

Nordhavn N51 (2021-)

Price

Base Price

Specifications

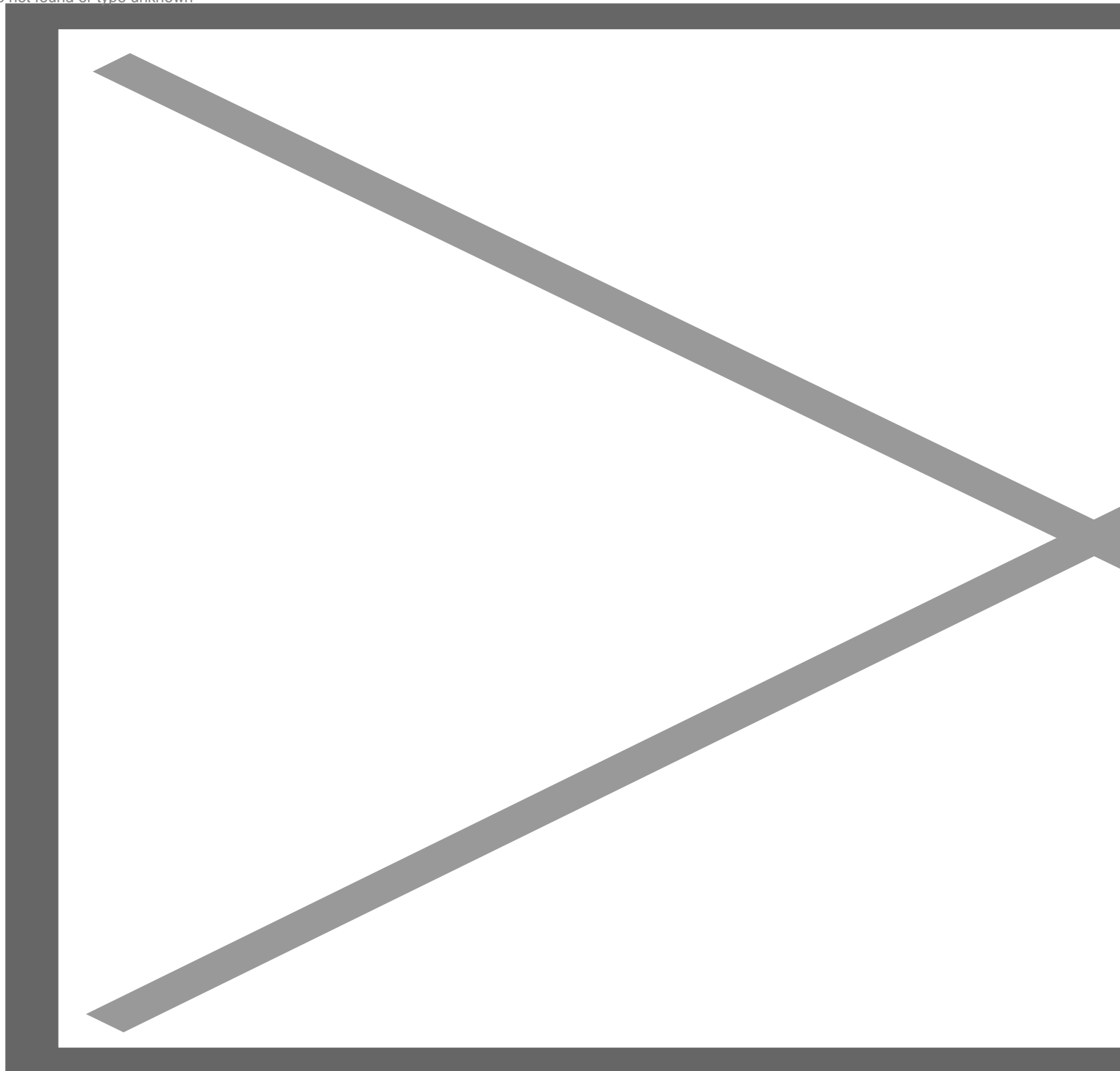
Length Overall	50'9" 15.47 m
BEAM	15'8" 4.78 m
Dry Weight	71,575 lbs. 32,465.87 kg
Tested Weight	
Draft	4'9" 1.45 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,450 gallons 5,489 L

Water Capacity	300 gallons 1,325 L
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	

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The new N51 will be a production model that will not offer as much customization as other Nordhavn boats.

Editor's Report by Eric Colby

After the success of the Nordhavn N41, Pacific Asian Enterprises has introduced the N51. With the larger model, the manufacturer is following the more production-oriented approach that it took with the N41. While previous Nordhavns have been custom-built, the N51 will be built on more of a production basis with set plans and equipment lists.

Made for Owner/Operations

The N51 measures 50'9" (15.47 m) with a 15'8" (4.78 m) beam. She draws 4'9" (1.45 m) and displaces 71,575 lbs. (32,465.87 kg). Fuel capacity is 1,450 gallons (5,489 L) and she carries 300 gallons (1,325 L) of freshwater.

The N51's two-stateroom, dual-head accommodations plan should appeal to customers who liked the N41 but wanted more space on board. The N51 will resemble other Nordhavns with her separate pilothouse, but her interior will mirror the finish of the N41, according to the company. She will be delivered with stabilizers, a bow thruster and davit among the standard items.

True to the company's long-range-cruising lineage, the N51 will have a Class A certification. Power is provided by twin 60-hp John Deere 404AFM85 M1 diesels.

