

THE NORSEMAN 447



**AFT COCKPIT & MID-COCKPIT
PERFORMANCE CRUISERS**

N447

NORSEMAN 447

• SPECIFICATIONS •

L.O.A. 44' 7"
D.W.L. 37' 6"
BEAM 13' 0"
DRAFT 6' 4"
SHOAL DRAFT 5' 4"
DISPLACEMENT 28,000 lbs.
BALLAST (LEAD) 12,000 lbs.
BALLAST/DISP. RATIO 44%
SAIL AREA 937 SQ. FT.
DIESEL POWER 61 H.P.
RIG SLOOP OR CUTTER
DESIGNER ROBERT H. PERRY

N447



NORSEMAN YACHTS, INC.

14025 Panay Way
Marina del Rey, CA 90292

(213) 822-7141



MID-COCKPIT

The interior layout of each Norseman can be modified to meet your cruising requirements. The American spars and sails are custom built for each Norseman 447. Halyard locations and reefing systems are designed to your specifications. The majority of Norseman 447s have been laid out for 2 people to handle. Over 50 of these magnificent aft-cockpit and mid-

cockpit yachts have been constructed. Well lit and well ventilated tri-cabin/2 head interiors offer full headroom throughout. Large, functional, U-shaped galleys allow ample storage and work space. Each main saloon will comfortably entertain 6 to 8 sailors. We invite you to experience the performance and quality of these cruise-proven designs.

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AFT-COCKPIT

NORSEMAN 447

This luxurious live-aboard yacht effortlessly combines speed, handling ease, and overall performance in a superbly coordinated blue-water passage maker. Extremely stable yet very responsive, the Norseman 447s provide powerful sail plans with efficient deck layouts that can be sailed long distances by short-handed crews. The basic hull shape is designed

for excellent windward ability and light-air conditions, qualities critical to today's concept of a performance cruiser.

Many knowledgeable sailors feel that this fast, stable hull with its sharp entry, powerful quarters, and clean lines, combined with the world's best workmanship and components, result in what may be Bob Perry's ultimate design.

Designer: Robert H. Perry
Type: Performance Cruiser
Sloop or cutter rig available
Dimensions: 44'7" / 13'6"4" or 3'4"
Displacement: 28,000 lbs
(12,000 lbs lead ballast)
Power: 61hp diesel
Fuel: 100 gallons (50 optional)
Water: 120 gallons (80 optional)

ELECTRICAL:

12V System — Two 400 115 AMP hour batteries are standard. Optional batteries for house service and exciter/alternator are available. Gusher selector switch allows for power supply to master panel.

110V A.C. — 110V connector provided in cockpit coaming. Ten outlets are provided throughout. Total supervised master panel supplied for 110V system.

Control Panel — The custom control panel is composed of 36 circuit breakers arranged for most standard functions. Spare circuit breakers are provided for additional equipment. Current gauges are provided along with reverse polarity indicator. Wiring is color coded and numbered. A schematic is provided with each boat.

PLUMBING:

Fresh Water — Three separate 55 gallon tanks. All tanks are removable. Total capacity 180 gallons with space available for 60 additional gallons. Hot & cold pressure water system. Four White foot pumps are standard — 1 sea, 1 fresh in galley, 1 fresh in each head. Both forward and aft heads are equipped with showers.

Marine Toilet — Two Green K manual marine toilets are standard. Forward head connected to 60 gallon holding tank. Storm pump-out discharge fitting installed on deck or overboard. White gusher pump for overboard discharge.

Throughs — All throughs are bronze or stainless steel. Hoses attached with polyurethane sealant and double SS clamps. All throughs are bonded.

Bilge — Deep bilge with two Henderson manual bilge pumps and one 12V bilge pump with Maytag flow switch and auto reset circuit breaker in line.

Bonding System — All throughs and underwater fittings are bonded to zinc fittings on rubber & shaft. Chumpies are grounded for lightning protection.

LIGHTING:

Lighting — Interior lights are 12 volt. There are 12 dome lights by Aqua Signal, and 8 lever-type reading lights. Incandescent strip lights are provided in galley & underberg/tee light, with red/white dimmer switch standard. A courtesy light is located in companionway on separate system for ease of access at night.

