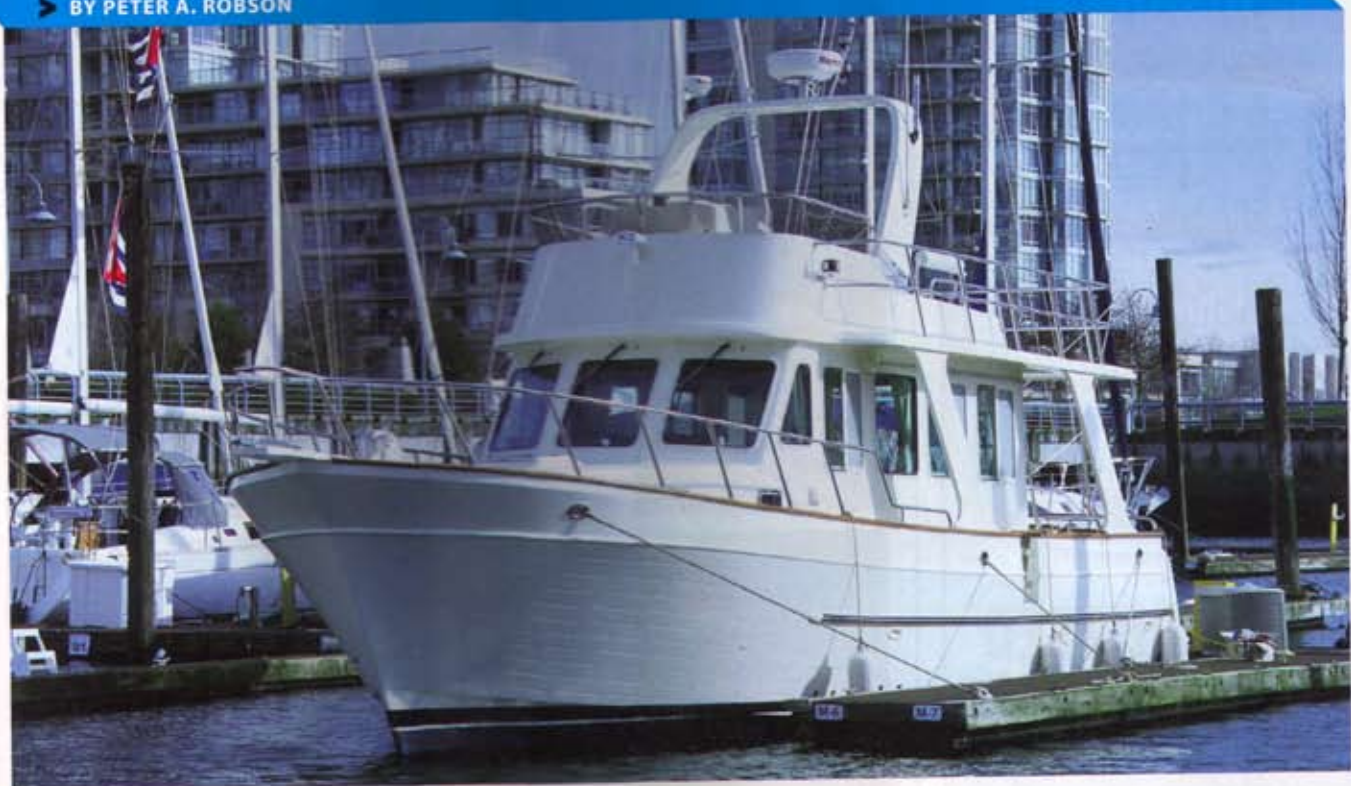


ON BOARD POWER

BY PETER A. ROBSON



North Pacific 38 Sedan

Sleek lines, quality construction, great fuel efficiency and a superb price make this trawler a natural choice for coastal cruising

