

Nordhavn 50 *Wild Rumpus*



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WILD RUMPUS

**Asking: \$635,000.00 Location: Cape Charles, VA
~Seller Motivated~**

Nordhavn 50 *Wild Rumpus*

Wild Rumpus is easily single handed and an ideal two-person, owner operator trawler. With two cabins, two heads, raised pilothouse and flybridge, she has generous accommodations with an appropriate balance of inside and outdoor space. She can travel far from home to explore remote coves in the comfort of a superbly fitted waterfront getaway. Nordhavn 50's are venerated by passage making trawler enthusiasts for their performance underway and range – completing successful Atlantic Ocean and Pacific Ocean crossings. **Wild Rumpus** was delivered in 2002 and has lived much of her life under covered storage when not out at sea, preserving her graceful appeal and making her that much more enticing when you are able to step aboard and behold her in person.

INTRODUCTION:

The notoriety through the boating press and acclaim from seasoned cruisers helped propel the immediate acceptance and popularity that the Nordhavn 50 has received since first launching in 1996. It may surprise you to learn that only 28 hulls were built before this model was retired in 2004. **Wild Rumpus** is hull number eighteen in the series, benefitting from the inclusion of improvements to the layout, features and equipment incorporated by sister ships cruising hundreds of thousands of miles. She is a tribute to the advancement in thinking and details considered as this model matured. The original buyer selecting the most popular attributes in his order; wide body saloon, two cabin layout, flybridge, dry stack exhaust with fiberglass mast, crane for dinghy, walk through into the master, teak finish in the cabins and has been cared for as deserved so that she is clean and ready to cruise. The current owner is selling due to family and business concerns which have become the priority, this after acquiring her, spending money to improve her and using her enough to keep her active, but not enough to justify leaving her in a marina when she is destined to roam the seas.

The production run of the Nordhavn 50 design was limited and though it spanned an 8-year build cycle, only 28 hulls were completed. Many die hard Nordhavn aficionados have argued that the 50 design; tank tested, modified full displacement hull design with maintenance strakes and bulbous bow is the most efficient Jeff Leishman model through the water. The Nordhavn 50 and her larger sister the 57 are second generation models. Both were conceived simultaneously and share the same look and profile and their performance is coveted. The Nordhavn 50 was a breakthrough concept that, in hindsight, was available ahead of her time and discontinued too soon. The molds were destroyed and the 50 was replaced by the vertically larger and heftier Nordhavn 47 which offered buyers fewer construction choices in order to simplify and streamline production.

Over the last four years more than half of the Nordhavn 50's have changed hands, a natural transition of ownership, which makes the arrival of **Wild Rumpus** on the market a surprising opportunity.

Wild Rumpus is an attractive trawler, inside and out. Her white gelcoat hull and sleek Nordhavn 50 profile is accented with red stripes and the sleek but sturdy profile of this serious blue water cruiser. She may be all form and function from her outside appearance, and she is equally impressive inside with her teak joinery an excellent example of the best craftsmanship from the finest Taiwanese carpenters. She has a very graceful and elegant ambiance that the pictures indicate but that you will truly only appreciate once you step aboard.

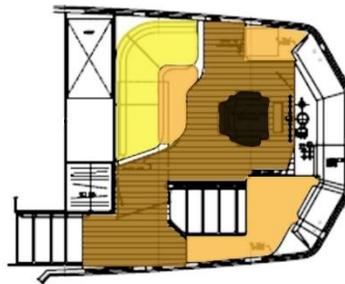
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WILD RUMPUS – HULL NUMBER 18

