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# ON BOARD POWER

## North Pacific 28

A cozy, economical and very well-priced trailerable trawler

► BY PETER A. ROBSON

► **B.C.-BASED** North Pacific Yachts has come up with another winner. Its new cozy, tug-like 28-foot trawler comes on the heels of the company's larger NP 39 and 43 pilothouse trawlers and the 38 Europa-styled sedan. North Pacific Yachts was founded by 28-year-old Trevor Brice in 2004 and has since chalked up an impressive sales record by offer-

ing excellent value for size for the company's China-built line. (See PY, April 2007.)

The new 28 was developed after Brice saw concept drawings of the Trailer Trawler 28 by Karl Stambaugh of Chesapeake Marine Design in a 2007 issue of *Passagemaker* magazine. Trevor loved the design and believed it would help fill a niche in the growing market



for small, trailerable trawlers. He contacted Stambaugh and the first China-built North Pacific 28 hull was delivered this fall.

**Hull and Design** The 28's styling, with aft cockpit, boxy saloon, raised pilothouse and trunk cabin forward, is similar to the popular Ranger 29 and Nordic Tug 26 trawlers, and will likely appeal to the same customer base. However, the forward-slant of the back end of the saloon and pilothouse windows gives it a striking, distinctive appearance.

The original Stambaugh design called for a full displacement hull with a top speed of 8 knots. Brice had the hull design modified slightly to make it a semi-displacement hull with a top speed of 10 knots.

The hull is solid hand-laid fiberglass with two layers of vinylester resin for osmosis protection. A fiberglass grid system with full-length hollow fiberglass stringers gives rigidity to the hull. Square aluminium 2 x 2-inch tubing provides a strong, flex-free framework for the cabin and pilothouse soles. The deck and house assembly is a single mold with Nida-Core coring and aluminium-frame windows. The shoebox hull-deck joint is epoxy glued and screwed.

**On Deck** A fiberglass swim grid provides access through a transom door to the high-sided cockpit—cozy enough for a couple—with a standard canvas bimini top. The saloon is entered via a single aluminum and glass door with lifting overhead hatch. The full-width saloon means no side decks, though access to the foredeck is through port and starboard aluminum pilothouse doors. The trunk cabin takes up much of the foredeck, but there is ample room to sit comfortably and to access the anchor windlass. A radar mast is located just aft of the pilothouse. There is no external woodwork, which makes the 28 extremely low-maintenance.

**Interior** Stepping down into the saloon, one is immediately drawn in by the 28's warm and cozy interior—thanks to the extensive use of teak throughout. For a 28-footer, the interior is extremely well thought out, with a linear galley to starboard and a pull-out settee to port. A movable teak folding-leaf high-low table serves as either a dining table or a coffee table. The long, functional galley with plenty of counter space and storage underneath features Corian-equivalent countertops, a two burner propane stove, large round stainless sink with attached stainless drip tray, a 5.7-cubic foot Nova Kool fridge/freezer (locally made) and a microwave cabinet. ▶

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The raised pilothouse (with engine compartment underneath) is two steps up from the saloon. Again, it is compact but cozy, with bench seats to port and starboard that can be converted into full-width seating. The helm is to starboard with all the standard controls and ample room for a flush-mount chart plotter. To port is a flat area suitable for laying out paper charts (folded). Visibility is good all-round, and there are two opening port-holes in the aft bulkhead as well as a hinged overhead hatch.

Down two steps is the portside head/shower, with manual-flush saltwater toilet (connected directly to the 25-gallon holding tank). Forward is a comfy V-berth with a surprising amount of headroom, thanks to the raised trunk cabin. In fact, there is a minimum of 6 feet, 6 inches of headroom throughout the boat.

