

Nordhavn N56MS

Price

Base Price

Specifications

Length Overall	57'5"
BEAM	16'7"
Dry Weight	
Tested Weight	
Draft	7'
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	800 Gallons

Water Capacity	250 Gallons
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

Builders Commentary

For the past 15 years, Pacific Asian Enterprises, Inc. (PAE) has devoted its efforts toward the development of the Nordhavn line of offshore passage making trawlers. Endeavors such as the Around-The-World voyage in a Nordhavn 40 and the Nordhavn Atlantic Rally, combined with innovative design ideas have set PAE atop this growing industry. However, the roots of the successful bluewater power yacht franchise actually lie under an impressive sailing legacy that saw the construction of over 250 cruising sailboats. PAE’s Mason line was first introduced in 1979 and models ranged from 34 to 64 feet.

PAE’s interest in sail has been rekindled with their innovative design: a motorsailer that will have true Nordhavn capabilities with transoceanic range under power alone and modest sailing performance in offshore conditions.

Layout

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Interior

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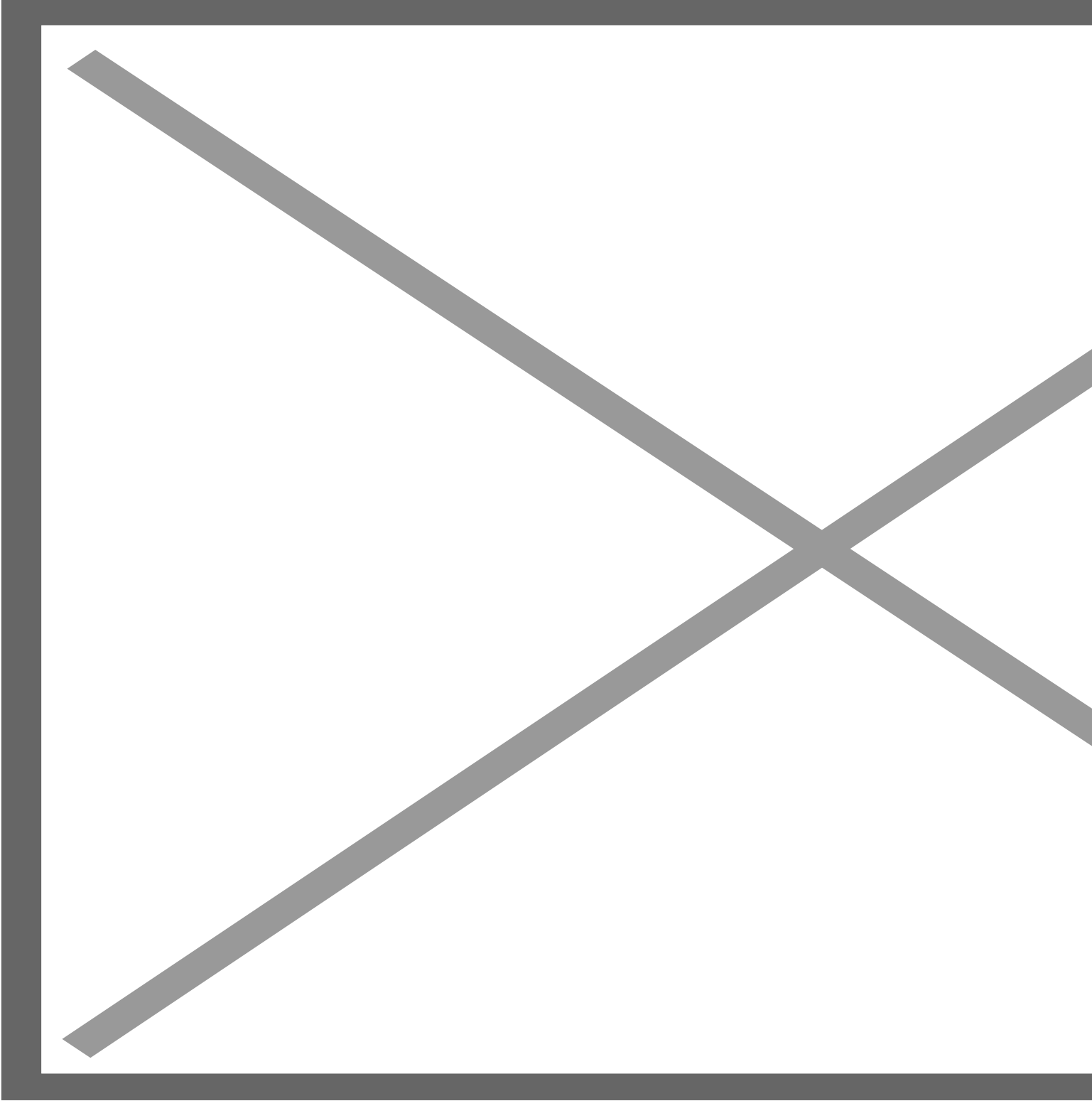