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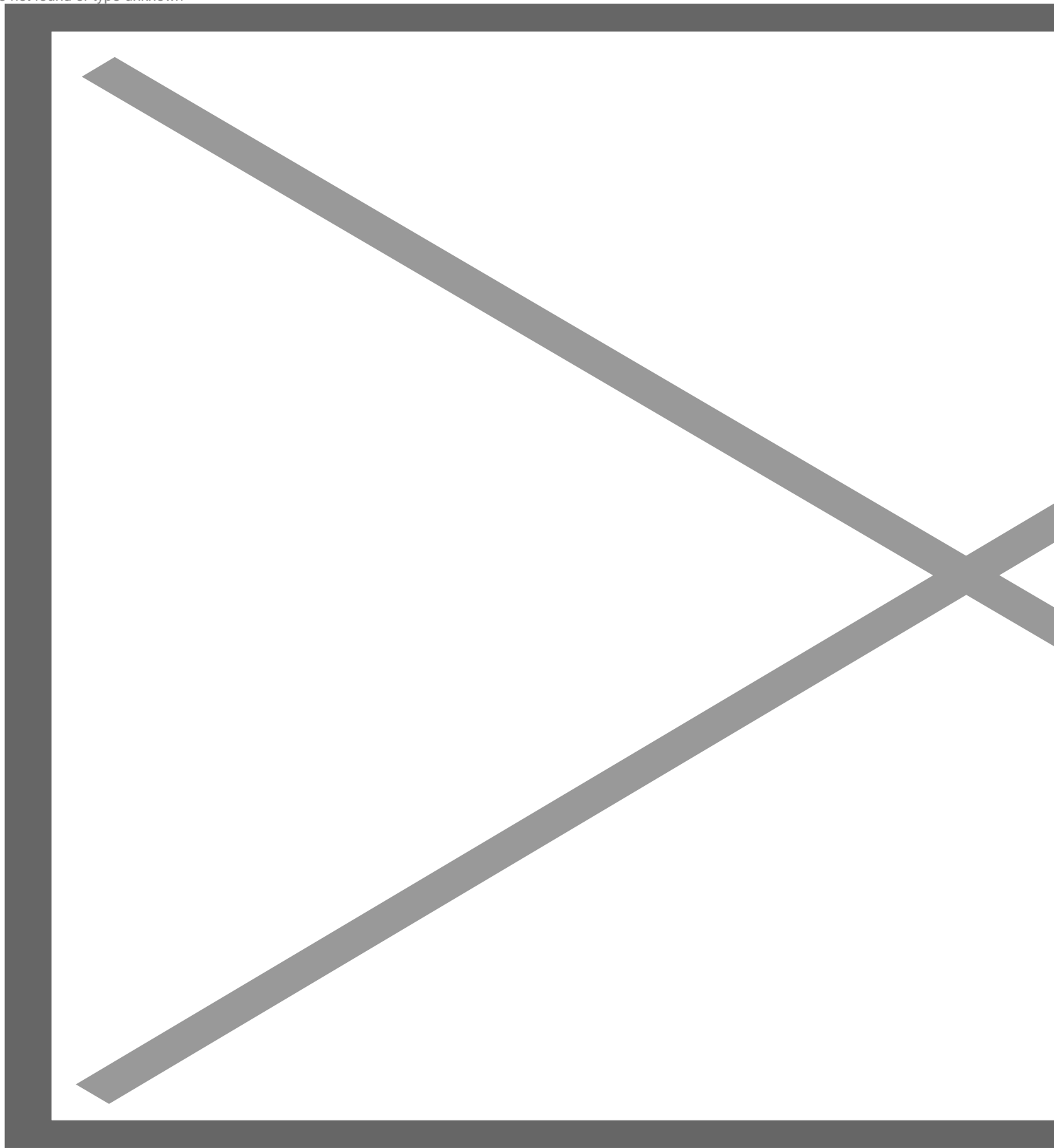


Nordhavn will offer the N51 with an open or enclosed flying bridge.

