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NORTH PACIFIC 38 SEDAN

Comfort, Convenience, Economy
For the Long Haul

May 2013 | \$6.95 CDN

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➤ The 38's Europa styling—with covered side decks and cockpit—is a practical layout on the wet West Coast.



North Pacific 38 SEDAN

THE LATEST TRAWLER FROM DELTA'S NORTH PACIFIC YACHTS IS IMPRESSIVELY WELL THOUGHT-OUT AND READY FOR LONG-HAUL ADVENTURE.

Story and Photos by Duart Snow

IN TRAWLER CIRCLES, the term “honest boat” qualifies as high praise. It describes a vessel that is straightforward, well thought-out, easy and economical for owners to run and maintain, ready for adventure with minimal fuss. On the West Coast, where the cruising adventure really begins only when civilization, mechanics and fuel docks disappear in your wake, honest boats that sip fuel and offer their crews few unwelcome surprises are preferred long-haul cruisers.

When I stepped aboard the North Pacific 38 *Island Harmony* on a sunny afternoon last fall, I realized almost immediately that this was an honest boat. Almost everything about it made sense for extended cruising, crew comfort and convenience, and ease of

care for the hands-on owner. It's worth noting that *Island Harmony* is owner Guy Campbell's second NP yacht—he traded up from a 34-footer after owning a Grand Banks 32, perhaps the original “honest boat.”

Island Harmony was my introduction to the work of North Pacific Yachts of Delta, BC, a local success story. In less than a decade, NPY has sold more than 100 of their single-screw trawlers from 28 to 43', most here in the Northwest. Built in a factory in Ningbo, China, near Shanghai, the boats are well suited to their market niche: straightforward, economical, impressively finished and moderately priced.

Island Harmony is Hull #14 of NPY's newest model, the 38 Sedan. The longer I spent aboard her with

SPECIFICATIONS

Length Overall	41' 6"
Beam	12' 9"
Draft	4'
Weight	24,000 lbs
Fuel Capacity	350 gals
Water Capacity	200 gals
Engine	Cummins 250-hp QSB 6.7L Diesel
Price	\$360,000 USD

(With standard equipment including bow thruster, 3000W inverter/charger, AGM batteries, Hurricane II hydronic heat, windlass/anchoring package, oil change system, sea/fresh water wash down, dual Racor fuel filters)

PERFORMANCE

(Cummins 230-hp QSB diesel)

RPM	Speed knots	Fuel Burn (GPH)
1000	5.5	1.0
1200	6.4	1.4
1400	6.9	1.8
1600	7.3	2.2
1800	8.0	3.4
2000	8.5	4.7
2200	9.0	6.4
2400	9.5	8.3
2600	10.2	11.0

CRUISING SPEED

1600 RPM/7.3 knots

Performance data furnished by:

North Pacific Yachts

www.northpacificyachts.com



↑ Owner Guy Campbell at the helm: big windows provide near-360-degree visibility.



← The raised dinette is a comfortable spot that converts to a double berth. ↑ The interior is finished in teak, with a teak-and-holly sole. Off-white upholstery helps brighten *Island Harmony's* saloon. ↓ The owner's stateroom offers more storage around and below the double berth. ↘ The galley offers plenty of under-counter storage space—a 9.1-cu-ft fridge is opposite.



Campbell and NPY's Trevor Brice, the more impressed I was with the boat and with NPY's whole approach. This felt like a boat conceived and executed by people who actually cruise—and in fact that's how the NPY story begins.

In search of the "perfect" wide-bodied pilothouse trawler, with a generous saloon, two staterooms and easy systems access, Trevor and father John found nothing in the market at an affordable price. So they started drafting their ideal boat for construction on a proven hull in China, where John has well-established business connections. The first of 63 42-footers was delivered in 2004; the line now includes 28, 39 and 43 Pilothouse models, the 38 Sedan, and a 49-footer on its way early in 2014. Add the "crowd-sourced" input of 100-plus loyal owners, and it's easy to understand why the 38 just feels "right" for extended cruising.

