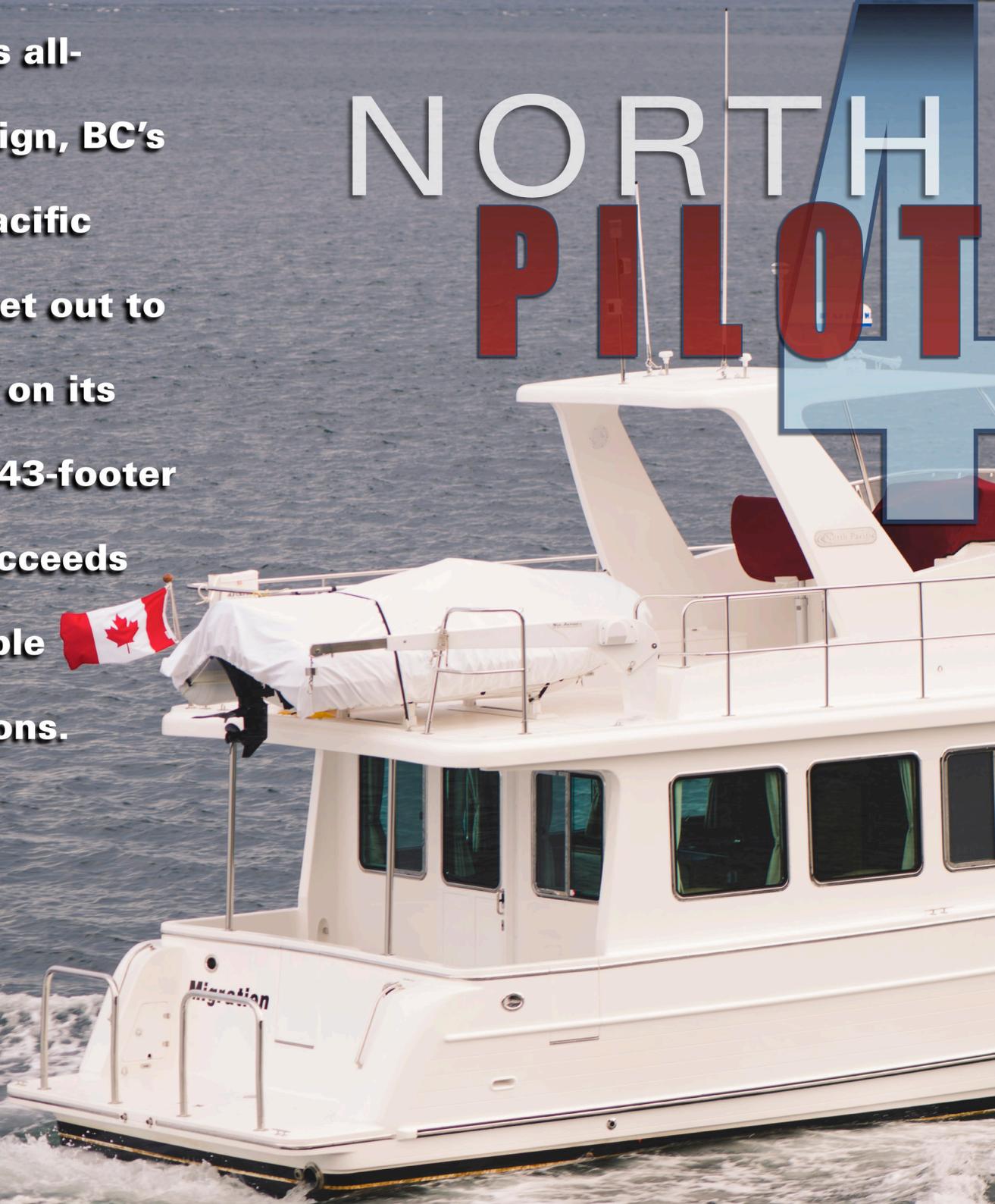


**With this all-
new design, BC's
North Pacific
Yachts set out to
improve on its
popular 43-footer
– and succeeds
in multiple
dimensions.**

NORTH PILOT



BOAT REVIEW

**PACIFIC
HOUSE**



BY DUART SNOW

PHOTOS BY JS PHOTOGRAPHY



THE PILOTHOUSE IS ROOMY, BUSINESSLIKE AND COMFORTABLE FOR LONG RUNS.

Among the most notable recent success stories in the Northwest boat industry is that of North Pacific Yachts of Delta, British Columbia. In just over a decade, the company has delivered about 110 trawler-cruisers to owners on the East and West Coasts and built a reputation for providing excellent livability, finish and value at competitive prices.

What stands out most about North Pacific's boats – especially for the experienced cruiser – is the fact they feel like they have been designed by and for folks who actually cruise, live and work on their boats. They emphasize features like living space, storage, systems

North Pacific's boats emphasize features like living space, storage, systems and mechanical access, and quality finishes and fittings. The boats just feel sensible, workable...and right.

and mechanical access, and quality finishes and fittings. Details like these add up in boats that just feel sensible, workable...and *right*.