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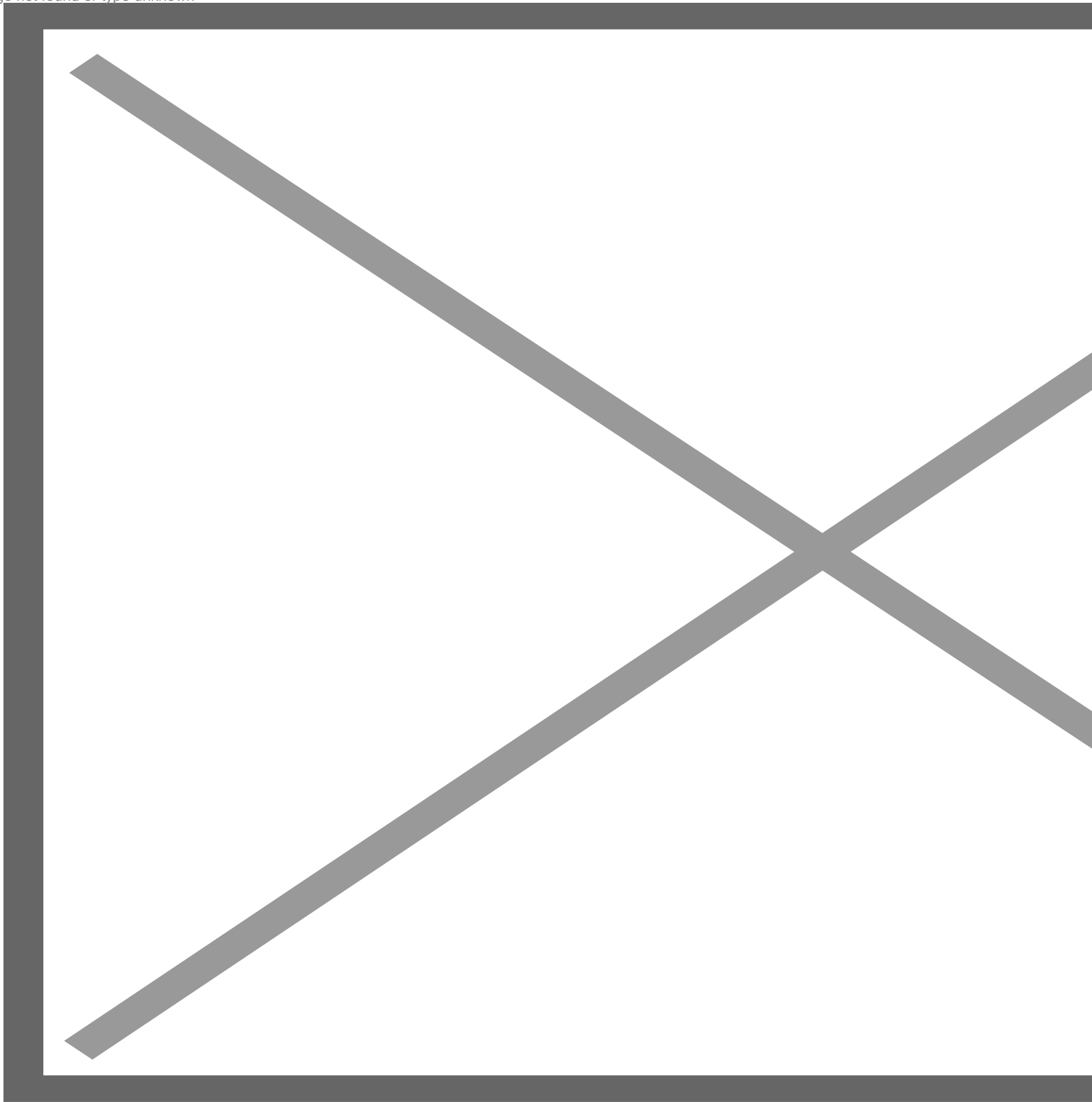


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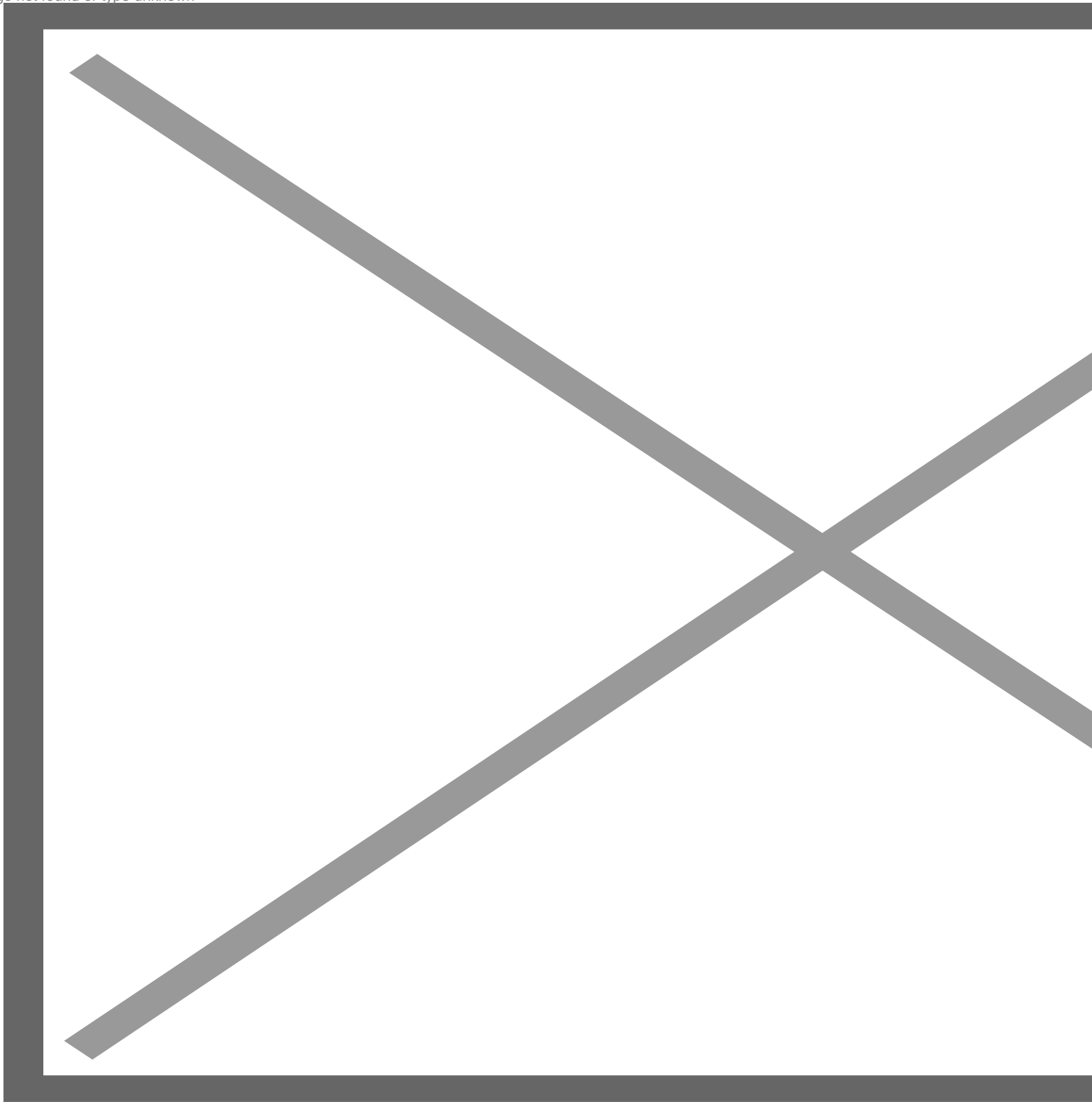