CONSTRUCTION

The 38's hull is hard-chined for roll resistance, with a deep forefoot that

sweeps upward to flatter sections aft, and a 2' 6" keel that extends most of the hull length. The bow is generously flared to deflect spray, while the sheer makes an eye-pleasing curve down and aft. The Europa-style superstructure—with the upper deck extending over the side decks and sheltering the cockpit aft—is an ideal layout for the moist Northwest climate.

The hull is constructed of solid hand-laid fibreglass, using vinyl ester resin in the outer two layers and an epoxy barrier coating below the waterline to resist osmosis. The superstructure is sandwich construction, fibreglass over Nidacore, 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.

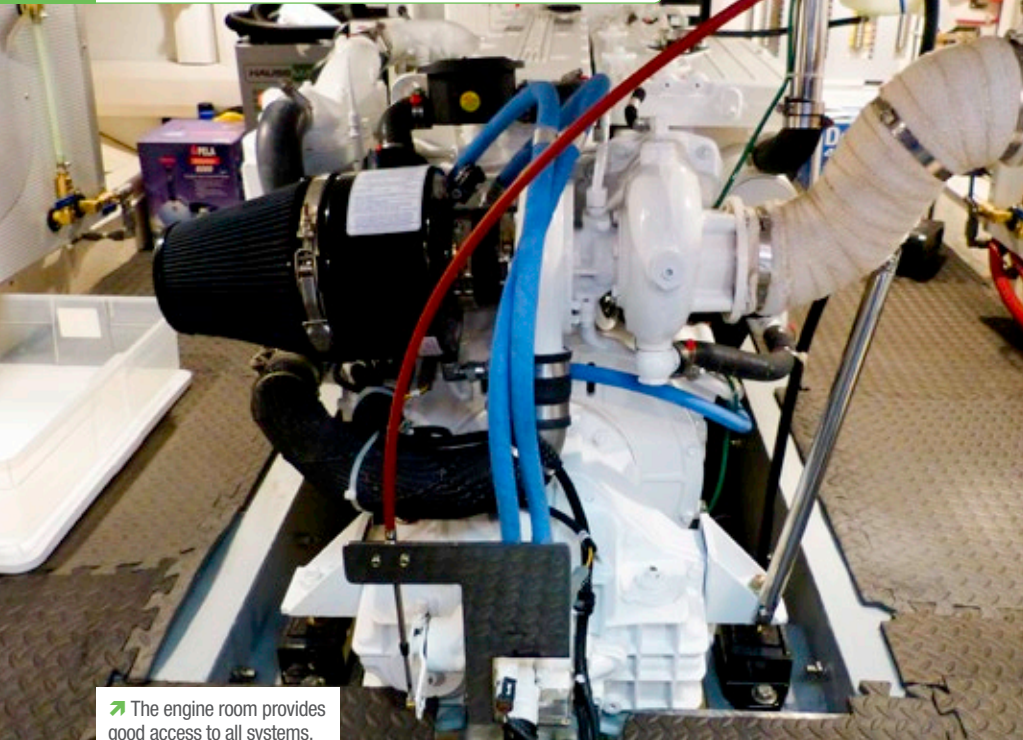
Access aboard is through gates amidships port and starboard as well as in the centre of the transom, where an extra-deep swim step provides security while boarding or stepping into a tender. Side decks and foredeck

are wide and unobstructed for easy access forward; a cushion is set into the forward edge of the forecabin. Ease of maintenance is a theme at NPY, so teak caprails are the only exterior wood. Most owners order their rails unfinished to escape varnish chores, Brice explains.

On the flybridge, a single Springfield helm chair is fitted at the centre console. Seating here is on an L-shaped settee to starboard and a straight bench to port; each offers storage underneath. There's space aft of the bridge to store a small tender and install an optional davit.