The Flying Bridge

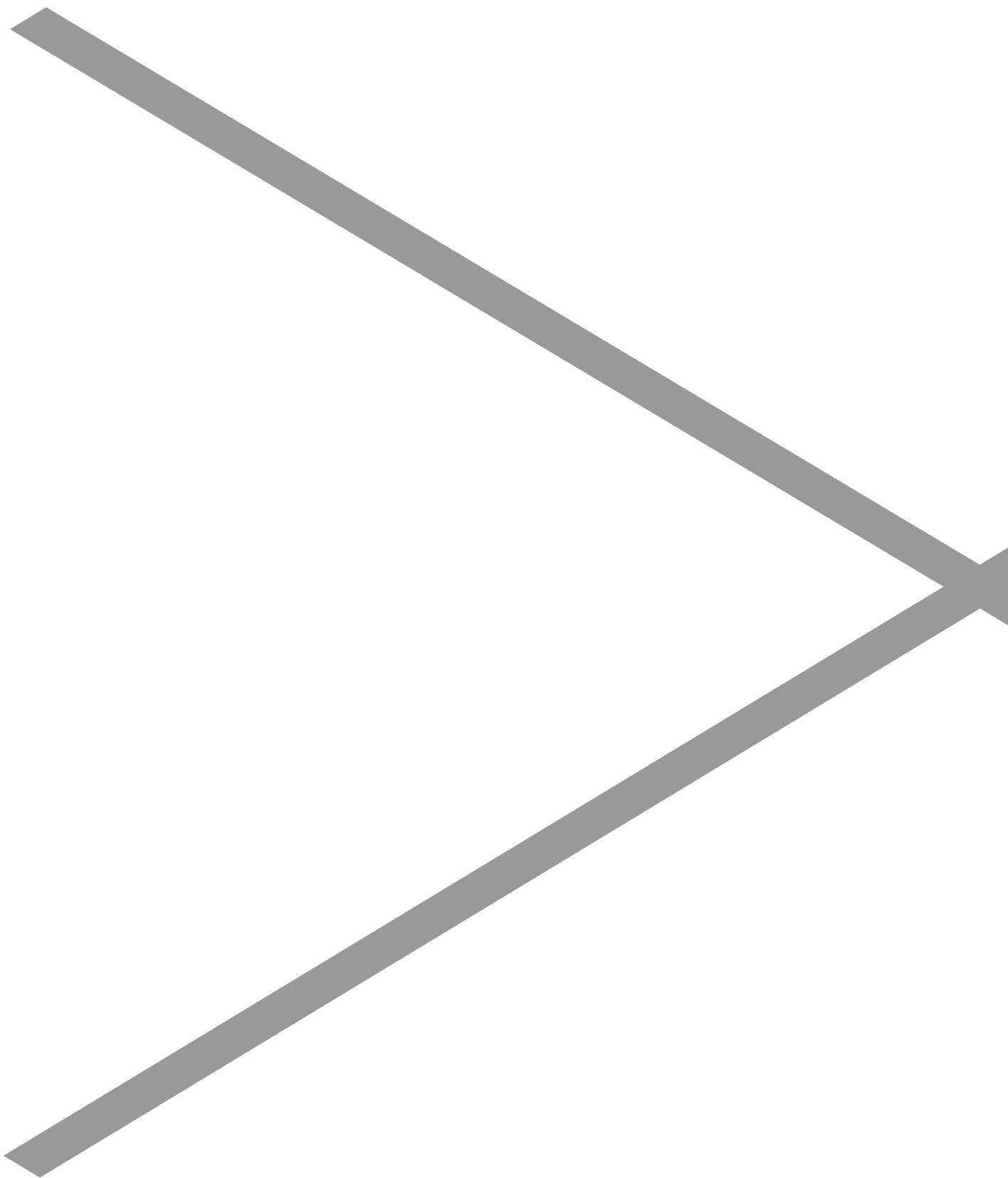
The flying bridge has a bench-style lounge that wraps from the portside stairs around a two-post table to starboard. A bar to port has a sink and grill. The helm is centrally positioned with a single captain's chair and the standard equipment list for this station includes a 16" (40.64 cm) Garmin GPSMap 861, autopilot and VHF AIS radio plus an array of conventional instruments and the expected controls. Aft, the boat deck has space for a tender and the davit to port.

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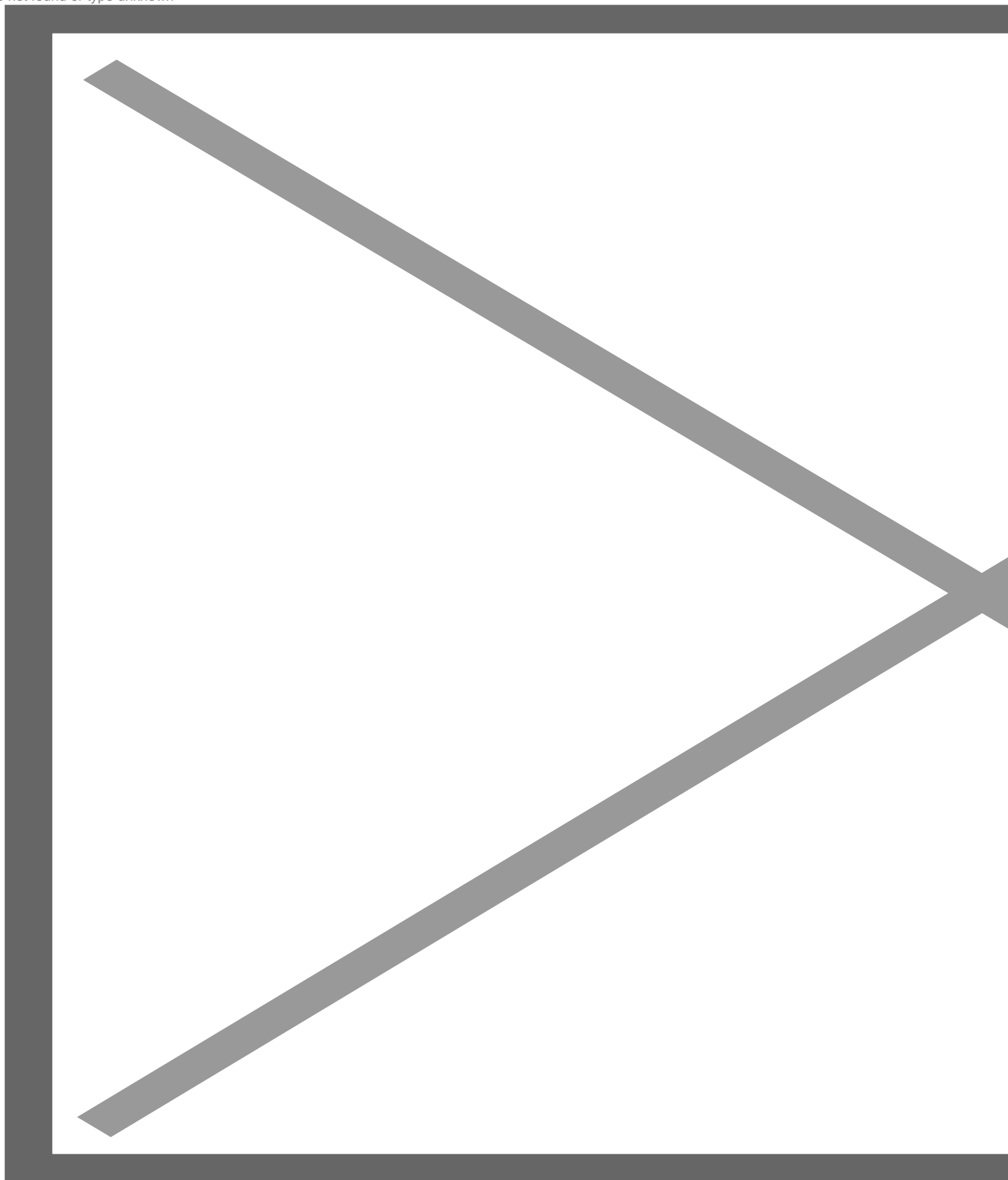


Guests can join the captain on the flying bridge where a Bimini top provides shade.

