant anchorages. Mostly, however, a new owner can

➔ SPEC BOX

LOA	60 ft., 7 in.
BEAM	18 ft., 1 in.
DRAFT	4 ft., 11 in.
DISPLACEMENT	78,000 lbs.
FUEL	1,458 gal.
WATER	400 gal.
ENGINES	Twin Caterpillar C18 Acert, 1,136 hp
PRICE (AS TESTED)	\$1.699 million

STANDARD EQUIPMENT

Lifeline AGM batteries and 24v system, Bennett trim tabs, Onan 27 kw genset, Subzero refrigeration, Corian countertops, Miele cooktop and microwave, Imtra LED lighting, Quick windlass and more.

OPTIONAL EQUIPMENT

Seakeeper gyro stabilizer, Side Power bow thruster, tuna tower, outriggers and more.

BUILDER

SOUTH COAST MARINE, Xiamen, China

WEST COAST DEALER

NORDHAVN YACHTS SOUTHWEST, Dana Point, Calif.; (949) 496-4933; nordhavn.com.

have significant input, thereby creating the boat that caters exactly to the family's needs.

"It's an open tableau," Leishman said. That means you can interpret this boat exactly as you need it, and isn't that ever so gentlemanly? 🐾