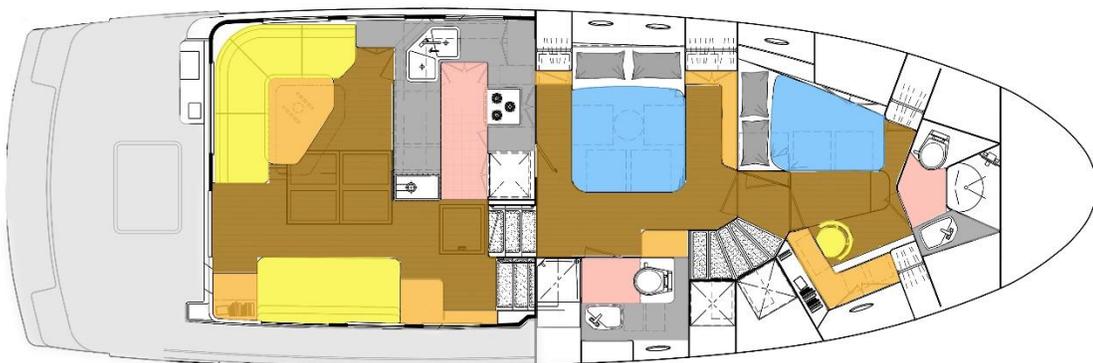
Well beyond the halfway point in production, with the production consistent and construction refined, the demand for new Nordhavn 50's peaked just as this special hull was ordered. After a long search, the original buyers, devoted Nordhavn followers who analyzed the earlier hulls, made informed selections to create their version of the ideal Nordhavn 50. *Wild Rumpus* was acquired privately two years ago and even though she was in great shape then, the current owner has lavished attention (and money) enjoying several shorter cruises in anticipation of some longer traveling. Family, business and the numerous legacies of 2020 have interrupted his plans and now is not the best time of life for him to own this boat and he has realized that though it's a tough decision, he should find some new owners to take off and enjoy her.

Her current owner signed her up for the Wheelhouse Technologies maintenance subscription, an excellent resource for the eventual buyer to continue providing details on equipment and reminders for service intervals. The Nordhavn 50 is a stout, compact and efficient long-range trawler. Her interior layout is ideal for ease in moving about and practical for extended time aboard, at rest and underway.

Pilothouse layout



Main deck layout



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SPECIFICATIONS:

YACHT NAME:	<i>Wild Rumpus</i>
BRAND AND MODEL:	NORDHAVN 50 (flybridge)
TYPE:	Long range passage maker with raised pilothouse
LOCATION:	Cape Charles, VA
STATEROOMS:	(2) Owner aft Guest forward
HEADS:	(2) Vacuflush fresh water flush (2) Stall showers
MODEL YEAR:	2002
HULL NUMBER:	18
HULL COLOR:	White gelcoat
REGISTRY:	United States Coast Guard documented
DESIGNER:	Jeff Leishman
BUILDER:	P.A.E./South Coast Taipei, Taiwan ROC
HULL MATERIAL:	Solid Fiberglass
DISPLACEMENT:	85,000 lbs. 38.56 MT
BALLAST:	7,300 lbs. 3.31 MT (Lead)
SPEED:	Cruise 7.1 knots. Top 9.0 knots
RANGE:	3,000 miles @ 7.8 knots
LOA:	51' 15.55 M
LWL:	47' 4" 14.43 M
BEAM:	16' 1" 4.9 M
DRAFT:	6' 1" 1.85 M
D/L:	450
A/B:	2.5:1
Cp:	Prismatic Coefficient .61
AIR DRAFT:	24' / 7.32 M with antennas down (estimate) 35'0" / 10.67 M to top of antennae (estimate)
DECK:	White deck with gray nonskid
MAIN ENGINE:	Lugger L6108A 250 HP Turbo charged, after cooled (Main hours: ~3,240) January 2021
TRANSMISSION	ZF 3.0:1 reduction Mathers MMC electric control at three stations
SHAFT / PROPELLER	2.25" Aquamet 17 shaft 34" x 32" four blade bronze propeller
EXHAUST:	Dry stack, keel cooled. Fernstum Gridcooler
WING ENGINE:	Yanmar 3JH3ME 36 HP (Wing hours: ~990.0) January 2021
SHAFT / PROPELLER	HBW V-drive 2.99:1 reduction transmission Morse control cables 1.25" shaft Martec 2-blade folding propeller
THRUSTER:	ABT 10 HP Bow thruster 24V Controls in pilothouse, flybridge and cockpit

