

NORDHAVN 41

Nordhavn introduces a successor to its record-holding long-range cruiser

In 2020, Pacific Asian Enterprises introduced the Nordhavn 41. It replaces the Nordhavn 40, the company's smallest offering (69 were built) which holds the world record for the fastest circumnavigation by a production powerboat (170 days). When

combined with the other offerings, the Nordhavn fleet of yachts from 41 to 148 feet (12.5 to 45 metres), can boast more than seven million miles of documented ocean crossings.

THE N41 WAS developed from scratch, incorporating advanced computational fluid dynamics anal-

ysis by Holland's Vripack Yacht Design to produce what the company says is "a capable, efficient, safe and sea kindly vessel capable of crossing any ocean." According to Pacific Asian's co-founder and vice-president Jim Leishman, the N41 has essentially the same displacement as the 40 but with a five-foot (1.5-me-



tre) longer waterline, a much finer entry, greater propeller efficiency (about 60 percent compared to 50)—thanks in part to the clearer water feeding into the props—big reduction gears (3.942:1) and a hull that has been fine tuned for maximum efficiency. Combined, Leishman says the N41 will have improved speed, efficiency and range compared to the 40. Fuel economy is also proving to be extremely good following initial sea trials with minimal fuel and water on board. At 7.4 knots (2,000 rpm), the fuel burn was only 3.24 gallons (12.3 litres) per hour at eight knots, which translate to 2.28 miles per gallon (3.8 litres) and a range of about 2,000 miles. The top speed is 9.1 knots while still burning less than one gallon

per mile. These are very impressive numbers.

The N41 is built to CE Certification Category A, which means it is capable of being operated safely in winds of over 40 knots and significant wave heights above 13 feet

(four metres). Unlike most Nordhavns that are built in Taiwan and China, the 41 is being built at a new partner plant in Turkey.

At the time of writing, hull number 10 has just been completed and the order books are full for about three years. ▶



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SIDE BOARDING GATES with steps molded into the hull make the 41 easy to board while side decks allow comfortable movement fore and aft and when docking. A 12-foot (3.6-metre) tender can be accommodated on the cabin top and launched via a standard 800-pound/362-kilogram davit. Easy access to the cabin top is via a ladder in the cockpit. The N41 is being made available with two layouts: a single owner's cabin with walk-in closet and a large head and stall shower, or a two-stateroom version. The single stateroom version will still allow for guests to sleep on port and starboard settees in the saloon. Satin-finished walnut is used extensively throughout the interior.


STANDARD POWER IS twin four-cylinder Kubota 75-horsepower diesels (marinized by Beta Marine) and a bow thruster. These diesels are low pressure turbocharged but mechanically injected and are said to routinely run over 20,000 hours in generator applications. Another advantage is that they are free of the electronic controls required by larger horsepower diesels. This means there is no CPU to fail and, being mechanical, they will be easier to work on. The propellers are protected by a deep keel (with 4,000 pounds/1,814 kilograms of ballast) and supported by beefy V struts and skeg rudders that don't protrude below the keel.

Standard equipment includes ABT Trac 220 stabilizers with six-square-foot (0.56 square-metre) fins to help keep the N41 on an even keel regardless of sea conditions. The 1,020-amp hour AGM house battery bank (six x 255 amp hours) should provide plenty of power at anchor, especially when combined with the standard

1. There is ample space for guests to sleep on the port and starboard saloon settees. 2. A Garmin chart plotter, radar, depth sounder, autopilot, VHF and AIS all come standard. 3. The 41 is available in a single owner's cabin layout with walk-in closet and large head or two stateroom layout. 4. Satin-finished walnut is used throughout the interior. 5. Side decks allow passengers to move easily around the boat, while the dinghy can be stored up and out of the way on the cabin top.

7/9 kW Onan generator and the 400-watt flexible solar panels on the saloon roof.

IN ADDITION TO these features, the N41 is being offered with an impressive list of other standard equipment, including Garmin chart plotter, radar, depth sounder, autopilot and VHF and AIS, reverse cycle air, Webasto forced air diesel heating, an extra freezer in the commissary, combo washer/dryer and even a liferaft. About the only things not being offered in what is essentially a standard sail-away package are the dinghy and a watermaker: the dinghy because that is largely a personal choice and the watermaker because with a 300-gallon (1,136-litre) capacity, there's already enough water to satisfy a typical couple's needs for an extended period.

Price for vessels already ordered is US\$799,000 delivered to the West Coast. 



SPECS

LOA 12.6 m / 41' 4"
LWL 12.2 m / 40'
Beam 4.24 m / 13' 11"
Draft 1.38 m / 4' 7"
Disp 19,200 kg / 43,300 lbs
Water 1,136 L / 300 USG
Fuel 3,407 L / 900 USG
Holding 265 L / 70 USG
Grey water 265 L / 70 USG

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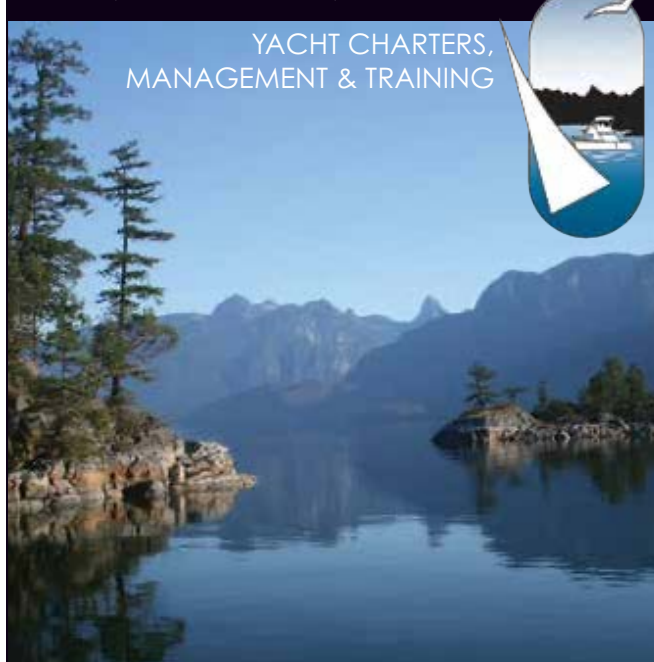
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