ACCOMMODATIONS

Island Harmony's saloon is bright and inviting thanks to the big stainless steel-framed windows that surround the house, providing a near-360 view. Five windows open for ventilation. The interior is finished throughout with teak veneers and moldings; the sole is varnished teak and holly. *Island Harmony's* off-white vinyl upholstery sets off the



➤ The engine room provides good access to all systems.



➤ The foredeck offers easy access and a seat built into the cabin top. An anchor and windlass package is standard. ↓ The wheel's teak rim is an elegant touch at the helm.



richness of the woodwork and adds to the brightness of the space.

Island Harmony's plan is standard but NPY will largely accommodate owners' preferences in layouts at no extra cost. To port just inside the aft door is the dinette, which converts to a double berth and offers storage in multiple drawers under seats and sole. To starboard is a bench settee. A curtain closes off this part of the saloon to provide privacy for guests here.

The galley, immediately forward of the dinette, is fitted with a three-burner stove to port and sink forward; there is plenty more storage here in smooth-rolling drawers under the laminate countertop; a granite counter is a no-cost option. A full-height 9.1-cu ft NovaKool fridge-freezer, located to starboard opposite the galley, will hold plenty of fresh provisions for the long haul.

A big chart table with lots of stowage underneath is forward of the galley to port. Some owners install flat-screen TVs on the underside of the locker lid – just flip it up for the evening's entertainment.

A teak-rimmed stainless wheel is a classy touch at the helm, to starboard and a step up from the cabin sole. A door beside the helm offers alternate deck access. Easy systems access is another NPY theme, so the console forward and above the helm is removable to reach the windshield wiper

motors and add new electronics. The DC panel is fitted into the side of the helm console, and a port in the aft wall of the shower provides service access behind the helm and panel. All headliners are held in place with Velcro so they're easily removable.

A sliding door and hatch separate the owners' space forward from the saloon, and a second door closes off the forward stateroom itself. The head is located to port, with generous stowage, and the shower to starboard. The head can be reconfigured to hold a stacking washer and dryer or an extra freezer. In the forward cabin, hanging lockers port and starboard and drawers under the berth provide still more storage for clothing and personal items. Cabinets and shelves to port and starboard of the berth are optional here.

Reached through the saloon sole (and under flip-up steps forward of the saloon in the standard layout but not on *Island Harmony*), the engine room has the crouching headroom typical of trawlers this size, but otherwise looks like it was laid out by an owner used to doing their own maintenance. There is plenty of service access around *Island Harmony's* single Cummins 230-hp QSB diesel (a 250-hp QSB is now standard), fuel and electrical systems are visible and easily accessible, storage space for spares and tools is built into the deck, and the whole space is bright and well lit.

UNDER WAY

We slipped out of *Island Harmony's* North Vancouver berth and headed across a calm harbour in search of photo locations near Stanley Park. Our wake provided the only rough stuff and the trawler's hull made easy work of it; Campbell reports that his boat is stiff and very dry, seldom taking any water on the foredeck even when running into chop. He is also impressed with how maneuverable she is, responding easily to the helm and aided in close quarters by the standard Vetus 75KGF bow thruster.

Island Harmony is equipped with a Cummins Smart Tach that incorporates a digital fuel consumption readout, so it was easy for us to match speed to fuel burn. At 1400 RPM, our speed over ground was 6.9 knots while burning 1.8 GPH; at 1600 we reached a cruising speed of 7.5 knots at an efficient 2.6 GPH. Wide-open throttle of 2600 RPM delivered 10.7 knots at 11 GPH. At cruise, *Island Harmony's* 350-gal (US) fuel capacity should give her a range of about 900 miles, with 10 percent reserve.

That's more than enough to reach the best cruising grounds the West Coast has to offer with ease and economy. The longer I spent aboard *Island Harmony*, the easier it was to imagine myself aboard this honest boat, just about anywhere along the Inside Passage. ■

