

NORTH PACIFIC 42

Built in China for boating in the Pacific Northwest

PETER VASSILOPOULOS PHOTOS



I was told that the North Pacific 42 was created specifically for the conditions in the Pacific Northwest, I was curious to see just how this trawler-type vessel—built in China—had achieved this goal. Soon after the boat was launched in Vancouver, I watched from the breakwater at the Vancouver Maritime Museum as Trevor Brice ran it out of False Creek into a stiff northwest breeze. With a three-foot sea running in English Bay, it was impressive to watch spray being flung over the bow and wheelhouse. Of course, it's not always quite so comfortable for those aboard under such conditions, so I stepped up from the precariously undulating dock at the museum's marina, and joined Brice at the helm.

UNDERWAY We turned out of the breakwater and into the seas, taking spray across the lofty windshield. As a pilothouse design, this is a relatively tall boat for its 42' length. However, I immediately found it was stable and did not roll much, even in beam seas.

The all-fibreglass finish of the exterior, including decks, of the North Pacific 42 means there is no wood to maintain.

From the first moments aboard, I felt securely isolated from the tumbling waves. I took the controls and ran the boat harder into the seas, trimming it with the large Bennett trim tabs so that the bow rose to meet the swell. This diminished the spray, allowing us to turn off the wipers. But despite the elevated bow, exposing more of the hull bottom to the seas, the ride remained soft and robust. The boat felt smooth and solid—virtually no vibrations and no pounding. The high position of the helm provided good visibility across the bow.

Eventually, we turned to a following sea and ran at various speeds. At 1,500 rpm we saw 8.8 kts, while 2,000 rpm raised it to 10.1 kts. The latter was a good cruising rpm with the optional twin Cummins 220 diesels running remarkably smoothly. At 2,500 rpm we made 13.4 kts, and maximum rpm of 2,600 produced 14.7 kts.

NORTH PACIFIC 42

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|---------------------|--|-----------------------------------|
| LOA | 12.8 m | 42' |
| LWL | 11.4 m | 37' 5" |
| Beam | 3.8 m | 12' 7" |
| Draft | 1.1 m | 3' 5" |
| Displ. | 14,062 kg | 31,000 lb |
| Fuel | 1,893 litres | 416 Imp. gals |
| Water | 909 litres | 200 Imp. gals |
| Holding | 114 litres | 25 Imp. gals with macerator pump. |
| Engine: (Test boat) | Twin Cummins 220 hp diesels | |
| Standard: | Single 370 hp diesel | |
| Other options: | 155 hp to 370 hp single or twin diesel | |

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Obviously this will vary somewhat depending upon load and sea-state.

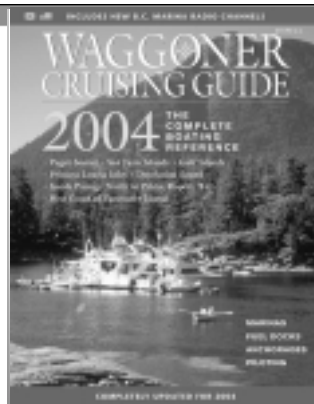
THE HELM STATION Apart from the height of the helm above the water, the wheelhouse benefits from sliding doors opening at opposite sides in-line with the centrally located captain's seat. This is an upright chair that can be removed for operating the vessel while standing up. The gauges are spread across a raised panel directly in front of the wheel, with dual Morse throttle and gear controls on either side. The dash also offers bow thruster and windlass controls. The dash can be fitted with electronics that won't impede the view through the windshield. An electrical panel serves as a door opening to a large storage space. It provides easy access to the fuses and connectors, as does the gauge panel forward of the wheel. A bench seat extends across a large part of the bulkhead, and lots of locker/drawer space is built into the furnishings.

The upper station on the command bridge provides an even better view over the high prow.