The Pilothouse. Directly below the flying bridge is the pilothouse. There is a single high-backed captain's chair. Garmin Navigation equipment includes a 16" GPSMap 8616 XVS chartplotter, GMR 4' open array radar, autopilot with reactor hydraulic corepack with Smart Pump controls, a VHF AIS Marine Radio, and a GCTM 12 camera mounted in the engine room. Controls are conventional cable style and in the flat alongside the steering wheel to port are engine-monitoring displays. Aft of the helm, there's a lounge and table on a raised platform and aft of this is a single berth where a crew member or family pet can nap during an extended passage.



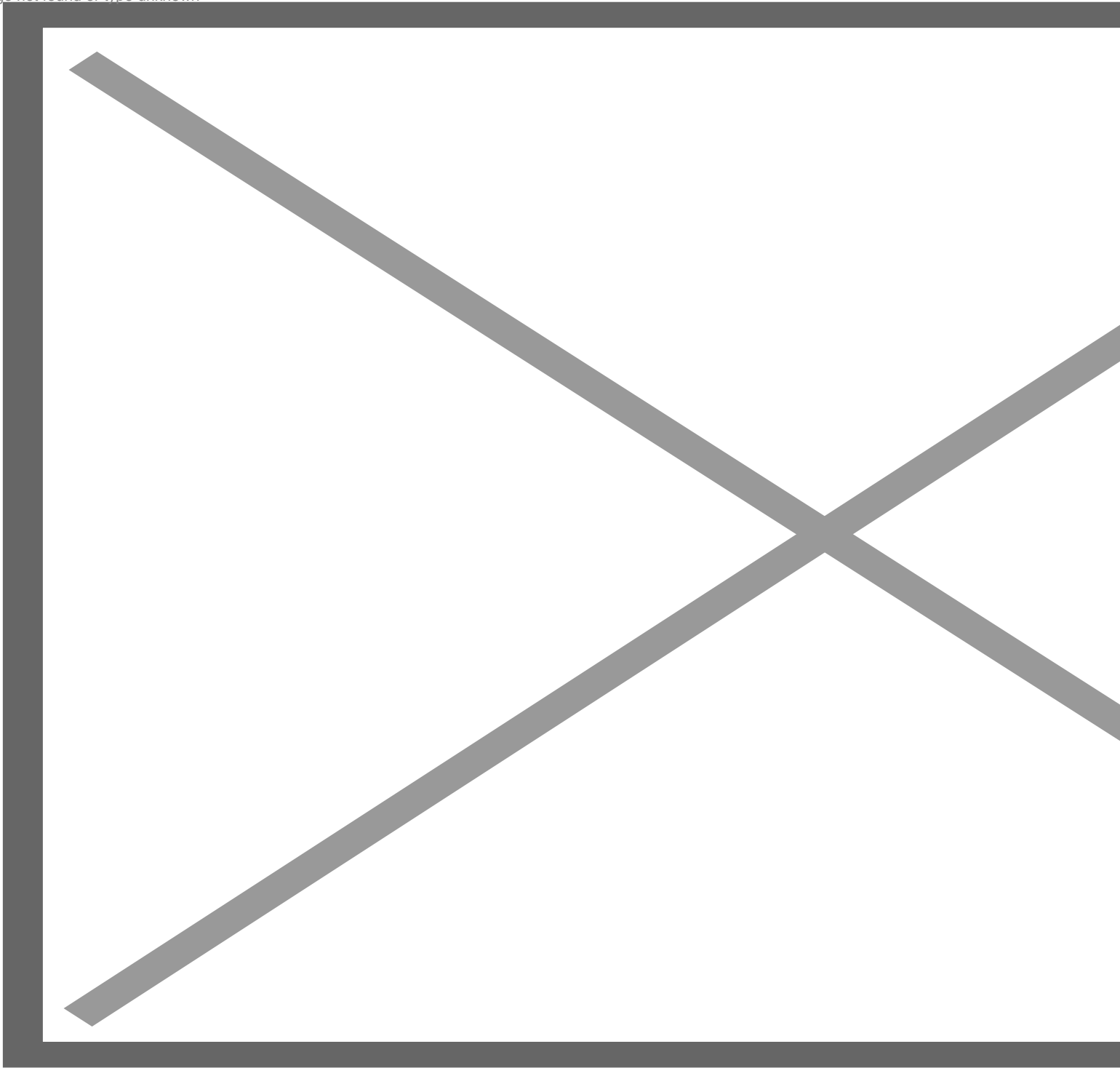
The pilothouse is finished with teak and ebony laminate decking and Walnut paneling with satin varnish. The dash is black Formica with leather wrapping.



The pilothouse lounge is basically on the same level as the captain's chair so passengers will have a better view through the forward-raked windshield.

The Bow. Doors on each side of the pilothouse lead out to truncated side wells with steps up to the foredeck instead of a full-width Portuguese bridge. The forward decks covered in nonskid and there are full-height bow rails. The grounding tackle is on a raised pedestal and includes a Lofrans SX3 1700 W 24-volt windlass mounted on a molded base with two foot switches in the foredeck. The anchor is a 100-lb (45 kg) Ultra with 400' (122 m) of 3/8" (10 mm) chain rode. Nordhavn uses Lewmar Flush 3G deck hatches and the one in the foredeck has handles to comply with escape-hatch requirements for a stowable ladder.