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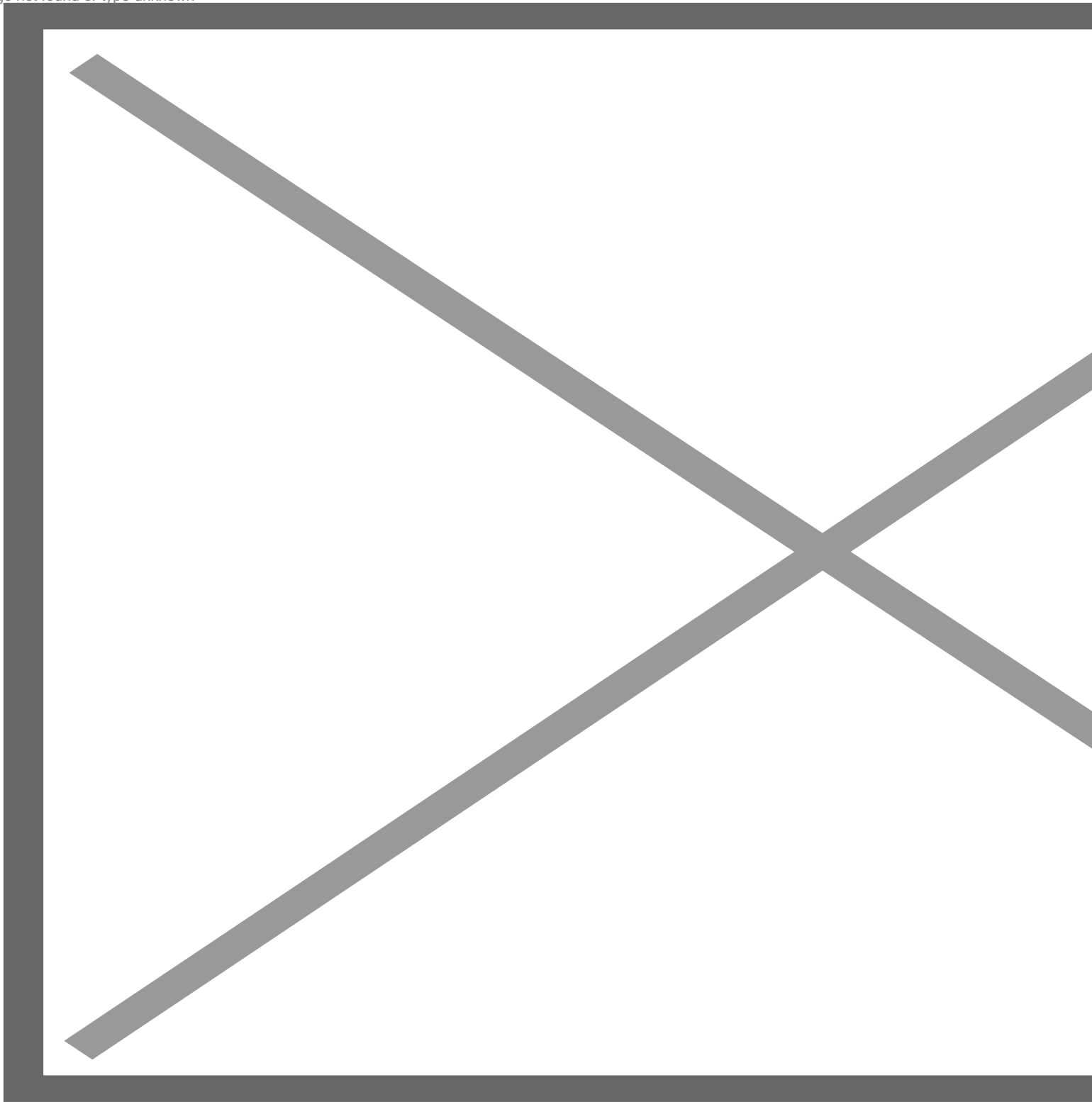