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STABILIZATION:	ABT TRAC 220 digital active fins Hydraulic oil reservoir in engine room
ELECTRICAL:	60 Hertz – US style - 50-Amp
SHORE POWER:	Foredeck 50-Amp House 240V AC Foredeck 50-Amp Air conditioning 240V AC Stern inlet for 50 Hz European shore power 220V AC to 12V DC Miscellaneous shore power cords and connectors
GENERATOR:	Northern Lights 12 kW 240V AC 60Hz (Generator hours: ~4,250) January 2021
INVERTER/CHARGER:	(2) Xantrex SW2512 2500 -watt inverter / charger Inverter Bypass Charles C battery charger
BATTERIES:	Lifeline AGM
INTERIOR LIGHTING:	Incandescent
STEERING:	Hynautic hydraulic H-42 Helm pumps Air pressure reservoir
CLIMATE CONTROL:	Cruisair air conditioning - 240 V with (4) compressors 56,000 BTU's SMX controls
SHOWERS:	(2) Owner head Guest head
LAUNDRY:	Asko separate clothes washer and clothes dryer
GALLEY:	Force 10 propane 3 burner stove with propane oven SubZero refrigerator, (2) freezer drawers GE Profile convection microwave oven Broan trash compactor Insinkerator garbage disposal
INTERIOR WOOD:	Teak - matte, semi-gloss finish
INTERIOR COUNTERS:	Granite counters
INTERIOR UPHOLSTERY:	Ultraleather
INTERIOR FLOORING:	Teak and spruce hardwood
WINDLASS:	Maxwell VWC 3500 electric - 24V
GROUND TACKLE:	Primary plow with hinge 400' 3/8" high test chain Secondary straight plow
MAST/CRANE:	Fiberglass tower with main engine dry exhaust run, venting and wings for antenna mounting Aritex HSC-610 polished stainless steel body, hydraulic and electric - 1,300 pound lift Plug in crane operation controller
TENDER AND OUTBOARD:	Bullfrog 10' Yacht tender with aluminum hull (2020) Tohatsu 20 HP outboard
MACHINERY EQUIPMENT:	Reverso oil changer Walbro fuel transfer pump Racor 900 for fuel transfer Seaward 20-gallon water heater Hart tank tender
NAV/COM BRANDS:	Raymarine Argonaut Icom Standard Simrad SeaTel
WATER MAKER:	Sea Recovery Aqua Whisper (600 gallons / day)
BILGE PUMPS:	Jabsco electric standard Rule electric highwater Edson manual High water alarms in pilothouse
TANKAGE: (approximate)	

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DIESEL FUEL:	1,320 gallons 4496.7 L (4) Fiberglass tanks
FRESH WATER:	350 gallons 1324.9 L (4) Fiberglass tanks
HOLDING BLACK:	50 gallons 189.3 L (1) Fiberglass tank
WASTE OIL:	15 gallons 56.8 L (1) Aluminum tank
ADDITIONAL EQUIPMENT:	Stidd helm chair in pilothouse
SAFETY:	Fireboy (fire suppression) in engine room and lazarette Emergency tiller Lifesling (4) EPIRB's Switlik 6-person liferaft (3) Ditch bag
PHOTO DATE:	Most detail photos were taken in November 2020
Note: information believed accurate buyer should verify © JMYS 2021	

ACCOMMODATIONS:

MAIN SALOON:

You can board *Wild Rumpus* from the starboard side deck or from the center door in the transom that connects to the swim platform. Moving forward from the cockpit you can walk along the starboard side deck forward to the Portuguese bridge and foredeck.

There is a sliding door with a window in the top portion that glides to reveal a direct entry into the main saloon. The living spaces in *Wild Rumpus* feature a gorgeous hue of teak joinery – impressive joinery and carpentry craftsmanship throughout. The entry level is spacious (due in part to the widebody configuration) and the saloon benefits from large windows. The saloon is the central gathering location where most of the family meals are served. The custom teak table will accommodate up to six. The built-in bench seating outboard on both sides is not only comfortable, but practical as it provides convenient storage. The teak and spruce floors are covered with wall-to-wall carpeting, which also helps reduce sound.

- Built in L shaped settee to port
- Built-in long settee to starboard (slides open to make into a wide berth)
- Both seating areas have cushions covered with ultra-leather
- Middle windows open for air flow (with screens)
- Gloss varnished teak saloon table with beautiful compass rose inlay (protective cover)
- (2) Ottoman seats/foot rests
- Flat screen television mounted forward in galley counter
- Custom window shades
- Fans
- Dimmer for overhead lights
- Saloon upgraded to LED overhead lights
- Two lamps
- Stainless overhead handrail
- Book shelves
- Multiple lockers
- Carpet flooring over solid stock teak and spruce

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GALLEY:

For preparing meals, the galley is set up to provide plenty of counter space and quick easy access to appliances as well as food and utensils. Located at the front end of the saloon and outboard to port the cook has a great view outside and aft. There is an opening window outboard for excellent ventilation and light. Storage lockers overhead and drawers below counter height. The granite countertop incorporates a double basin undermounted sink. Installed appliances are all within reach and provide the necessities for preparing meals.