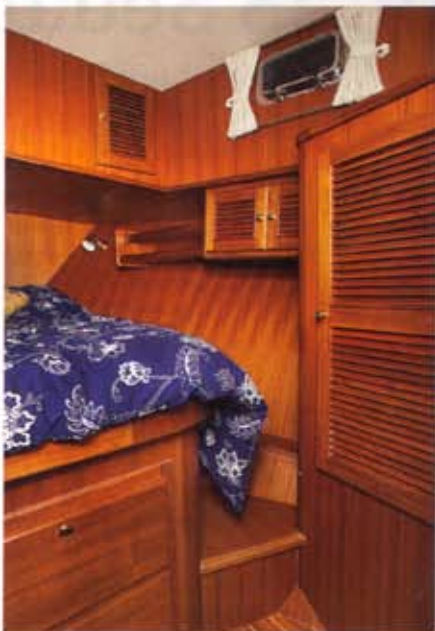
I'VE GOT TO CONFESS, I'm a huge fan of "Europa-style" trawlers and when Trevor Brice's North Pacific 38 was introduced a few years back, I couldn't wait to get aboard and put it through its paces. And while Grand Banks was the first to introduce this style of trawler, North Pacific has managed to produce a single-engine-only version that looks great yet, costs only a fraction of similarly styled trawlers.

Design and Construction The semi-displacement hull design is based on the well-proven and seaworthy North Pacific 39 and 43. The 38 comes from an entirely new mold and, like all North Pacific yachts, it is built in China. The full-length keel has a shoe between the back end of the keel and the rudder that fully

protects the prop—an important feature in our log-strewn waters. The hull is solid hand-laid fiberglass with an average thickness of 1 inch below the waterline and a half inch up to the caprail. Vinylester resin is used on the outer two layers of the hull and an epoxy barrier coat is applied below the waterline. The decks and house are constructed using are Nida-cored fiberglass except in a few areas where extra structural support is needed. In this case marine plywood is used as the core. The full-length hollow stringers are built using a separate mold and incorporate crosswise structural members along their length. The stringers are then glassed to the hull. The hull/deck joint is formed by fitting the deck mold inside the hull (sort of reverse shoebox joint), and then screwed and epoxied.

On Deck One of the best features of the 38 is the covered cockpit and side decks—a big plus in our wet climate. The covered cockpit also allows room on the bridge deck for a dinghy (to 10 feet), though a dinghy can also be hinged to the swim platform. The covered side decks extend forward to the wheelhouse door, which means it's possible to stay dry when leaving the helm station and moving aft. The side decks are narrow but functional, though the teak-capped bulwarks aren't quite as high as some other trawlers. There are port and starboard side gates in the bulwarks and a transom gate for boarding. Access to the saloon is through aluminum-framed sliding cockpit doors and a starboard side wheelhouse door. The flybridge is accessed via a cockpit ladder. The flybridge has duplicate engine controls, ▶

ON BOARD POWER



↑ **Above** The 38's interior is well designed and executed, with teak panelling and cabinetry throughout.

L-shaped bench seating, single helm chair and a hinged radar arch. Owners may want to consider installing an optional Bimini over the helm area.

Interior Teak satin-finished paneling and cabinetry—many with louvered doors—is featured throughout the interior. The sole is teak and holly. The fit and finish is well executed. There is good headroom and plenty of handrails in the saloon. All drawers have push-button locks and full extension roller bearing slides. Countertops are Corian-equivalent. Five aluminum-framed windows (stainless frames are optional) on each side provide for very good visibility. Almost half the windows are opening, which means good ventilation throughout. The headliner is attached with Velcro and the panels are easily removed for access to the wiring.

A four-person fore-and-aft dinette is located aft and to port with a table that drops down to convert to a double berth. It has a number of handy drawers underneath. To starboard is a linear settee that converts to a single berth. The cushions and mattresses are 5-inch foam covered with fabric. A privacy curtain can be drawn across the front end of the saloon, aft of the galley.

The U-shaped galley is forward of the dinette and features a three-burner Princess propane stove with oven, double sink, and below and overhead storage cabinets. An ample 9-cubic-foot Novakool fridge/freezer is across from the galley between the linear settee and the helm station.

The helm station is adjacent to an aluminum-framed sliding door for easy access to the outside. The console has all the standard engine (Morse cable) and thruster controls and instruments with room for a large multifunction unit. The helm seat is built in and the steering wheel is teak.