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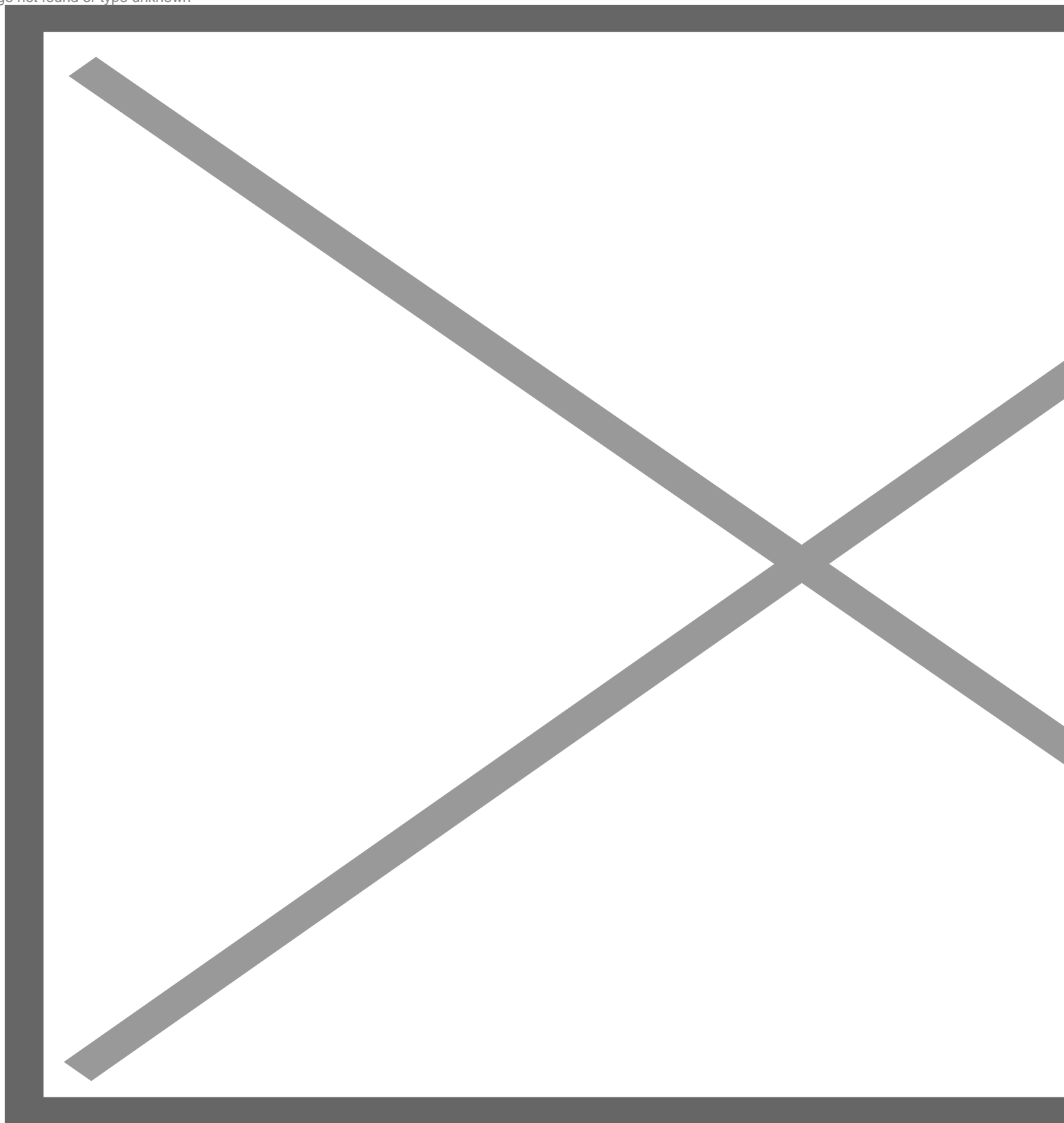


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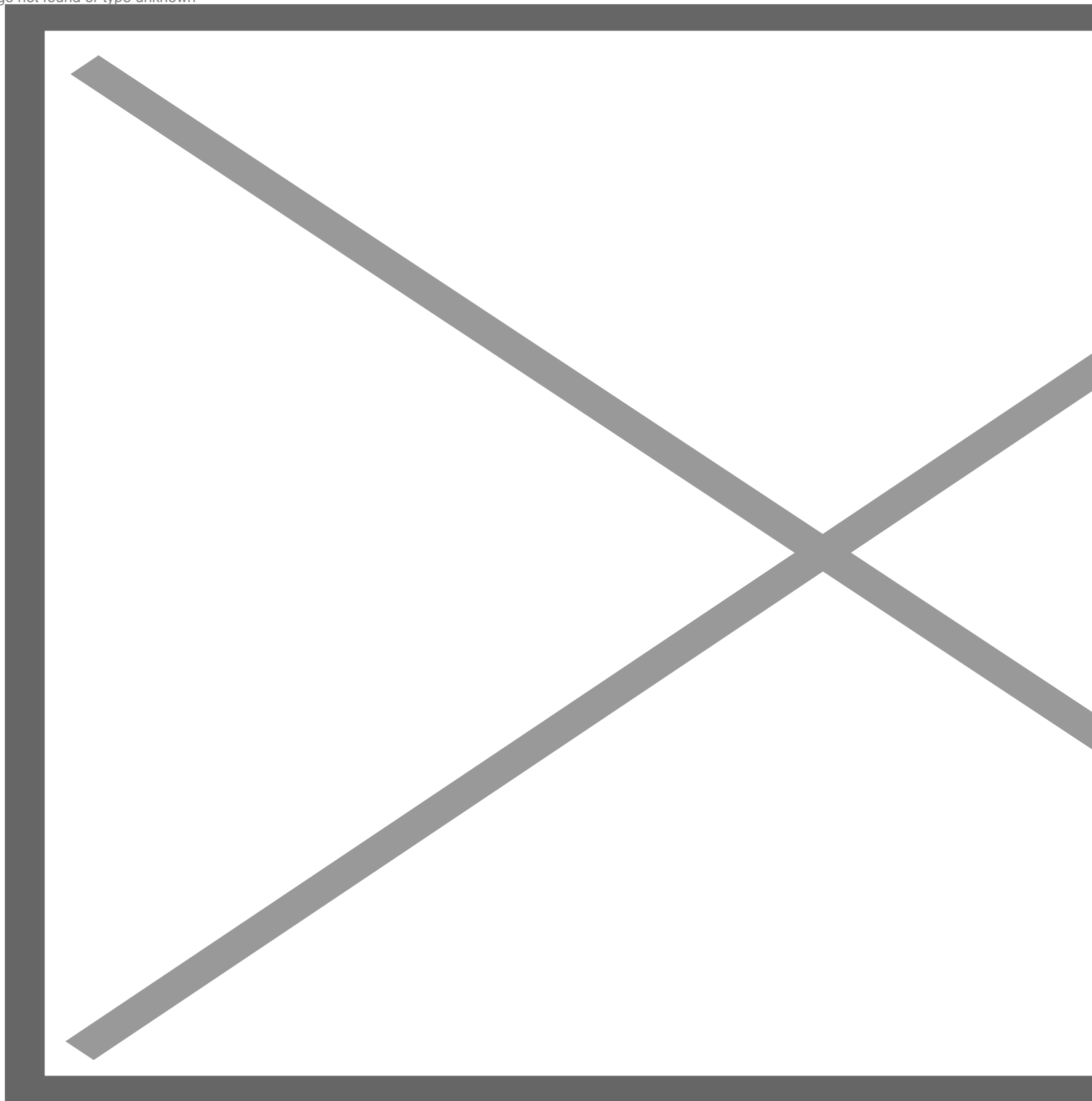