- Force 10 three burner propane oven and stove (with safety rails and pot catchers) and oven. Removable wood cutting block top atop burners
- (2) SubZero refrigerators (teak panels)
- (2) SubZero freezer drawers (teak panels)
- GE Profile sensor convection/microwave oven
- Broan trash compactor (teak panel)
- Garbage disposal
- Granite countertops and backsplash
- Polished stainless-steel cook top back shield
- Lonseal practical nonslip flooring
- Opening window outboard
- Fan above window for extra air circulation
- Double basin stainless steel sink
- Current inventory of utensils, plates, dishes, cups, glasses and mugs will remain onboard
- Complement of small appliances: toaster, coffee maker, kettle, etc.
- Vertical teak column conceals the main engine dry stack exhaust run

There are two stairways at the forward section of the entry level. Inboard there is a cabin door that opens to admit access down four steps to the owner cabin. Outboard there is a short flight of steps up to the pilothouse.

OWNER STATEROOM:

The layout on *Wild Rumpus* provides two convenient entries into the owner stateroom – quick easy access from the entry level saloon/galley (closed door for privacy) and a separate door at the forward landing from the pilothouse stairs. The wide bed is positioned athwartship in an island arrangement, making it convenient to get in and out from either side. There are multiple hanging lockers and drawers for clothing. On the starboard side is a cabin door for head privacy. There are opening port lights outboard to port and this stateroom is comfortably air-conditioned like the rest of the living spaces. This room is outfitted in teak joinery, a very rich and elegant surrounding. Being aft this stateroom is private, quiet and less prone to motion when underway. The saloon/aft entrance can be left open during the day for traffic flow with guest and for the natural air draft created with the forward hatches and saloon door open.

- Queen sized bed – island configuration with access from three sides
- Two cabin doors – from entry level and forward stairway
- Reading lights
- Bed stand
- Forward counter height locker with opening shelves/fiddles
- Opening portlights outboard
- Television locker with tambor doors (no television)
- Hanging lockers with aromatic wood lining
- Mirror on forward bulkhead

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- Drawers
- Fans
- Carpeting
- Sealed, quiet, engine room access door

OWNER HEAD:

The private head to starboard is convenient with a granite counter and sink, stand up stall shower with curtain and fresh water toilet. A medicine cabinet with mirror plus lockers and drawers stow all of your personal hygiene supplies.

- Vacuflush fresh water toilet
- Stand up shower with built-in seat and tempered glass shower door
- Medicine cabinet with mirror
- Opening portlight
- Sink inset in granite counter top
- Lonseal vinyl flooring (carpet mat)
- Drawers and lockers for storage
- Holding tank gauge – Tank Tender

GUEST STATEROOM and HEAD:

The guest stateroom is under the foredeck and entered by coming down the forward stairs at the front of the pilothouse. There is a wide double bed to port and a desk with swing stool to starboard. This is an ideal office space and storage location when you don't have visitors. The entire finish is teak, keeping the rich, warm timber treatment throughout. There is an overhead hatch and opening portlights outboard. The forward head is concealed by a privacy door and contains a stand-up shower, freshwater toilet and granite counter with sink, medicine locker and drawers. Double bed with drawers and storage under.

- Double bed to port with storage under
- Night stand
- Opening hatches above
- Opening portlights outboard on each side
- Hanging locker
- Storage lockers
- Book shelves
- Desk to starboard with swivel chair
- Carpeted flooring
- Head has an overhead hatch
- Vacuflush freshwater toilet
- Head granite counter with inset sink
- Head medicine locker
- Head flooring Lonseal
- Lockers and drawers
- Stand up shower with curtain

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PILOTHOUSE:

The pilothouse is a comfortable command post on *Wild Rumpus*. The visibility is excellent on both sides and forward. There are two sliding doors outboard that lead to the Portuguese bridge. The forward console and dash is well laid out with the navigation and communication priorities. There is a Stidd helm chair for the skipper. Electronics are positioned for convenience. There is a large electrical panel with labeled breakers. Main engine, wing engine and generator controls are all mounted for ease of operation. The center outboard windows open for cross ventilation.

Aft in the pilothouse is a comfortable L-shaped settee with cushions below and behind, storage under the seating area and fronted by a fixed teak table. There is a hatch behind for passing through to the flybridge. There is a shelf area outboard to port (where the ditch bag is kept) with a top load freezer underneath. A wet hanging locker is aft and inboard. The stairs forward lead to a landing with entrances to both staterooms. The laundry appliances are outboard in this stairway.