Navigation Lights — Navigation lights are to International specifications. Bowlight, anchor light, foredeck light, and Aqua Signal running lights are standard.

DECK:

Anchor Roller — 55 steel fitting with twin bronze bow rollers. 55 keeper pins.

Lifelines — 30" Bimini tapered 55 stanchions from New Zealand. Bases (Scheerer Lifelines) are vinyl coated stainless steel wire with Meridian Hotrod and Girth fittings. Gates provided port & starboard.

Winches — Lewmar winches. Primary 2 #25 three-speed, 1 #40 main sheet, 2 #43 halyard winches, 1 #30 reefing winch. Owner's choice for 1000000' Winches. 4.0's winches available per owner specifications. Chrome self-tailing winches are standard.

Deck Hardware — 2 large double Lewmar foot blocks, Scheerer genoa and stays/TT' track, genoa furling blocks and pad eyes by Scheerer. Trussler by Lewmar. 55 main roller for furling blocks.

Steering — Edison-style quadrant steering system with 30" 55 wheel. Brimble with hand brake. Emergency drive shaft can be installed without having to remove the wheel is provided.

SPARS & RIGGING:

Mast — US tapered aluminum mast by Forespar is standard. L.P. mast, intermediate owner's specification. Interior halyards, halyard and reefers, V.H.F. base. Double spreader, 232al. reefing winch mounted below boom. Three 4mm mounted main sheaves are included to reach headboard.

Rigging — Sabberg 1 x 19 stainless steel rigging with Neves turnbuckles. Cable rigging components available as an option. All running rigging supplied. XLS-B halyards standard. Wire rope halyards available as an option.

Bole — Substituted outside the standard size for Norseman. The main is 400 sq ft, of 80 oz. ultra-violet resistant 0001. Each boom conforms with two areas of reef points and is fully stitched. A 1100' 5/8" dia. pig T-4 Bole is the standard headboard. Prices for extra sails quoted upon request. Beyond furling systems are available for shore based sailing.

SAFETY PACKAGE:

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|---|------------------------|
| 1. Six life jackets | 5. One horn |
| 2. Fuel monitoring lines — 4 200' 1-402 | 6. One ship's bell |
| 3. Three fire extinguishers | 7. One emergency ether |
| 4. Two fenders | 8. One On line kit. |

Custom installations and optional equipment quoted upon request. Specifications and prices subject to change without notice.

• SPECIFICATIONS •

LOA	44' 7"	DISPLACEMENT	26000 LBS
DWL	3' 9"	BALLAST (LEACE)	10000 LBS
BEAM	13' 0"	BALLAST (DSP PART)	44%
B-COAL DRAFT	6' 4"	SAIL AREA	637 SQ. FT.
DRAFT	6' 4"	DIESEL POWER	61 hp



N447
DESIGNED BY
ROBERT PERRY

NORSEMAN YACHTS INC.
1405 BAYVIEW WAY
MARINA DEL REY, CA 90292
(310) 682-7141

NORSEMAN 447

AFT-COCKPIT AND MID-COCKPIT PERFORMANCE CRUISERS

CONSTRUCTION:

Hull — Hand laid-up molded fiberglass alternating mat and woven roving. Optional construction of PVC foam cored hull and/or glass Balsa core hull available. Both Mid-Cockpit and Aft-Cockpit Norseman 447s are constructed by Tealberg Yacht Building Co.

Deck — Hand laid-up molded fiberglass, core-d with and grain balsa. Areas for non-skid are recessed. Hull & deck are mechanically fastened every 4" J-BONDSM is used for adhesive bedding compound. All thru-bolts for hull to deck joints are accessible from below. Flush mounted deck fits are provided for each tank.

Rudder — The rudder mounted on a protective skeg has an internal B.S. plate welded the entire length of the shaft. A bronze gudgeon is attached to skeg.

Balast — The Norseman features internal lead ballast — 12000 lbs. providing a 44% ballast to displacement ratio. No lead bars to worry about.

Subheads — The subheads are fiberglassed to hull and deck with tapered edges and foam compression pads against hull. Surfaces are finished with satin formica and teak veneer. The overhead is made up of removable panels with access for wiring or backup plates.