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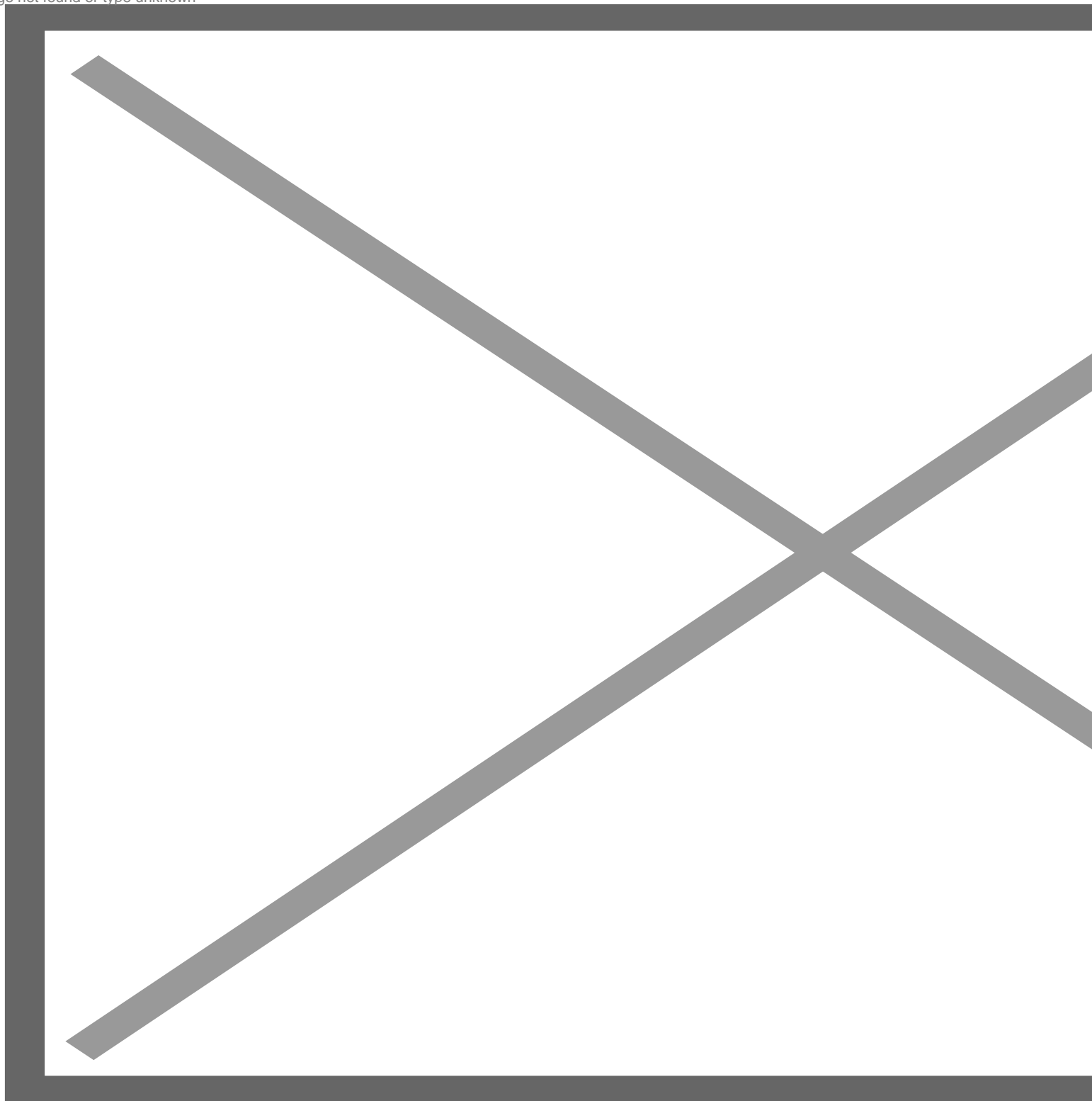