- Stidd helm chair
- ABT electric bow thruster
- Stainless steel destroyer wheel
- Lugger main engine control panel
- MMC electronic main engine control – single lever
- Yanmar wing engine control panel (at base of helm)
- Morse dual lever engine control – shift and RPM – for Yanmar
- Northern Lights generator panel (between helm spokes)
- AC 120/240 V breaker panel to starboard
- DC 12/24 V breaker panel to port
- ABT Trac active fin stabilizer control head
- (2) Trace -Xantrex inverter remote panels
- Link 10 battery monitor
- Raymarine 4kW open array radar
- Simrad AP-20 autopilot with rudder angle indicator
- Simrad IS15 wind display
- Simrad IS15 repeater
- Furuno GPS navigator GP-31
- (3) Raymarine Hybrid touch displays
- Argonaut display monitor
- CCTV split screen display
- Glomex weBBoat 4G plus 3G/4G/Wi-Fi coastal internet antenna
- FLIR night vision (Forward-Looking Infrared Radar) M232 pan/tilt 9Hz marine thermal camera
- Furuno class B AIS
- Raymarine augmented reality display (GNSS heading and AHRS sensor)
- Icom VHF radio
- Standard Horizon VHF radio
- Icom M710 HF SSB radio
- KVH TracVision G-4 (disabled)
- Maxwell windlass control
- Ritchie compass
- Jabsco spotlight with control toggle
- Kahlenberg air compressor horn

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- Fire suppression warning
- Water in fuel alarm
- Fans
- Windshield wipers
- Overhead hatch
- Overhead lights on dimmers
- Chart light
- Chart surface area
- 12V charger outlet with USB connector
- Wet hanging locker
- Upholstered settee with teak table
- Chart drawers under settee landing
- Carpeting
- Top load freezer behind settee
- Safety rail and gate for forward stairs
- Open storage with fiddle on forward stairs for ships library manuals, binder
- Ditch bag
- Asko clothes washing appliance
- Asko clothes drying appliance

INTERIOR EQUIPMENT FEATURES:

- Cruisair remote compressors 56,000 BTU heat/air system with SMX controls and reverse cycle warm air with heat strips
- Fans in selected area for optimum air flow
- Varnished teak paneling with solid teak trim throughout (including staterooms)
- Granite counter tops in galley and heads
- Grohe fixtures in heads, showers and galley
- Interior courtesy lights
- Custom window covers for saloon windows
- Textilene covers for pilothouse windows
- Carpeted interior
- Nordhavn owner manual
- Manuals for on board equipment
- Cruising guides and charts
- Note: The headliner throughout is due for replacement and this has been factored in to the offer price allowing the buyer room to tackle this at their convenience.

WORKING AREAS:

ENGINE ROOM:

The primary machinery space is laid out for ease of service and maintenance. You will most often enter from the large door with viewing window in the aft bulkhead of the owner cabin. Sound attenuation is paramount and PAE did an excellent job keeping the Nordhavn 50 engine room quiet. The proprietary maintenance strakes (bulges in the hull on both sides of the main) grant you more headroom and the outboard benches provide a place to sit while doing engine room checks. The Luger main is over the bilge, with dry stack exhaust above. The Yanmar wing engine and Northern Lights generator occupy the

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aft section. There is convenient access to through hulls and for fuel valving -supply, return and transfer. The lighting was recently upgraded. Aft is a door for entry into the lazarette. You can also drop down to the engine room from the saloon. This is an engine room that is easy to move about, easy to keep clean and a machinery cavern you will look forward to inspecting!

- Fiberglass fuel tanks with sight glasses
- Bench seats outboard of the main (with storage inside)
- Lugger L6108A main engine
- MMC control box for main
- Stainless bar forward with machinery shield
- Keel cooler hoses
- Dual Racors 75-1000 with selection valve for main
- Yanmar 3JH3ME wing engine with V-drive transmission (fiberglass safety shroud forward and belt guard aft) with independent stuffing box, shaft and folding propeller
- Walbro fuel transfer pump and timer
- Northern Lights 12kW generator in sound shield. Auxiliary panel display
- Reverso oil change pump
- High water bilge pump
- Electric deep bilge pump
- Edson manual bilge pump
- Air intake fans
- Blowers to evacuate hot air
- CCTV camera aft, facing forward
- Fireboy fire suppression with manual pull cable
- Tool box (most tools will remain)
- Wet vacuum
- Clear storage bins for spare parts, filters, belts, etc.
- Through hulls in bilge and outboard
- Access to inspect active fin stabilizer rams and actuators