In fact, NPY's story begins with a search for the "right" boat. Looking for the "perfect" wide-bodied pilothouse trawler, with a generous saloon, two staterooms and easy systems access, North Pacific's Trevor Brice and his father John found nothing in the market at an affordable price. So they started drafting their ideal boat for construction in China, where John has well-established business connections.

NPY delivered the first of 63 43-footers, its most popular model,

in 2004. The line now includes 28, 39, 45 and 49 Pilothouse models and a 38 Sedan; tooling is almost complete on a new 44 Sedan and in the works on a 58 Pilothouse. The company strives to improve its boats and line-up consistently, based largely on feedback from 100-plus loyal owners. So it's easy to understand why the 45 Pilothouse, like other NP yachts, feels "made" for serious cruising.

Migration, hull #1 of the 45, is very much a product of this process. Brice calls this all-new design "a better 43" that addresses owners' desires for more beam, more space and, in particular, a master stateroom with a true "walk-around" queen berth. At 45' 10", the 45 is just two inches longer overall than

The 45 is just two inches longer overall than the 43, but its near-plumb bow adds three feet of waterline.

Add a further 13" of beam and more headroom throughout, and the result is significantly more living space.

the 43, but its near-plumb bow adds three feet of length on the waterline. Add a further 13" of beam and more headroom throughout, and the result is significantly more living space in the master stateroom, the guest stateroom and the saloon. The 45 also reflects upgrades in NPY's interior woodwork and finish, and in major fittings such as its generous-sized and rugged all-stainless windows.

DESIGN/CONSTRUCTION

With its near-plumb bow, spacious raised pilothouse and forward-raked house windows, the 45 has a substantial and purposeful workboat-inspired look. The forward-raked windows were another owner-purchaser request;





THE 45'S FULL-BEAM SALOON IS BRIGHT, SPACIOUS AND IDEAL FOR SOCIALIZING OR LOUNGING.

they improve visibility in inclement weather while opening up space in the pilothouse.

The upper deck extends over the aft cockpit to provide shelter as well as storage for a tender 12' or more in length, plus a davit. A fiberglass hardtop is standard on the fly-bridge, and six big stainless windows bring light and views into the saloon. The boat has no exterior woodwork to maintain.

Like all North Pacific boats, the 45's hull is laid up of solid hand-laid fiberglass, with vinyl ester resin in the outer two layers and an epoxy barrier coat below the waterline to resist osmosis. The superstructure is sandwich con-

struction, fiberglass over Nid-acore, a synthetic honeycomb that provides strength with light weight to keep the boat's centre of gravity low. An aluminum grid supports the main deck throughout the boat.

ACCOMMODATIONS

The 45 is boarded through a central transom door, over a generous swim platform, or through a starboard-side door that leads directly into the cockpit. A hatch in the cockpit floor opens to the lazarette, a huge space that holds a Hurricane hydronic heating system, all of the ship's batteries, a Magnum inverter/charger and the emergency tiller, with easy access



THE PORTSIDE STATEROOM CAN BE EQUIPPED AS AN AN OFFICE, SITTING ROOM OR SLEEPING ACCOMMODATION. *MIGRATION'S* IS FITTED WITH A DOUBLE BERTH.



THE DINETTE SEATS SIX. FROM THE GALLEY, THE CHEF CAN STAY IN TOUCH WITH GUESTS AT ALL TIMES.

to the steering system and stern thruster – and lots room left over for all the usual deck gear that lives down here.

A sturdy sliding door opens from the cockpit to the saloon, which impresses instantly as a big, bright and very social space for even a large crowd. To port, the dining table will comfortably seat six on fore and aft benches, while twin arm-chairs to starboard invite lounging. A sideboard forward of the chairs can hide a 40" pop-up flat-screen TV (although this was not fitted aboard *Migration*.) A variety of cabinets and drawers around the saloon provide plenty of storage.

The U-shaped galley, forward of the dinette, is open to the saloon

so the cook can stay in touch with guests. The galley is equipped with twin sinks, a three-burner Princess propane stove, and a NovaKool nine-cubic-foot fridge/freezer. Counters can be Staron composite – *Migration's* are an attractive black with gold fleck – or granite.

The master stateroom is impressively large, with headroom near seven feet, a full walk-around queen berth, a dozen drawers and a further half-dozen cabinets.

The woodwork throughout is a light teak that maintains the interior's brightness, while soles are teak and holly. The joinery is impressively fitted and finished, with attractive details like steam-bent corner moldings, sweeping curved ceilings over the steps down to the staterooms and up to the pilothouse, and hefty grab rails throughout the boat that fit nicely in the hand. (North Pacific also offers a variety of other woods, fabrics and interior materials.) Overhead

lights are LED, recessed into vinyl headliners which are held in place with Velcro-style fastenings for easy removal and access.