Three centreline stairs lead down to the head, shower and master stateroom. The master has an island queen with hanging locker and drawers underneath. Two opening ports and an overheat hatch provide light and ventilation. The head compartment is to port with a vanity and Techna electric head (freshwater). There's room here for a full size washer and dryer, or a freezer. To starboard is a separate fibreglass shower compartment with »

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↑ **Above** The spacious and cleanly laid out engine room.

← **Left** The North Pacific 38 is very stable, due in part to her flat bottom, and any rolling movement during the sea trial on a choppy English Bay was quickly dampened.

a teak grate and built-in bench seat. An optional (\$8,000) second stateroom version is also available. To accommodate this, the head and shower are combined to starboard and the former head is configured into a stateroom that extends slightly under the saloon. The downside is that the bed is only a single.

Engine and Systems The engine room is accessed by lifting the companionway stairs or via any of five hatches in the saloon sole. Power is a single Cummins 230-hp QSB diesel that drives a straight shaft and four-blade prop. A 160-amp alternator is standard, as is an electric windlass and bow thruster. A 3,000-watt inverter/battery charger comes standard as does four 12-volt, 200-amp sealed lead-acid batteries (one starting, three house). There's plenty of room to access all sides of the engine. The engine room is very clean, and neatly laid out with all wiring clearly marked. Lead core insulation provides good sound isolation. Standard heat is provided by Hurricane Hydronic hot water heating that

also provides windshield defrost heat and three separate control zones. An 11-gallon water heater uses engine heat, hydronic heat or electricity. The fuel and water tanks are fiberglass, which have the advantage of not corroding or having welds, but it may take some time for the fiberglass taste to clear from the freshwater tanks.

Underway The day we tested the NP 38 there was torrential rain and the winds were gusting to about 30 knots. Normally manufacturers don't like to do sea trials in this type of weather, but Brice wasn't shy.

The 38's large rudder and bow thruster made manoeuvring out of the False Creek dock surprisingly easy, even in the blustery winds. By turning the wheel hard over and engaging the gears (at idle speed) for a single second the stern swung nicely. When the wheel is turned the opposite way and the gear engaged for another second, the stern stops swinging and begins to turn the other way. This is excellent low-speed helm response.

As we headed out into English Bay

with full water tanks and about a 1/3 fuel load, it was soon apparent that the 38 was extremely fuel-efficient. At speeds below 7 knots, this single-engine trawler was getting between 3.5 and 4.5 miles per gallon. For example, at 1,600 rpm we were making a comfortable cruising speed of 7 knots while burning 2.3 gallons per hour. It wasn't until 2,400 rpm and 8.8 knots that fuel consumption was the equivalent of one mile per gallon (8.4 gph). At wide-open-throttle, 2,650 rpm, our top speed was 9.7 knots while burning 11 gph. Noise in the saloon was such that at all speeds we could converse at normal volume. At speeds higher than 8.5 knots (2,000 rpm) the stern dug in and the bow rose, resulting in limited visibility over the bow (from the lower helm station).

Despite the 1- or 2-foot chop on English Bay, the 38 was extremely stable, due in part to her relatively flat bottom, and any rolling movement was quickly dampened. The 38 tracked well and the helm was very responsive. At high speed, she was turning in about 1.5 boat lengths. Overall performance was very good and I'd feel comfortable about taking her out in pretty well any weather our coast can dish up.

Concluding Remarks The North Pacific 38 is an all-weather trawler that combines great looks, solid construction and excellent fuel economy with an unbeatable price of only \$320,000 US, including Canadian Duty and an extensive list of standard equipment. My only regret was that I wasn't spending the summer aboard her cruising the coast. ☺

THE SPECS

➤ NORTH PACIFIC 38 SEDAN

Length (hull)	11.7 m	38' 6"
L.O.A.	12.2 m	40'
Beam	3.9 m	12' 9"
Displ.	10,886 kg	24,000 lbs
Fuel	1,235 L	350 gal
Water	757 L	200 gal
Holding	151 L	40 gal
Power	Single Cummins QSB 230	

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