LAZARETTE:

This aft machinery space is below the aft deck and has access from the cockpit hatch above and through a door from the engine room. The overhead hatch has sliding barrel bolts to secure the lid when you are off the vessel. The steering table with rudder stuffing box and autopilot controls is beefy and the hydraulic hoses are cleanly routed. There are air conditioning compressors, batteries and the two inverters (plus bypass). The 600 gallon per day watermaker is installed aft. There is an emergency tiller ready in the overhead. Multiple through hulls, primarily drains are outboard on both sides and in reach. The Fireboy fire suppression bottle is mounted on the forward bulkhead.

- Large fiberglass hatch with gaskets and slide bolt locks
- Nonskid fiberglass flooring
- (2) Trace Xantrex inverters
- Inverter bypass switch
- Charles C battery charger
- Fireboy fire suppression
- House battery bank
- Rudder stuffing box and steering table with hydraulic hose runs and bypass

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- Emergency tiller
- Cruisair air conditioning compressors and pump
- Sea Recovery Aqua Whisper 600 GPD watermaker

EXTERIOR:

SWIM PLATFORM, COCKPIT and STARBOARD SIDE DECK:

The swim platform is an ideal location to center your dinghy operations. There are U rail “staples” and a swim ladder. Entering the stern gate brings you to the cockpit. You can also arrive in the cockpit from the starboard midship gate, heading aft. There is a ladder forward to starboard for a quick climb to the boat deck. Beneath is the lazarette which is accessed through the large, hinged fiberglass hatch. The cockpit area is partially covered by the boat deck and a protected area for setting out some deck chairs to take in the view.

- Swim platform with U rails
- Boarding gate from swim platform to cockpit
- Varnished teak cap rail
- Propane locker aft
- Storage locker aft
- Cockpit “docking station” with thrusters and engine shift
- Emergency tiller deck plate access
- Barbeque mounts
- Built in fiberglass storage console with sink and drawers to port
- Freeing ports for shipping blue water in large seas
- Built in stainless ladder for access to the boat deck
- Lifesling canister
- Folding teak table – covered
- Hawse pipes with clean horns for line handling
- Large fiberglass hatch for access to the lazarette
- Wide walking side deck to starboard that is covered overhead and runs from the cockpit aft deck up forward to some steps that rise up to the Portuguese bridge deck

FOREDECK:

Forward of the pilothouse is the protective Portuguese bridge which includes a hinged gate door that provides egress to the foredeck. There is a double door locker on the inboard side of the Portuguese bridge. The foredeck is above the guest stateroom and has a hatch in the center. The ground tackle (anchor and chain) are controlled by the Maxwell windlass, guided through a stainless anchor platform and rollers to feed into the chain locker below. A fiberglass deck box is molded in and houses two Dorade vents. There is a wash down water tap and shore power connections in this area.

- Stainless steel bow pulpit
- Stainless breast plate below anchor platform
- Tall railing with stainless tube top and two rows of lifelines
- Stainless anchor platform
- Recessed anchor well with overboard drains
- Maxwell windlass with (2) foot button controls (in and out)
- Chain locker below deck
- Hawse pipes with horns for cleating dock lines
- Molded in fiberglass deck box

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- (2) Dorade scoops – vented to the staterooms, with cover plates when not in use
- 50-amp house shore power connection
- 50-amp air conditioning shore power connection
- Hose bib

BOAT DECK:

You arrive at the boat deck from the port side of the pilothouse (or by climbing the built-in ladder from the cockpit. This is a large area with stainless steel railing outlining the perimeter. The 10' Bullfrog aluminum tender is mounted athwartships and deployed using the stainless steel Aritex crane. You can head forward, on the same level, to the flybridge, passing the vented fiberglass dry stack exhaust tower that has multiple antennae mounted on it.