Cabin Sole — Balsa sub and light spruce laminated to plywood. Always beveled with solid teak. Flush B.S. hatch fits are provided. Cabin sole is satin finished.

Chain Plates — B.S. chain plates are attached to chain plate web members of 1 1/4" plywood completely encapsulated in fiberglass transferring loads evenly to hull. B.S. back-up plates with six 1/4" B.S. thru-bolts for each when plate. All chain plates are accessible. All stem fittings and chain plates are encapsulated. Backstay and headstay chain plates are recessed flush in hull.

Hull Colors — Hull and deck are U.S. Reflex glossed. Standard hull color is Colonial Ivory. Other colors/finishes are optional. Wave stripe and three teak top seat rails are per owner's selection. All are recessed grooves. One set of touch-up gelcoat is provided for all colors of each boat.

DECK COMPONENTS:

Hatches — Six opening hatches by Goss from France.

Ports — Ten opening ports by Vaseen from Holland. Fixed windows are tinted. Levers finished in 3M 8800 marine bedding compound.

Windows — Five tempered glass deck windows in light in galleys, navigation area, and forward cabin.

Seats — Six Vaseen racing seats are provided with B.S. back-up plates. Four 18" and two 10".

Storage Vents — Two Nema Fluor ester alcohol exhaust vents and Vetus LPD vents provide ventilation. Condens boxes are built into the tank extensions on deck.

Handrails — Varnished teak handrails are provided port and starboard. Interior handrails are standard. Varnished teak cap rail is provided on a shallow bulkhead. Deck mounted toe rail available as an option.

Non-Skid — German non-skid (Safing) is standard. The non-skid is recessed in the deck and the compound areas of the cockpit. Full teak decking is available as an option including top of house and cockpit.

Lockers — There are four large lockable lockers in the cockpit. One is sealed and vented for two 5 gallon LPD tanks. One for storage and access to steering, and two for storage and storage. Hinged, outboard, steam ammonia. Flamingo-lined fuel lockers are standard. The back of the house has a recessed area for instruments, and there is a tie-off counter for which handle storage. High seat belts, reduced corners and cushioned seats insure comfort at sea.

INTERIOR:

Finish — All teak is satin finished. Subheads are solid teak, teak veneer, and satin formica. Overhead formica panels are removable. Counters are U.S. formica. Sea rails, locker and door openings are laminated teak. All drawers have dovetail joints. Hinged lockers are lined with aromatic wood.

Seals — Molded cockpit with 4" polyurethane foam insulation with vapor barrier. 1 1/4" solid B.S. elasticity with built-in shelves, teak edge with bronze color finish. Any moisture drains to separate reservoirs and surmounts with greywater from all drains. Gumparts can transfer pumped overflow with the top and an electric bilge pump. No contaminated water in the bilge.

Galley — Berth area lined with B.S. and an approximate 3-burner stove and oven. Galley is provided for Mercedes LPD shaft/shut-off switch. Deep double B.S. sinks are by Peter. Features include set 6 from water tank pump by White, Moen soap dispenser and hot & cold pressure water fixtures by Arma-Lux. Seagull IV water purifier is standard. Removable B.S. trash bin is sealed in counter.

Interior Cushions — Contour cushions available in a variety of vinyls. Standard with U.S. fabric available in a variety. High density foam is used in cushions.

MECHANICAL:

Engine — Lehman 61 hp. fresh water cooled diesel with "V" drive & B.T. to Borg Warner transmission. Motor mounts are thru-bolts to fiberglass engine bed stringers. 55 AMP alternator. Heat exchanger to hot water heater is standard. Engine gauges are mounted in recessed panel.

Exhaust — Varnish exhaust system. Water-jacketed exhaust. Bronze lever action seawater with strainer provided on sea water intake.

Propeller — 1 1/4 S.S. shaft, bronze stuffing box, 3-blade Pedersen prop. 3-blade or folding prop available as option.

Fuel System — U.S. Weatherhead fuel meter & fittings. 100 gallons fuel in two separate removable black non-skid tanks. Extra 50 gallon tank available on aft cockpit and extra 50 gallons on mid-cockpit. 12V electric fuel pump to boost system. Extra Raycor BCD fuel filter is standard.

Bond Proof — Engine compartments insulated with Great Southern Insulation.