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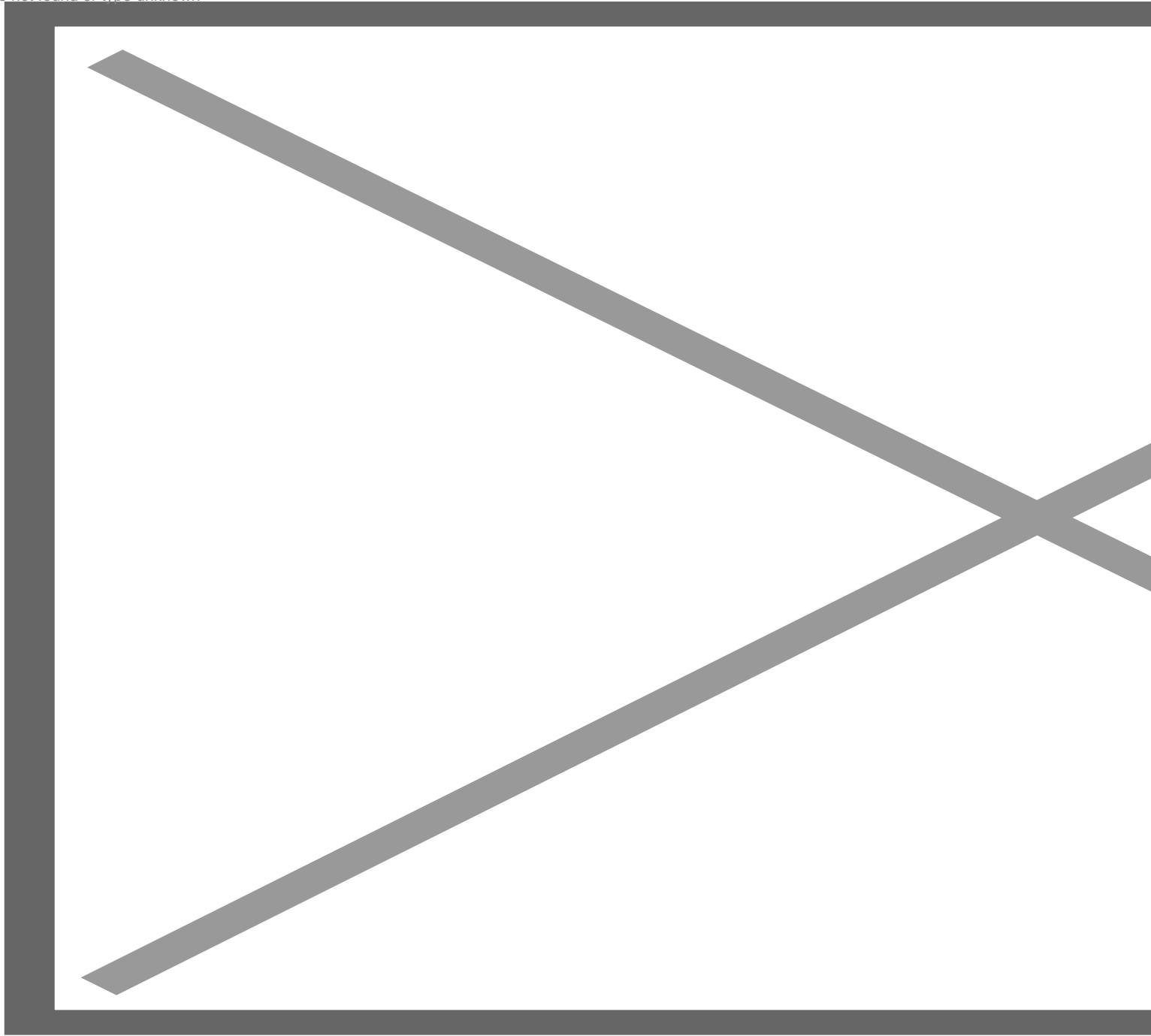


The raised foredeck as well as the side decks and all walking surfaces are covered in nonskid.

The Cockpit. The N51 has an asymmetrical layout with the salon pushed all the way outboard to port and a protected walkway that extends from bow to stern to starboard. The boat deck covers the cockpit and it's

supported by two stainless-steel stanchions. Aft, a door in the transom to starboard leads to a shallow swim platform that has two removable staple-style rails.