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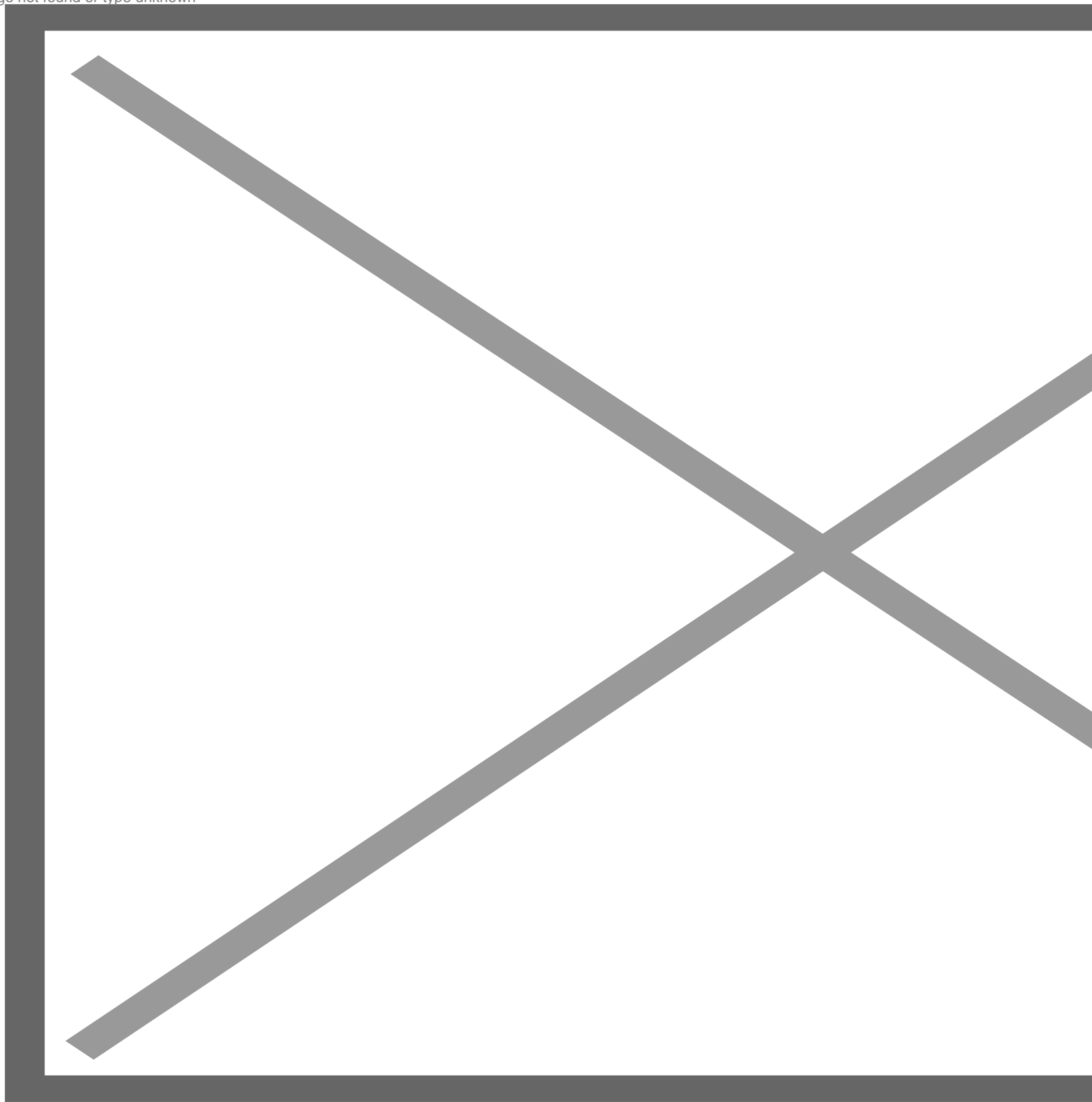
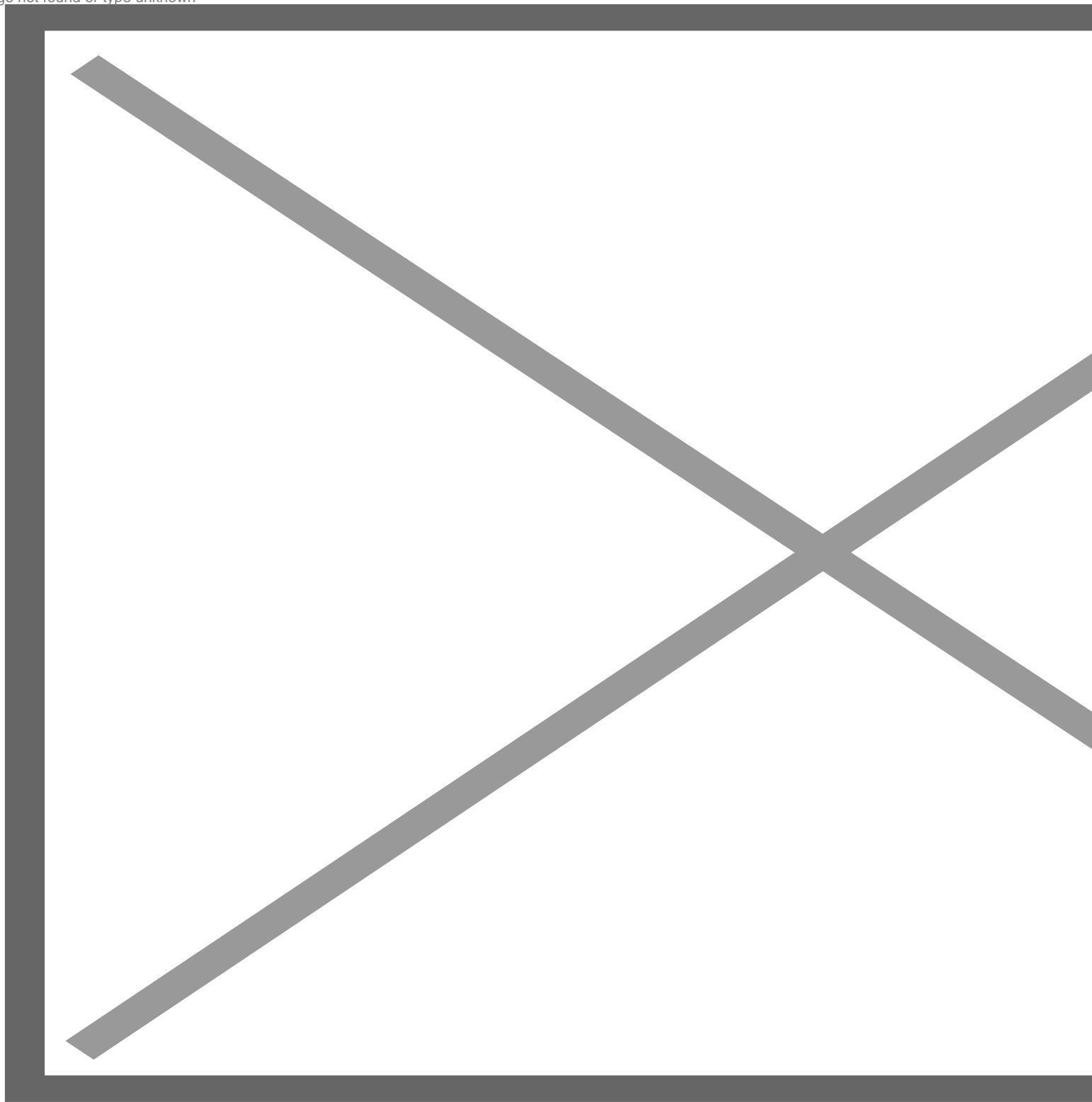


