



# Lord Nelson 41 A Seagoing Legend.

**FAR WEST  
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*Lord  
Nelson Yachts*



# Lord Nelson 41

## A Seagoing Legend Comes to Life

**Hull** One piece hand laminated fiberglass, fully insulated for moisture and temperature control, with extra laminates carefully applied at all high stress areas. Highly polished and fully faired gel coat finish for lasting beauty. An exclusive feature of Lord Nelson's hull is an integral molded-in rub rail, incorporated into longitudinal stringers, which gives the hull immense strength.

**Rudder** The Lord Nelson rudder is balanced for ease of handling and is hydrodynamically designed of high quality stainless steel tubing and fiberglass, all bonded together to form a solid rudder weighing in with the exact density of sea water, assuring a neutral rudder water balance on all degrees of heel.

**Deck** One piece hand laminated fiberglass with fiberglass stiffeners in all high stress areas. Beautifully crafted teak deck inserts. Screened opening hatches. Large lazarette hatches along stern rail. Balanced pedestal steering.

**Ballast** 11,000 lbs. molded cast iron encapsulated in fiberglass.

**Rigging** 4.5 s/s 1x19 standing rigging (3/8" x 5/16"). Non-galling open chromed bronze turnbuckles by Merri-man. Braided dacron halyards and sheetlines.

**Spars** Heavy wall section mast and boom of 60-61 gauge aluminum. Utilizes a special paint which starts with an alodine etching compound to eliminate corrosion, then primed and finished with 2 coats of L.P.U. Mast is stepped on deck through heavy alloy mast collar. Air foil alloy spreaders; s/s tangs; coaxial cable for antenna, messenger line for optional wiring and all standard mast light wires run through internal P.V.C. tubing; boom with internal outhaul and topping lift purchases, and internal reefing blocks and slots for two reefs.

**Winches and Sailing Gear** Bariant 18's for main and jib halyards, Bariant 21's for main sheet, 10's for staysail sheets and staysail halyard; Bariant self-tailing 27's for primary sheets; full length Genoa

tracts Port & Starboard with car blocks; main sheet traveler bridge with roller bearing car blocks; s/s cleats at all required positions.

**Sails** Highest quality cloth, triple stitched; Yankee staysail and main with 2 rows reef points and leech line.

**Cockpit** The cockpit on a cruising boat is the single most used area onboard, and one that the Lord Nelson 41 is most proud of. Comfort and function are blended well with the beauty of teak all around. Seats are contoured, radiused and suitable for sleeping; wide combings are teak-capped, angled outboard to be level at sailing trim; large lazarette hatches along the stern rail, one of which is an insulated outside icebox.

**Lights** International running lights (2 mile visibility) mounted on pulpits; bow light is "bi-color" for simplicity and low current drain; anchor light, motoring light and spreader lights.

**Deck Layout and Equipment** Full circumferenced raised bulwarks capped with 2" teak rail. Polished stainless steel stemhead fitting with double bronze bow rollers; polished 3/8" s/s chainplates, thru-bolted and backed; polished bronze anchor pipes and caps; polished bronze hawse pipes with integral cleats and Sampson posts; polished s/s double bow and stern rails with ladder; custom heavy-duty thru-bolted life line stanchions of sea-going height with coated lifeline and gates Port & Starboard; curved polished s/s mast pulpits with belaying pins; full length teak hand rails and teak eyebrow on cabin house, and oversized dorade vents.

**Hatches & Ports** 14 opening bronze portlights with screens (3) 24x26" opening bronze hatches with screens, insuring proper ventilation below decks.

**Electrical System** All color coded; deluxe instrument panel located at NAV station. Complete 12V and 110V systems and individual breakers and master shut-off switches, panel light, 12V and 110V ammeters and voltmeter, electric bilge pump selector switch, engine warning light; 110V shore power plug-in. Individual reading lights at berths, chart table light; recessed red and white night lighting throughout boat, dual batteries.

**Interior** Teak planked interior, solid teak cabin sole throughout. Overhead is soft white with all bulkhead interior trim, doors, drawers, sea rails and cabin sides of the finest teak. Sofa style cushions and seat backs covered with a wide selection of durable fabrics. Headroom throughout is 6'4" minimum. For ease of entertaining, all Lord Nelson's are equipped with a custom liquor and stemware cabinet designed with cut beveled glass doors.