- Bullfrog 10' yacht tender with aluminum hull and roto molded sponsons. Seating and steering console (2020)
- Stainless rails for tender storage
- Cover for tender
- Tohatsu 20 HP outboard
- Aritex hydraulic and electric crane (with canvas cover)
- Fender boards (for pilings)
- Switlik 6-person life raft in cannister (with canvas cover)
- Fiberglass mast tower for dry stack exhaust with forward and wing antenna mounts
- Folding steps for tower access
- Fender cover for dry stack pipe
- Courtesy flag halyards on wings
- Spreader lights on wings
- VHF hailer facing aft
- TracVision dome
- FLIR night vision
- Lighting dissipater
- Raymarine open array radar
- Stainless steel ladder access from starboard side of cockpit
- Wheel chocks for scooter (scooter not included)

FLYBRIDGE:

The flybridge on *Wild Rumpus* is a very popular location. There is a Todd helm chair for the skipper and bench seating to port for the crew to relax. The overhead is covered with a framed Bimini top. The instrument console features two Raymarine Hybrid touch display as well as a Simrad autopilot and repeater. The Luger main is controlled via the electric MMC control and you can also keep your eye on the stabilizers and operate the windlass from this bridge.

- Aluminum framed, Bimini cover overhead
- Venturi wind screen
- Stainless steel vertical destroyer wheel
- Todd helm chair
- Bench seating to port
- Luger main engine control panel
- MMC electronic control for main engine
- Built in instrument console

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- (2) Raymarine Hybrid touch displays – radar, chart plotter with split screens
- Simrad AP-20 autopilot
- Simrad repeater – depth, speed
- Furuno GP-31 GPS
- M502 VHF radio
- Ritchie compass
- ABT Trac stabilizer panel
- ABT bow thruster toggle
- Jabsco Search light control
- Maxwell windlass control
- Kahlenberg horn button
- Stereo speakers
- GFCI covered outlet
- Opening hatch to pilothouse
- Teak decking
- The pilothouse roof, forward of the venturi has the augmented reality camera, search light and dual trumpet horns mounted atop.

SAFETY EQUIPMENT:

- Switlik 6-person life raft in canister
- EPIRBs – (2) One in pilothouse and one in ditch bag
- Ditch bag (with EPIRB), VHF radio, portable water maker, flares etc.
- Life jackets and all USCG safety equipment, flares, fire extinguishers, etc.
- Fireboy fire suppression system in engine room
- Fireboy fire suppression system in lazarette
- Jabsco electric bilge pump
- Electric high-water bilge pump
- Edson manual bilge pump
- Lifesling mounted in cockpit
- Storm plates for saloon windows (stowed off vessel)
- Emergency tiller

HULL, DECK, COCKPIT & FLYBRIDGE ADDITIONAL EQUIPMENT:

- White mesh sun screens for windows
- Large selection of dock lines and fenders
- Fresh water hose bibs at foredeck, dinghy deck, cockpit and engine room

PRIMARY UPGRADES, REPAIRS AND IMPROVEMENTS SHOWING PRIDE OF OWNERSHIP:

- October 2018. Generator service – muffler, exhaust, coolant, starter, flywheel, mounts, adjust valves.
- October 2018. Yanmar wing engine service; change filters, replace raw water pump impeller and transmission seal
- October 2018. Luggger main engine service; change oil, coolant and filters on main and transmission.
- January 2019. Inverters removed and inspected. Bypass system installed.
- January 2019. Water maker annual service and some repairs.

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- February 2019. Block heater for main engine installed
- February 2019. General service list. Multiple minor repairs, replacement, and upgrades; engine gauge, high water bilge alarm, running light, light fixtures, identify and correct drips and leaks, hoses, stabilizer system, bilge pump, interior anodes, wiper arms, air conditioning refrigerant and pressure.
- February 2019. Replace all toilet discharge sanitation hoses to black water tank, tank discharge fitting and calibrate float in the black water tank.
- February 2019. Installed winterizing valves for external faucets.
- February 2019. Replace wing engine shaft stuffing box.
- February 2019. Replace seacock for the generator for the underwater exhaust.
- February 2019. Free up multiple ball valves.
- February 2019. Annual service both FireBoy suppression systems and portable fire extinguishers.
- February 2019. Service and re-certify life raft and repack with two (2) EPIRBs
- February 2019. Annual service for new bottom paint, zincs, and waxing (annually), including Prop Speed on the propellers.
- February 2019. Install LED lighting upgrade in engine room and lazarette
- Summer 2019. Nav/Com major electronics upgrade in pilot house and on flybridge; (2) VHF's, new VHF antenna, (5) Raymarine MFD screens, sonar, 4kW Raymarine radar, Augmented reality camera, FLIR M232 marine thermal camera and Airmar weather station.
- July 2019. New canvas for; pilothouse windscreen, pilot house hatch, forward stateroom hatch, life raft and cockpit table.
- August 2019. Replace 50-amp receptacle for the house shore power.
- August 2019. TRAC active fins; replace hydraulic hoses, impeller on raw water pump and zinc in heat exchanger.
- August 2019. Replace automatic switch on the bilge pump.
- August 2019. Repair and replace the veneer paneling on the entrance door to the master stateroom.
- November 2019. Install Wheelhouse Technologies vessel management software.
- November 2019. Install Glomex WiFi gateway.
- March 2020. Repair head pump.
- March 2020. Water maker annual service.
- March 2020. Annual new bottom paint. Prospeed on propellers. Replace hull zincs. Hull wax.
- March 2020. Annual service both FireBoy suppression systems and portable fire extinguishers.
- March 2020. Re-bed caulking around crane base.
- March 2020. Purchased 2020 Bullfrog Yacht Tender 10' with 20 HP Tohatsu outboard. Applied bottom paint. New canvas cover for tender.
- April 2020. Maxwell anchor windlass service.
- July 2020. Replace hydraulic pump and clean the heat exchanger for the hydraulic system.
- September 2020. Repair main bilge pump.
- November 2020. Annual oil and filter changes
- December 2020. At yard for annual service work and haul out.