**Engine and Systems** Power is a single four-cylinder 130-horsepower Cummins QSD common-rail diesel. It drives a four-bladed prop through a dripless shaft seal. Access through the pilothouse sole to the engine compartment on the test boat was extremely tight, but Brice says he is modifying the access hatches in future hulls to provide full access. The 12-volt DC and 110-volt AC house wiring is connected to a top-quality Blue Seas control panel. All wiring is of tinned copper; everything is neatly laid out and clearly labelled. The engine room is enclosed in 2 inches of lead and rubber sound insulation. A 105-amp alternator (and three-stage charger when hooked up to shore power) charges the two 8D AGM house bat-

↓ **Below** The compact and cozy pilothouse is two steps up from the saloon.



PETER A. ROBSON

teries and single 4D AGM starting battery. This is plenty of battery power to operate the ship's systems and the standard 1,500-watt inverter. An Espar diesel heater and pressure fresh water system with 6-gallon heater are also standard. Despite being built in China, all the systems and equipment aboard the 28 are available off-the-shelf in North America, so replacement parts and service won't be a problem. ▶



➔ **Above & Right** This 28-footer has a well thought out cabin plan, with a long, linear galley to starboard, a pull-out settee to port, and plenty of teak to keep things cozy.





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**Underway** We tested the boat in Oak Harbour on Whidbey Island, Wash., where all U.S.-bound North Pacifics are commissioned. A large rudder (2.5 turns lock-to-lock) makes the NP28 extremely nimble. Manoeuvring out of our slip was a snap.

↓ **Below** Considering how compact this boat is, there is an impressive amount of counter space and storage in the galley.



While a bow thruster is standard, there is really no need for one. Heading out into the windy bay, the 28 proved solid and sea kindly, whether ploughing into the waves or beam-on. The turning radius, thanks again to the big rudder, was an impressive 1.5 boat lengths. Acceleration was good and the 130-hp engine provided plenty of get up and go. Fuel economy was excellent. At 1,200 rpm, we were making 4 knots while using 0.4 gph (10 miles per gallon). At a comfortable cruise speed of 7.4 knots (2,600 rpm), we were burning 2 gph (3.7 mpg). At this speed, the 100-gallon fuel capacity would provide a range of 370 miles. At 9 knots (3,500 rpm) we were burning 4.6 gph (1.9 mpg). Wide open throttle gave us 10 knots at 4,000 rpm (7.3 gph). Sound levels in the pilothouse were a comfortable 68 dBA at idle, up to 77 dBA at 3,000 rpm. Brice has since decided to install fixed trim tabs on all future hulls and increase the standard horsepower to 150 to bring the top speed up to 13 knots.

➔ **THE NP28 PROVED** a capable, seaworthy vessel with a solid, well-built feel while underway. Her teak interior and practical layout were what really sold me. I've seldom seen a boat with

such a cozy feel and all the amenities. The NP28 will make an ideal and economical cruiser for couples (though it can sleep four), whether for a day sail or the entire summer. And being trailerable, it can be kept at home to save moorage and towed to that dream destination. At US\$172,500 delivered in Canada (duty paid), or at US\$165,000 delivered to the U.S., this is one heck of a bargain. ☺

#### THE SPECS

##### ➤ NORTH PACIFIC 28

<b>Length</b>	8.4 m	27' 10"
<b>Beam</b>	2.6 m	8' 6"
<b>Draft</b>	0.6 m	2' 5"
<b>Weight (dry)</b>	3,800 kg	8,400 lbs
<b>Fuel</b>	379 L	100 gal
<b>Water</b>	190 L	50 gal
<b>Holding</b>	95 L	25 gal
<b>Engine</b>	Single 150 hp Cummins QSD	

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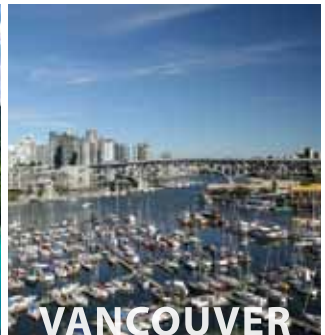
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