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Standard Options

Galley

- Refrigerator: U-Line Origin model # 1175R (black)
- Freezer: U-Line Origin model #75F (Black)
- Countertops: Corian with teak fiddles
- Flooring: Teak and Spruce with satin varnish
- Cabinetry/paneling – teak with 60% gloss varnish
- Force Ten #63356 three (3) burner with oven- LPG gimbaled
- GE microwave oven #PEM31SMSS – non-convection
- GE Trash compactor – GCG1580LSS
- Overhead: individual padded Majilite vinyl panels secured in place with 3M industrial Velcro and easily removable for service of deck hardware and wiring
- Locker interior finish: white Formica
- Dinette with fixed teak table at aft end of galley
- Main Salon / Wheel House
- Flooring: Teak and Spruce with satin varnish
- Cabinetry/paneling – teak with 60% gloss varnish
- Dinette table: teak with high gloss finish and “sunburst” design
- Furniture: settees as designed with all detail as shown in layout drawing
- Overhead: individual padded vinyl Majilite panel secured in place with 3M industrial Velcro
- Locker interior finish: varnished teak with satin finish
- Cushion fabric to be Ultraleather
- Teak valance over side and aft windows to be incorporated into air con soffit like N72
- Two (2) chairs with locker in between on port side
- Space for flat screen TV on lift in cabinet located on port side of Salon. (TV and lift not included)
- Stidd “Slim Line” helm chair
- Helm station and dash with teak and dark gray laminate finish. Black Majilite covered dash hood.

Master Cabin

- Flooring: Teak and Spruce with satin varnish
- Cabinetry/paneling – teak with 60% gloss varnish (high gloss optional)
- Bulkhead mounted mirror
- Locker interior finish: white Formica (varnished teak optional, as on N72)
- Foam mattress with cotton cloth ticking

- All visible hull surfaces within stateroom (not including locker interiors) – to have horizontal teak staving with satin varnish finish (high gloss optional)
- Countertops teak veneer with solid teak fiddles
- Dropped overhead above the head of berth with recessed lighting with book shelves at the sides
- Overhead: individual padded Majilite vinyl panels secured in place with 3M industrial Velcro
- Hanging locker interior finish: Aromatic cedar

Heads

- Flooring: Teak and Spruce with satin varnish
- Countertop: Corian with teak fiddles
- Medicine locker with mirrored doors
- Shower pan – white – gelcoated FRP with non-skid including aluminum and glass bi-fold shower doors. Shower overhead panels to be FRP
- Overhead: individual padded Majilite vinyl panels secured in place with 3M industrial Velcro
- Locker interior finish: white Formica
- Exhaust blower: 24 volt Rule 140 on 30 minute timer
- Stainless steel towel bars shipped loose
- Cabinetry/paneling – teak with 60% gloss varnish

Forepeak

- Painted with white gelcoat
- Drain to bilge through a PVC pipe installed during hull lamination
- Shelves at outboard sides for line storage

Guest Cabin

- Flooring: Teak and Spruce with satin varnish
- Cabinetry/paneling – teak with 60% gloss varnish
- Overhead: individual padded vinyl Majilite panels secured in place with industrial Velcro
- Locker interior finish: white Formica (varnished teak optional, as on N72)
- Foam mattress with cotton cloth ticking
- All visible hull surfaces within stateroom (not including locker interiors) – to have horizontal teak staving
- Countertops teak veneer with solid teak fiddles
- Hanging locker interior finish: Aromatic cedar

- Latches: All locker doors and drawers to have push button style latches
- All interior stateroom doors and door hardware to be Mobella like N72 including gasket seals

Lighting: per PAE drawings

- Main overhead lighting throughout: Cantalupi “Walter” 2001 24 volt DC with wall switches for each designated area as shown on plan
- Guest cabin reading lights: Cantalupi “Vienna” 24 volt DC chrome x two (2)
- Engine room lights: AC fluorescent – two (2) 24? (61 cm) dual bulb (#1616K81) switch at entrance to engine room. Lazarette lights: AC fluorescent – two (2) 24? (61 cm) dual bulb (#1616K81) with switch in laz at entrance hatch. Additionally – four (4) 24 volt dome lights in engine room and four (4) 24 volt dome lights in lazarette (McMaster Carr)
- Exterior dome lights: Cantalupi “Tuna” 24 volt DC #CN20901 x two (2) on aft deck
- Navigation lights: Aqua Signal, LED, 24 volt (#32202-7 Starboard, #32302-7 Port, and #32502-7 Stern)
- Owners cabin reading lights: Cantalupi “Vienna” 24 volt DC chrome x two (2)
- Courtesy lights LED Cantalupi “Storm” 24 volt DC as shown on lighting plan
- Vanity lights: Cantalupi “Tebe” 2000 24 volt DC – Two (2) at owners sink, two (2) at guest sink and two (2) at owner’s stateroom vanity (6 total)

All horizontal surfaces on deck have a diamond pattern non-skid as shown in deck plan. Standard non-skid to be a contrasting color to parameter deck with the following exceptions:

Center cockpit to have a Teak grate

Chocks/Cleats for mooring lines

Transom sides: stainless steel with attached cleat – recessed x two (2)

Stainless steel hawse holes with vertical horns x two (2). Mounted port and starboard in midship bulwarks

Stainless steel cleat 15? (38 cm) at bow outboard of windlass port and starboard with closed S/S mooring chocks set into bulwarks port and starboard x two (2)