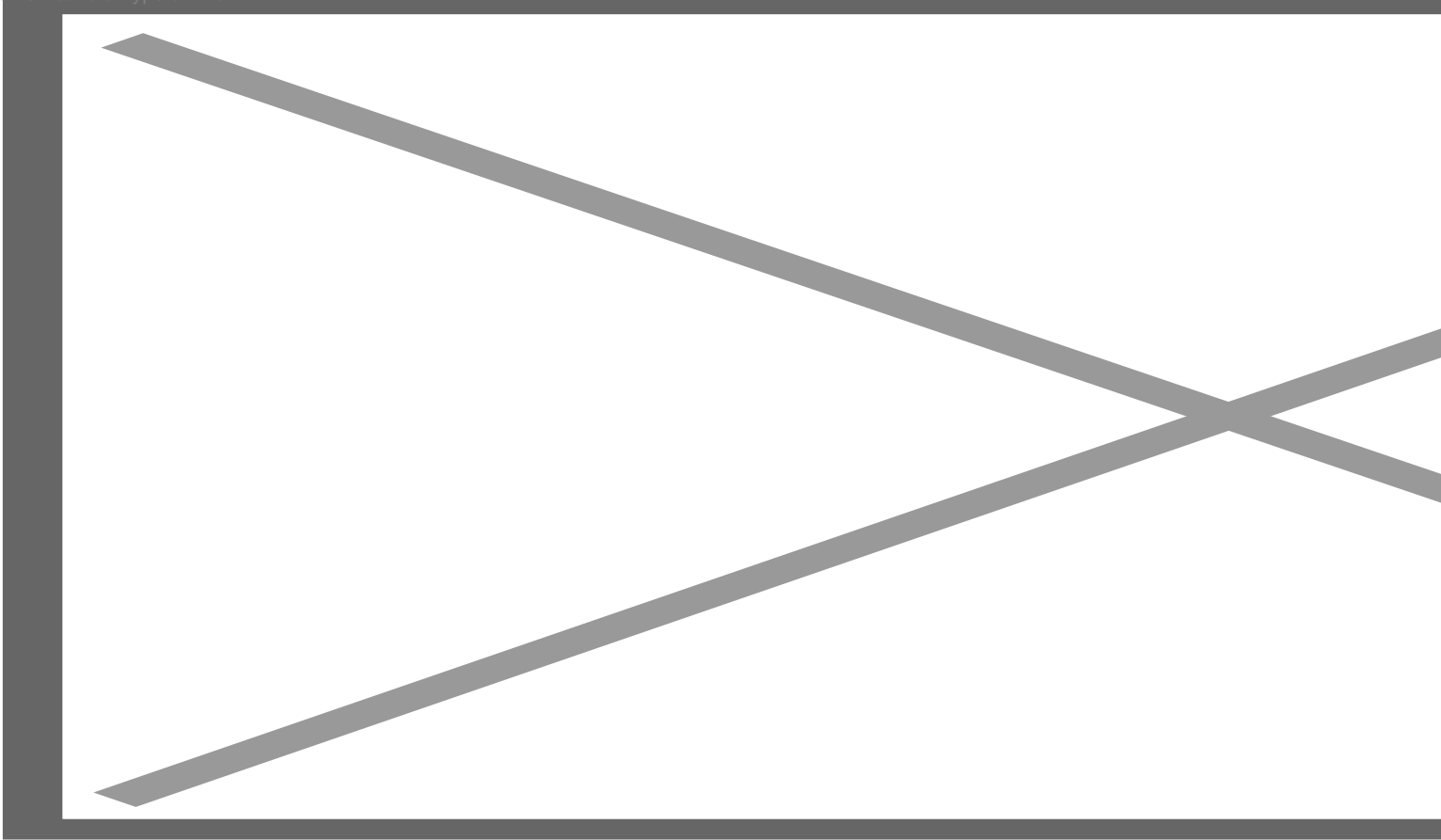
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There's nowhere on the N51 that isn't protected by tall bulwarks or rails.

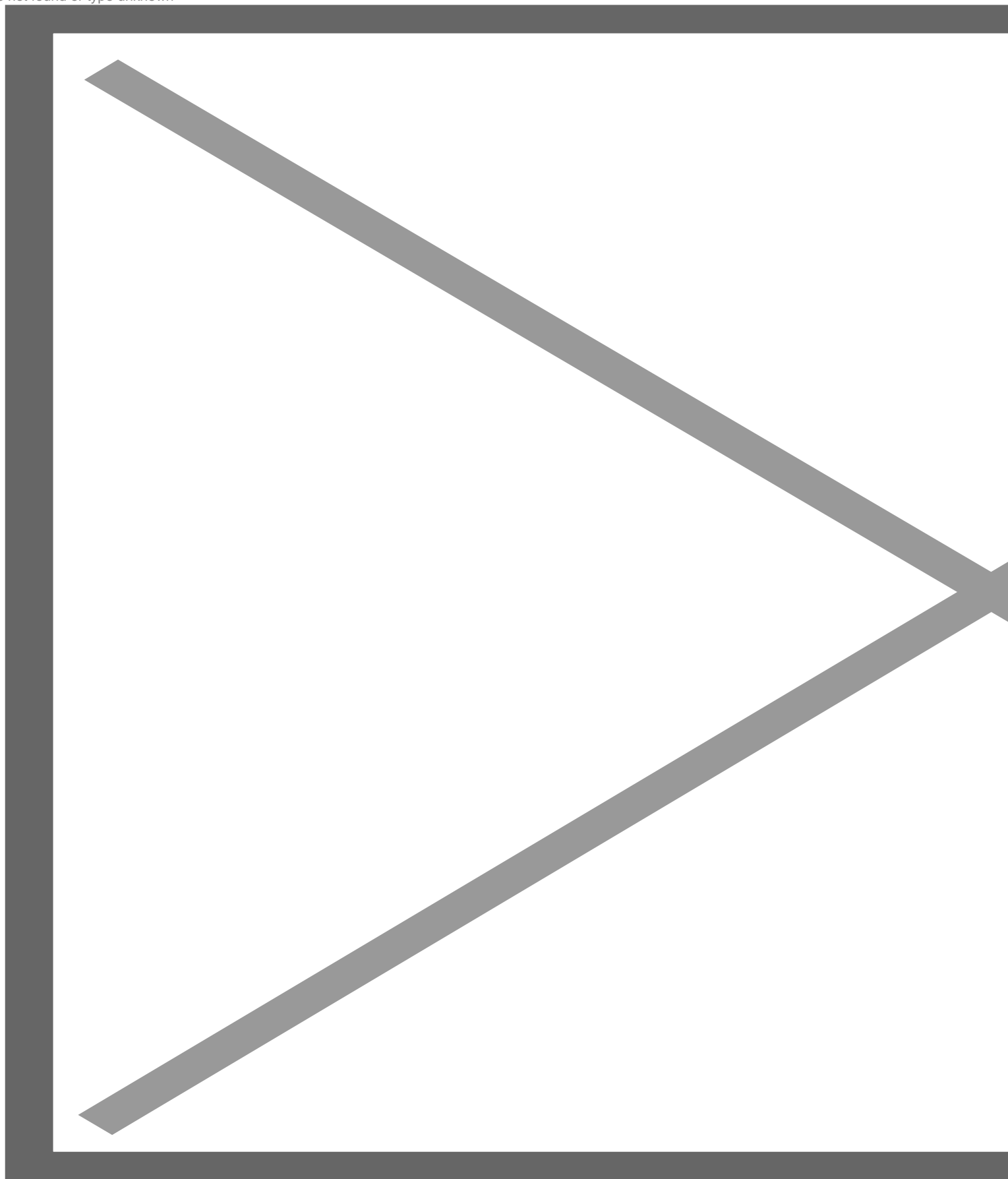
The Salon. A centrally positioned door opens to provide entry to the N51's salon. There are also windows on each side. An L-shaped lounge wraps around a table to starboard with additional seating to port. A TV rises out of the starboard backrest for the settee. The decking is teak and ebony laminate and satin-varnished walnut makes up the cabinetry and paneling. There's also a front-loading freezer that increases cold-storage capacity.