CONSTRUCTION AND DESIGN The all-fibreglass finish of the exterior means no wood to maintain. Decks are all-fibreglass too—reducing the likelihood of leaks around fasteners. In the earlier years of some imported trawlers, water would sometimes find its way past the teak and through the underlying plywood or fibreglass decking.

The hull form of the North Pacific 42 is based on the long-established Taiwanese 38' CHB semi-displacement trawler, but with a four-foot transom extension. It's solid fibreglass, and at least 1/3" thick on the sides and up to 5/7" on the bottom. Additional reinforcement is provided by a molded grid, bonded throughout the hull bottom, plus foam-filled stringers and beams with extra structural supports 12" apart. The exterior of the hull below the waterline is finished with an epoxy barrier to counter the possibility of blistering. The keel is filled with concrete and steel ballast, considerably enhancing the boat's stability as observed in the sea trial.

The cored fibreglass superstructure is made in two parts, joined with epoxy and thru-bolted to the hull. Again, careful, hand-laid construction ensures reassuring strength and rigidity.



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ON DECK Side decks allow easy walk-around access between the bow and stern and upper deck, eliminating the need to constantly pass through the main cabin. There is also easy access to the upper deck, or bridge, as well as the bow area from the wheelhouse. The upper deck is very accommodating and has room for a 10' dinghy. A husky davit is standard equipment. There are lockers and spacious seating. The helm contains engine controls, gauges, bow thruster control and windlass control. A centrally located wheel places the operator amidships, flanked by bench seats for passengers on either side. A folding arch provides a place for antennas and radar.

The forward deck is protected by a high freeboard and raised sheerline. A Vetus

(Top) The teak flooring, while attractive, also functions as a sound barrier for the engine, allowing for a more comfortable living quarters. (Bottom) The countertops in the galley are Corian, elegantly trimmed in teak, with a lot of space for food preparation. (Right) Apart from the height of the helm above the water, the wheelhouse benefits from sliding doors opening at opposite sides in-line with the centrally located captain's seat.

1,100-lb lifting-power winch is standard. All fittings and handrails are stainless steel.

An exceptionally large hatch in the cockpit offers access to a voluminous lazarette, integrated into the extended swim platform. This space can be used for many purposes, and in this vessel it housed a 5 kW Northern Lights generator. Access to the swim step is through a transom door, in the middle of the swim grid.



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ACCOMMODATIONS

Below decks the boat is traditionally finished in teak, including the cabin soles. It is well assembled and nicely organized. The main saloon is laid out with dinette to port, lounge to starboard and the galley forward of the dinette. The countertops are Corian, elegantly trimmed in teak, with a lot of space for food preparation. On the starboard side, the sofa converts to a bed that provides a comfortable single berth.

The master stateroom is in the bow and has an island bed surrounded by teak panels, cupboards and lockers, all under a seven-foot-high ceiling. Just aft and to port is a guest stateroom with a twin bed and built-in chest of drawers and locker. The head is located opposite and serves the master and guest staterooms. It is large and bright with good lighting, and a large vanity mirror. This space is finished in



fibreglass with Corian countertop and stainless steel sink. The shower is in a separate stall.

The layout and components can be customized, depending on a buyer's requirements.

ENGINE ROOM Seven large removable floor hatches provide easy access to the engine space. The installation of the twin

220-hp Cummins diesel engines is clean, with hoses and wiring organized and secure. The area was spacious enough to house a small gen-set, although on the test boat the generator was installed in the lazarette. This obstructed the lazarette entrance hatch, so the engine room option is worth considering. Generous soundproofing dampens mechanical noise, and the heavy teak flooring above the engines adds to the quieting effect.

The North Pacific 42 comes fully equipped with a generator, 2,500-watt inverter/charger, Vacuflush toilet, windlass, seawater wash down and a diesel forced-air furnace. A bow thruster is included as standard. Electronics are a personal thing and left up to the buyer to select.

Base price is approximately \$391,000 (\$299,000 US), fully equipped. 🌐

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