

Diesel Duck - Where the Diesel Duck excels - you get much greater efficiency and seaworthiness. We come back to the fact that all boats are compromises in one way or another.

First off, the DD design is much different than the N. The N is a SEDAN design with a deep cockpit and side decks. This makes line handling very easy and gives you a larger superstructure with a spacious salon and galley that can accommodate large windows far above the waterline for a light open feel. The living spaces are above the waterline.

The DD in contrast is a FLUSH deck design similar to most sailboats. There is no deep cockpit or deep side decks. The superstructure is much smaller. The windows are smaller and stronger. Most are portholes with deadlights. The living spaces are at or below the waterline. This design without the deep cockpit and side decks will not catch the water from a breaking swell. Also, in a complete knock down or in the case of a complete roll over the water held there will do nothing to inhibit the boat's recovery.

The much smaller and stronger windows are less likely to break. Like I stated before the N has all of its heavy equipment at or below the waterline. The DD takes this one step further with a deeper larger keel with more ballast and all of the heavy equipment/tankage far below the waterline.

All of the DD enormous (2000 gallon capacity) tanks line the bottom of the hull not the sides. The DD is self-righting where the Nordhavn would be very challenged to survive a 360 degree roll without major damage. The DD's hull and most of its superstructure is heavy gauge steel.

The N does not have real watertight compartments. They (except for the anchor locker) are connected by a long bilge.

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The DD has 5 complete watertight compartments. The fuel tanks line the bottom of the hull effectively giving it a double steel bottom. The hull plates at the chime and bow are not welded to each other but welded to a 1 1/2" piece of solid steel round bar. If you hit something or end up on a reef that is what is going to take the brunt of the collision.

Secondly, the DD has been engineered and equipped with efficiency, simplicity and safety being a priority versus luxury and comfort. The DD has 4x+ more range than a similar sized N.

The narrower hull design with its lower beam to length ratio (think Dashew's FPB concept) is much more fuel efficient and hydrodynamic. The ketch sail rig ON MY BOAT makes it an excellent motorsailer with fuel consumption near 1 gph at 6-7 knots.

Under power alone the boat's John Deere 4045 engine burns only 1.5 gallons per hour. The sails not only contribute to fuel consumption reduction but also serve as a "get home" propulsion system, serve to stabilize the boat and allow you "ly ahull" like sailboat if you are tired or in a storm. The sails along with the hard chime hull design mean you do not need an active stabilization system like the N with those large fins sticking out of the hull ready to hit something. In addition, you do not have all of that complex machinery it takes to run those stabilizers. My

DD has a complete paravane system for at anchor and underway stabilization in addition to the sails. All of the systems on my boat were designed and equipped with energy efficiency in mind.

What other ocean crossing trawler on the market today can be completely powered by renewable energy?? Can you name another steel flybridge motorsailer on the market? My wind generator and solar panels will power all of the efficient 24v systems like refrigeration, all LED lighting, entertainment system, all of the water pumps, electronics, watermaker etc.

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My boat will actually sail with the ketch sailing rig and 5 blade completely feathering, in the water pitch adjustable, super efficient Whisper Prop. My goal was to try and combine some of the luxury and comfort of my Nordhavn with the energy efficiency and seaworthiness of my heavy displacement Han Christian sailboat.

Is my DD a sailboat? No. It will not point very high and the sail rig is not meant for any sort of tacking. It is more of a leave it and forget system like you would use during a long ocean crossing where the wind is constantly blowing in a similar direction like in the trade wind belt.

The craftsmanship on my DD is similar to my Nordhavn with the granite counter tops and hand crafted traditional teak interior. I do have a 9kw Northern lights generator for additional battery charging capability and to run the dive compressor, washer and dryer and air conditioning.

<https://mvmobyduck.com/nordhavn-vs-diesel-duck/>