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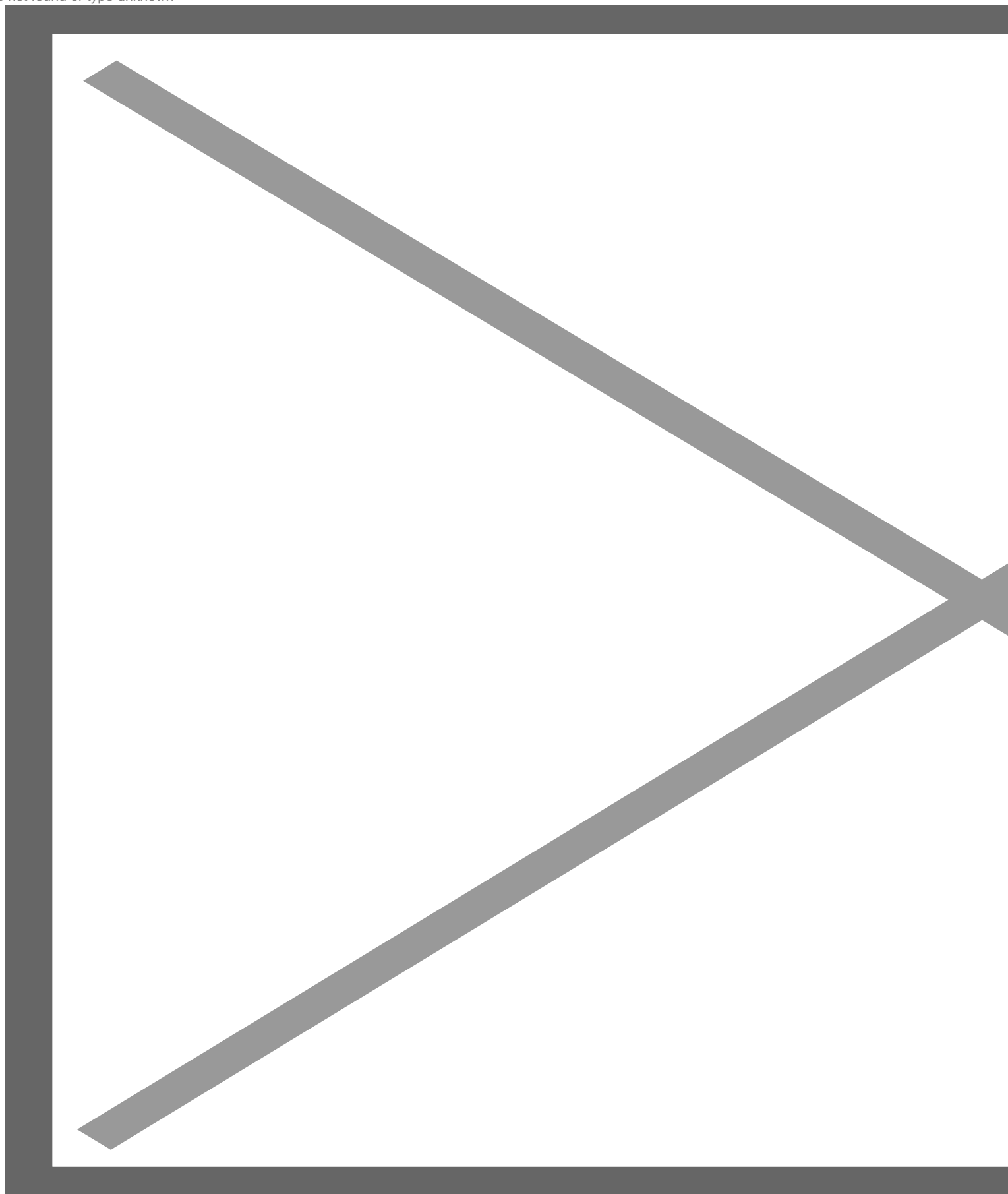
The N51 has more of a traditional layout with the galley forward to port.

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The large window to starboard provides exceptional views for folks in the salon and the cook in the galley.