Nordhavn 50 *Wild Rumpus*



ADDITIONAL COMMENTS:

Wild Rumpus is an US flagged and USCG documented. The name may be puzzling you, vaguely familiar, but not easily placed - where have you heard this before? The classic Maurice Sendak children's book, "**Where the Wild Things Are**" stars Max, a precocious youngster who yearns to travel. When he is crowned king of the Wild Things his first order of business is to "Let the Wild Rumpus Start" kicking off a zany celebration. There are many great times in store aboard **Wild Rumpus**, we invite you to contact us directly to schedule an appointment to arrange your own personal viewing.

Broker comments: Pride of ownership is evident on **Wild Rumpus**. The sellers have had her for just under two years and were gearing up for extended cruising. Nav/com electronics upgrades, a new dinghy and outboard, thorough cleaning and maintenance projects including haul outs at Atlantic Yacht Basin. They opened a Wheelhouse account for the vessel specifications detail and subscribe to the email maintenance program. **Wild Rumpus** is an excellent Nordhavn 50 that is raring to go.

Brokerage: JMYS is a US based (licensed and bonded yacht brokerage in California, Florida and Washington) with an international emphasis specializing in ocean capable trawlers and recreational tugs. Our brokers are experienced boaters, most are trawler owner/operators with thousands of hours and miles at sea. We treat our clients with respect; we are responsive and not pushy. Our focus is to become your loyal advocate, always looking out for your best interests. The team at JMYS has extensive trawler, tug and motor yacht product knowledge and our skills are available for coaching after the sale has concluded.

Co-Brokerage: Fellow yacht broker association members: *Wild Rumpus* is available for Co-Brokerage.

Nordhavn 50 Wild Rumpus

***Listing broker. Jeff Merrill, CPYB** (Certified Professional Yacht Broker) has extensive product knowledge of the trawler market plus intimate knowledge of the Nordhavn 50. He was on the build salesman side of one of the last new 50's and has been involved in the purchase of several Nordhavn 50's in the brokerage market as an independent yacht broker through JMYS since 2014.

The listing broker has more than 20 years of Nordhavn familiarity and many friendships through the owner's community. Jeff has personally helped several buyers and sellers with Nordhavn 50's including several transactions that were off-market, private sales, never made available to the generic public. JMYS specializes in trawlers, tugs and motor yachts and our dedication to this cruising lifestyle enables us to remain focused and better able to assist our clients in this market.

Jeff is a familiar face to **YouTube** viewers, a regular presenter at **TrawlerFest** and is one of the instructors for **Boaters University** online courses. A thorough review of the trawler lifestyle with information for buyers and sellers is available by visiting www.JMYS.com .

This listing specification has been approved by the sellers for accuracy. The photos, images and descriptive content are copyrighted by JMYS and may not be copied or used without specific written permission. All inspections are by appointment only. Please contact listing broker, Jeff Merrill, CPYB by phone, text or email for additional information or to schedule your personal showing. Jeff is always available via Mobile (949) 355-4950 (call or text). You can send a detailed Email to: Jeff@JMYS.com.



Licensed and Bonded in California, Florida and Washington.

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California Yacht Brokers Association – President 2015 and 2016