Lower and upper rub rails FRP with a stainless steel cap – rub rails integral to hull

Ports: Oval 16" x 7" (40.6 cm x 17.8 cm) stainless steel ports in hull as shown on design with tempered glass – all hull ports to include four dogs and stainless steel deadlights – six (6) in hull plus four (4) in the forward trunk cabin (2 each P&S) and one (1) in cockpit well (11 total)

Stainless steel double bow roller with fore stay chain plate incorporated, to accommodate a 105 lb. (47.6 kg) plow style anchor on starboard roller and the port roller to be designed for a second light anchor or for mooring lines. Roller on starboard side to be slotted for chain and the port roller to be smooth for line – roller to be built per PAE design

Anchor: 105 lb. (47.6 kg) Stainless steel plow style anchor

Chain: 400' – 3/8" HT (122 m – 9.5 mm) chain with swivel and shackle

Maxwell chain stopper mounted in front of windlass

Stainless steel rail around foredeck to be 1-1/4" (3.2 cm) diameter S/S tubing on top and 1" (2.5 cm) on lower horizontal. Pulpit to be double 1-1/4" (3.2 cm) diameter S/S tubing with burgee socket

Stainless steel double railing on side decks, as on foredeck, with opening gates port and starboard

Stainless steel rail around aft cockpit to be 1-1/4" (3.2 cm) diameter

Windlass

- Maxwell 24 volt VWC 3500 windlass to be mounted on a molded FRP base
- Windlass power supplied by separate battery bank consisting of two (2) 8D batteries
- Cabin top hatches to be one (1) Lewmar #Ocean 60 and two (2) #Ocean 30. With Ocean Air screens
- Side deck/cabin trunk hatches to be Lewmar 44, one (1) each port and starboard with screens (2 total)
- Sail / Chain locker hatch to be Lewmar 70 x one (1)
- Large lazarette hatch with stainless steel gas shocks for support and two "Orcas" lockable deck latches

Lockers

- Port side cockpit locker for LPG bottles and system. Starboard side cockpit locker for storage
- Supply Blower for master stateroom x one (1). McMaster-Carr model #19135K85 rated at 122 CFM 120 volt AC. On/Off wall switch for blower start and stop
- FRP dorade boxes with Manship stainless steel cowl vents, and stainless cowl vent protectors at aft end of foredeck to service guest cabin and engine room x two (2)

Windshield wipers

Imtra 2-speed with auto park #RC524992 – use #RC529153 parallel arm x four (4), with window wash system

Horn: Kahlenberg #S-0A air horn with all necessary accessories. Including control panel and suitable compressor.

- Windows and doors: PCMCustom heavy duty aluminum construction
- Wheel house and side salon windows to be 1/2" (1.27 cm) thick tempered glass
- Sliding window for starboard aft salon with 3/8" (9.5 cm) glass. Screen and storm plate receptacles on all side salon windows (not including forward curved salon windows)
- Wheel House doors: PCM aluminum – Dutch – four hinge door with window and double dogs in addition to deadbolt and lockset
- Salon door: PCM aluminum – Dutch – four hinge door with window and double dogs in addition to deadbolt and lockset
- Four (4) fixed PCM windows in cabin trunk port and starboard to have 5/8" (16 mm) thick tempered glass
- Four (4) forward pilothouse PCM windows to be fixed. Two (2) corner PCM windows to be curved

Transom door

- Aritex stainless steel blind dog set. Opens outboard
- Hatch in wheelhouse roof to be one (1) Lewmar #Ocean 60

Winch: Rule #T20SR-24 volt 24 volt DC winch mounted on underside of boom for dinghy launching. To include wired remote control Note: Weight of dingy, motor and all equipment not to exceed 350 lbs. (.16 Metric Tons)

- One removable "U" shaped 1-1/2" (3.8 cm) diameter stanchion for swim step and optional swim ladder
- Stainless steel ladder into lazarette
- Teak flag staff and socket on S/S cockpit rail
- Pedestal/Wheel: Cockpit pedestal to be Edson "Classic" Series with 36" (91 cm) diameter Destroyer type wheel
- Stainless steel stem plate 31" (78.7 cm) located at waterline. Will include S/S tow eye
- FRP Antenna arch at aft end of salon roof
- Stainless steel ladder with molded FRP steps from aft cockpit deck to salon roof. Opening to have Custom FRP hatch with gas shocks and a single Aritex dog set

- Side deck boarding door starboard side only with Aritex blind dog set. Opens outboard with hinge on forward side. (Port side optional)
- Varnish teak cap rail around aft cockpit

Winches

- Genoa sheeting winches: Lewmar 54HST chrome x two (2)
- Main sheet winch: Lewmar 54HST chrome x one (1)
- Main halyard and Genoa halyard will share one (1) Lewmar 48HST mounted on deck forward of cockpit
- Winch handles: Lewmar #29141111 (10?) (25.4 cm) alloy lock-in x three (3)
- Genoa and main sheet cleats to be 8? (20.3 cm) Herroshoff style positioned as shown on drawing
- Genoa Control Hardware:
- Genoa tracks to be 8? (2.4 m) Lewmar “T” track #2916-6424 Width: 1-1/4? (3.2 cm)
- Genoa car to be Lewmar #29043702 size 3 with plunger
- “T” track end stops to be Lewmar #29172016 x four (4)

Blocks

- Main sheet blocks to be Lewmar Synchro #29921051 x three (3) single blocks attached to boom and one (1) Lewmar #29901802 with upstand to be mounted on wheel house roof
- Mast and boom to be Forespar “Leisure Furl” in boom hydraulic furling system per Forespar/PAE design
- Hydraulic function controlled by Lewmar Commander 400 system
- Standing and running rigging by Furling and Rigging Co.
- Navtec hydraulic boom vang
- Head sail roller furling system to be “Harken” hydraulic

Sails:

- Full batten main suitable for in boom furling
- 100% genoa suitable for roller furling system