<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length hull</td>
<td>13.00  meter</td>
</tr>
<tr>
<td>Length overall</td>
<td>14.00  meter</td>
</tr>
<tr>
<td>Width</td>
<td>4.35   meter</td>
</tr>
<tr>
<td>Draft</td>
<td>1.40–2.60 meter</td>
</tr>
<tr>
<td>Displacement</td>
<td>19     tons</td>
</tr>
<tr>
<td>Sail area</td>
<td>115    m²</td>
</tr>
</tbody>
</table>

Noordkaper 43

NOORDKAPER SAILING YACHTS

“FUN TO SAIL IN COMFORT AND SAFETY”
Gebr. van Enkhuizen started in 1992 as a watersport service company at the Marina Makkum, the Netherlands. Soon they became Yanmar and Mastervolt dealer, followed by some other dealerships. Besides yacht service, maintenance and repairs, the Gebr. van Enkhuizen also did a lot of yacht installations at fellow shipyards. In 1999 they got their own yard at the Strânwei in Makkum. Since, several complete custom-built yachts are being built, some 'one-offs' but mostly their own series sail and motor yachts. All the ships leaving the yard conforms to the highest quality requirements. They all are built under the according quality certification, such as CE category A.

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De Noordkaper

The Noordkaper is designed by M. Bekebrede, a yacht designer who has earned great fame in watersports.

Sisters, no twins

The Noordkaper is semi-custom built, which means there are many possibilities in styling and lay-out of the interior. The yard attaches great value to the desires of the future owner, an expert advice is guaranteed.

“It is our mission to translate your wishes into your dream yacht!”

Noordkapers may look identical, but they are only sisters, no twins.
Each Noordkaper has her own identity.

The Noordkaper 43 is large enough to accommodate 2 cabins and two wet cells.

The ship is built in steel or aluminum. It is a long keel ship with optional a hydraulic keel construction to decrease the minimal draft and increase the maximum draft. The keel construction is cleverly incorporated in the paneling so it's not prominent. The position of the keel is infinitely variable to the desired draft. By pressing a button on the control panel, the keel position is being adjusted. The rudder and prop are well protected behind the long keel.

The pilothouse of the Noordkaper is the eye catcher. It's not only beautiful in shape, the pilothouse offers much comfort and safety.
From the pilothouse the view is sufficient to keep watch. During bad weather there is a dry, warm and safe place inside for everyone. Because of this, the pilothouse provides an extension of the sailing season, comfortable sailing remains possible in worsening weather.
There is a choice between a cutter pilothouse, with a tilting front, and the classic straight pilothouse.

The Noordkaper is a sturdy and durable ship with proportionally a heavy weight, but still, the ship is 'fun to sail'. During a first trip each and every one is pleasantly surprised about the sailing abilities, even in calm weather. The ship is cutter rigged and can easily be sailed by two crew members.
**Hull**

The hull is a round bilge, steel or aluminum on frame built. The distance between the frames is 40 cm which makes the construction very strong. In the hull, we built as many frames as possible, for pumps, batteries, generator, etc. Fresh water tanks and waste water tanks are made of stainless steel and are equipped with manholes for inspection and/or cleaning.

During the development of the ship we already try to minimize the expected maintenance. The choice of materials and the way of finishing reduces the maintenance to a minimum.

**Engine**

The Noordkaper 43 is standard equipped with a Yanmar engine, type 4JH. This is a 110 bhp engine, so it is strong enough to propel the ship, even through heavy seas. The diesel system includes three in the hull welded fuel tanks with a combined capacity of ca. 1100 liter, ideal for long voyages and the gangway remains free of jerrycans with diesel. The diesel system is equipped with a double diesel pre filter. The engine is started from the control panel.
**Technical area**

The technical area on the Noordkaper is unique. You will understand, for a yard that has its origins in yacht installation, this is an important item. The area is entered from the hold, and is spacious and well accessible. It's more or less a real engine room. The Yanmar main engine is situated here, also enough room for a 1500 rpm generator. Furthermore, you find all the basic techniques you need on board in this room, a deep bilge and an automatic fire extinguishers installation.

**Rigging**

The Noordkaper is cutter rigged, the genoa is so far up front that it's not necessary to roll it during tacking. One of the advantages of the cutter sail is the sail area is divided over several sails. The area of each sail lessens and the sailhandling is far more easier. The yards point of view is, the Noordkaper easily can be sailed by two crew members only, whether the ship is 40 or 60 ft.

The mast is made of aluminum, and the rigging of stainless steel. The rigging gives the ship a sturdy look; it looks strong and solid, which is certainly true. The rigging is welded to the pilothouse roof, so the gangway is always free to move safely to the foredeck of the ship. The genoa is standard equipped with a roll fore sail installation.
All the Noordkapers we built do have different interiors. It can be made to anyone's desire. We take into account the future use, like the number of crew members and the expected sailing area.

Many wishes have been fulfilled on the drawing table: a studio, an editing room to edit TV-programmes, a workplace, an office, everything is possible, provided it’s adaptable into the ship.

The interior is still being built up by hand into the ship, so the eye of the master decides which wood structures fits best.

The Noordkaper 43 has room for two sitting areas, a galley, 2-3 cabins, and two wet cells. The pilothouse is mostly arranged with a roomy sitting area, there is a good view to the outside and you don't have to sit in the basement, you can choose. A roomy navigation corner is established in the pilothouse and also the optional second engine control, in combination with an electronic rudder control.

Standardly the paneling is executed in cherry wood, but it can also be constructed in other kinds of wood or colored panels. Qua styling and finishing there are many possibilities to fulfill the wishes of the ordering customer.

Before the paneling is fitted, the hull is insulated above the floor level. Standardly the ship is equipped with a central heating system and optionally an air-conditioning can be fitted.

The galley includes a refrigerator with drawers, a three element gimbal stove with oven, and two wash basins. Next to the galley several 230 volt AC sockets are mounted.
Specifications  Noordkaper 43

Length hull:  13.00 m
Length overall:  14.00 m
Width:  4.35 m
Draft:  1.80 m
Draft variable:  1.40 - 2.60 m
Weight:  19 tons
Fuel capacity:  1100 liter
Fresh water capacity:  550 liter
Waste water capacity:  160 liter

Engine:  Yanmar 110 bhp. 4-cylinder diesel
Navigation:  Speed depth and wind instrument.
Communication:  VHF
Battery groups:  Start 12V AGM 1* 100Ah
                Service 24V Gel 2* 145Ah
Battery charger:  Mastervolt 12 /35
Shore power:  16A
Heating:  Webasto Thermo
Boiler:  Webasto double coil and 230V element.