**Private, Gracious Staterooms** Lord Nelson has achieved, in her tri-cabin layout, a luxuriously liveable interior with two Master staterooms which rival 50 footers for roominess. The forward stateroom has a large double (50x80") side entry bed, curved settee and 24x26" screened opening hatch, assuring airy, comfortable cruising. Her starboard aft

stateroom, no less sumptuous, features a marbled mirrored vanity and sink with a 54x84" double. To port we have given thought to the often neglected sea berth with our private navigator's stateroom.

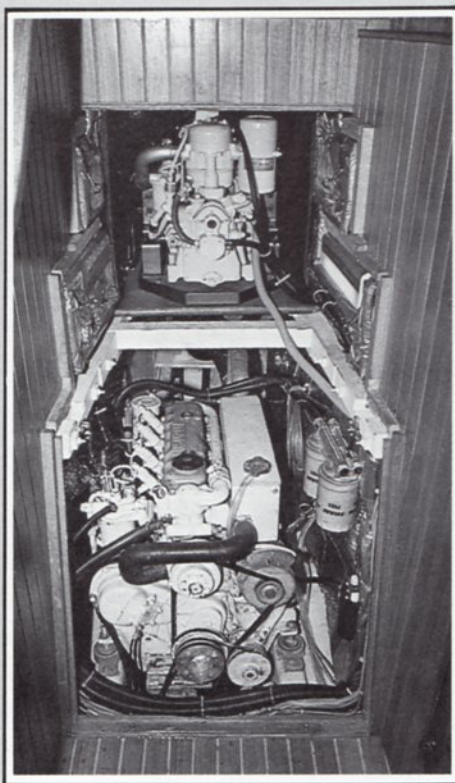
Too often in our modern cruising yachts, no provision is given to books, which to yachtsmen, are food for the soul. Lord Nelson corrects this lack by installing full length book cases in all staterooms.



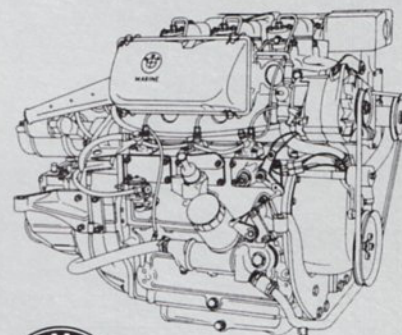
**Galley** The spacious galley is an integral part of the central living and entertaining area of the boat. The U-shaped arrangement provides safety of the cook on either tack, and puts the large s/s deep double sinks on center line. The wide counter tops extending aft and outboard are covered with formica surfaces and fitted with sea rails. Below the counters are drawers and lockers, and the outboard top loading divided icebox is insulated with 4" minimum high density foam. The propane stove has 3 top burners and oven below, s/s finish, and a 5-gallon fuel tank. The stove, of course, is gimballed.



**NAV Station** The large aft facing sit-down chart table is ideally located just beyond the companionway ladder and to starboard. Just beyond the hinged table top is a large "L" shaped area for a variety of NAV gear and electronics. A chart locker is housed below the chart table.



**Tankage and Plumbing** Water: 200 gallons in three s/s bottled and removable tanks; hot and cold pressure water system at galley, head and shower. Tanks cross-plumbed with separate shut-off valves and deck fills. Fuel: 120 gallons in two tanks, cross-plumbed with separate shut-off valves and individual deck fills. All below water line thru-hulls are bronze with bronze seacocks; manual and electric bilge pumps; holding tank system.



Engine D-50



**BMW MARINE**  
BMW, MUNICH, GERMANY

**Engine** BMW 3 cylinder, 50 h.p. diesel engine with 2.6 reduction gear; heavy duty engine stringers with oil drip pan; quiet, wet exhaust system with safety drain; engine controls led to wheel steering binnacle in cockpit; engine panel with complete instrumentation, including r.p.m. meter, oil pressure and water temperature gauges, alternator charge meter; fuel filter with particle separator and water trap; engine room access thru door beneath companionway ladder and auxiliary access via removable panel. For electrical self-reliance at sea, our Admiralty design group has designed into the Lord Nelson, the availability for a unique "piggyback" 3.5 k.w. generator installation. The generator sits slightly above and in back of the main engine. The generator beds allow the generator to slide forward over the main engine, enabling easy access and repairability.



**Specifications:**  
LOA: 41'  
Beam: 12'10"  
LOW: 36'2"  
Disp.: 30,500 lbs.  
Draft: 5'8"

History equates Lord Nelson with sea power. The legend lives on.