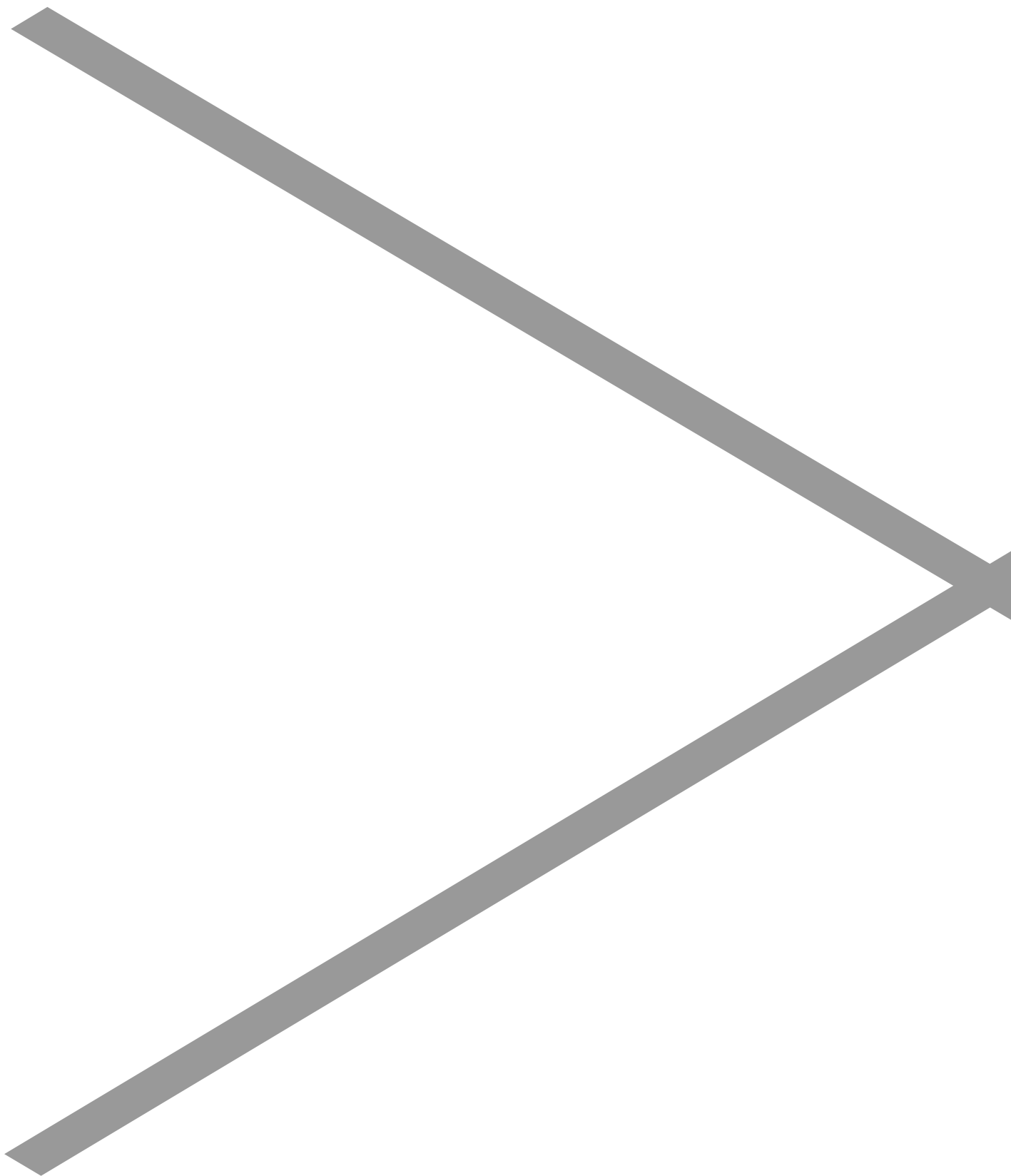
The Galley. Forward to port, the galley has a Summit stainless-steel refrigerator and freezer, a GE Café Series cooktop and oven with a GE microwave/ convection oven plus a GE trash compactor. The overhead in the salon and galley is finished in padded Majilite panels.



Notice the rails in the overhead that indicate the N51 is intended to be at sea for extended times. The galley has everything needed to whip up a meal.

The Master Stateroom. The master stateroom is at amidships with the berth's headboard outboard to port. Nordhavn provides plenty of storage including a hanging locker. The master head has a separate shower stall.

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Varnished walnut paneling and cabinetry add a touch of tradition and warmth and the hullside windows let in natural light.



The master head has upscale fixtures and a separate shower stall.

Bow Stateroom. The VIP stateroom in the bow has the berth on the boat's centerline with large windows on each side. There's storage in the base of the berth and the forward head is nearly identical to the master.



Steps on each side make it easy to get to the raised berth in the bow.

Utilities and Systems. For electrical power, the N51 has eight 255+ amp-hour batteries secured in stainless-steel brackets. She comes with the appropriate Victron inverter/charger, isolation transformer and shorepower for the U.S. and international markets. Hot water is produced by a Seaward #S1100 11-gallon (41.6-liter) heater.

For laundry, the N51 has a stacked GE washer and dryer. Climate control is provided by a Webasto EVO 55 system in the salon, pilothouse and cabins. For entertainment, there's a Fusion MS-UD755 stereo with Bluetooth and 28" (71.12 cm) TVs in the master and bow cabins. The one in the owner's cabin drops down from the overhead.

Engine Room. The twin 60-hp John Deere 404AFM85 M1 diesels are fed by a fuel transfer system with dual Racor 500 filters and a Walbro 12-volt pump. There's an Onan QD 11.5-kW generator and Humphree stabilizers with 6.46 sq. ft. (6 sq. m) fins to keep the ride smooth. The bow thruster is a Side Power 24-volt 13.5 hp unit.

Construction. Nordhavn is building the N51 at a factory in Turkey. She's laminated with multiaxial fabrics wetted out with vinylester resin. The hull bottom is solid fiberglass up to 12" (30.48 cm) above the waterline. Then Gurit, Airex or Diab foam core is used. Approximately 7,000 lbs. (15,400 kg) of ballast is fiberglassed in place. The hull-to-deck joint is bonded with urethane acrylate adhesive, two layers of fiberglass mat and woven roving and mechanical fasteners spaced every 6". Where accessible, thru-bolts with backing nuts are used. In inaccessible areas, self-tapping screws are used.