Down three steps from the saloon, the sleeping accommodations benefit most from the 45's longer waterline and wider beam, when compared to the 43. The master stateroom forward is impressively large and high, with headroom near seven feet, a full walk-around queen berth, a dozen drawers and a further half-dozen cabinets. And if you need yet more storage space, lift the berth mattress to find a huge bin that would be ideal for non-perishable provisions or other items you don't need to reach daily. Floor panels here lift for access to pumps, plumbing and more storage.

The second stateroom, aft and to port, can be fitted as an office, a sitting room, or sleeping accommodation with a single berth or twin bunks. *Migration's* owners chose a berth that is now a true 48"-wide double thanks to the 45's extra beam. Across the passage-

way, a locker holds a combination washer-dryer, and just aft is the single spacious head with a separate shower stall.

PILOTHOUSE

In a long-haul cruiser, the pilothouse is a critical part of the accommodation – and the 45's does not disappoint. It's spacious, simple and well thought-out. The helm is central, with superb visibility through the big windows forward and abeam. *Migration* is fitted with a massive Sea Post helm chair that should make even long passages comfortable. It has a beautiful destroyer-style steering wheel with stainless spokes and a hefty laminated teak rim that feels oh-so-nice in the hand.

The helm console holds engine instruments, controls, autopilot and two large multi-function displays (Fu-runo on *Migration*). Skippers who like their paper will appreciate the two generous "chart" surfaces to port and starboard of the helm. Drawers and lockers under



FORWARD-RAKED PILOTHOUSE WINDOWS GIVE THE 45 A WORKBOAT-INSPIRED LOOK. PHOTO BY DUART SNOW

these surfaces hide more storage, and allow easy access to panels, wiring and other essentials behind the console.

A Blue Seas 12V DC/120V AC panel is fitted in the aft wall of the house, above a raised settee/bunk where crew can keep the helmsman company. The electrical panel hinges out for access and the back is housed in clear plastic for safety. Sliding doors port and starboard open on deck, where the foredeck is just paces away, and steps on both sides lead up to the top deck and upper helm station.



THERE'S EASY SERVICE ACCESS TO THE CUMMINS QSB MAIN ENGINE FROM THE SALOON.

ENGINE ROOM

The engine room under the saloon stands out as another space where thought has gone into service access and utility – whether the individual doing the servicing is a pro or a DIY owner. Four floor panels and supports lift out to provide full walk-around, stand-up access to the Cummins QSB 6.7L diesel and the fuel filtration and polishing systems, as well as to the Northern Lights 6kW genset mounted aft. If you just need quick access, the accommodation steps hinge up so you can reach the front of the engine, the filters and the seacocks.

Migration's power plant is mated with a SeaTorque stern-coupling system that provides quieter running and less vibration, while eliminating the typical issues of shaft seals.

UNDER WAY

The 45's hull is a new profile designed to provide more lift for smoother running and higher top speed, while still economizing on fuel at cruising speed. We were able to give it a good test on one of those rare occasions in the life of a boat reviewer: a rough day on the water. A stiff southerly kicked up chop in Sidney Channel that got steeper the farther we ventured outside Tsehum Harbour. At 1,500 to 1,600 RPM, *Migration* cruised without fuss at about seven knots into the 15-20-knot wind, burning 2.5 to 3 GPH.

At 2,000 RPM, the speed climbed to 9 knots and the fuel burn to 5.5 to 6.5 GPH. At wide-open throttle of 2,550 RPM, she made 10 to 11 knots, burned 12.6 GPH – and we got wet.

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THE FOREDECK INCORPORATES A BENCH SEAT AND DEEP TWIN LOCKERS BESIDE THE WINDLASS PEDESTAL.
PHOTO BY DUART SNOW

After an entirely dry ride, she took one or two big ones at top speed. Her high bow deflected most of the spray, the raked windows shed more of it, and the wipers quickly cleaned up the rest. But always, the ride was stable, steady and very quiet at cruise. When we turned downwind for home, the speed settled at 7.5 knots at 1,500 RPM and 2.9 GPH, a typical cruising speed in smooth water.

The 45 makes a clear statement that North Pacific has become still better at what it does best: building impressive space, function and value into its affordable long-haul cruisers. Look for more evidence in the 49 Pilothouse which NP will exhibit at this month's Boats Afloat Show at Lake Union.

SPECIFICATIONS

LOA	45' 10"
LWL	41' 4"
Beam	13' 8"
Draft	4' 6"
Displacement	34,000 lbs
Fuel Capacity	400 gals
Water Capacity	350 gals
Waste Capacity	50 gals
Power	250hp Cummins QSB 6.7L diesel

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