



# NORTH PACIFIC

## 45 PILOTHOUSE

### A CROWD-PLEASING ADDITION TO THE LINE

One of North Pacific Yachts' most successful vessels was its 43-footer, the boat that started it all for the builder, with more than 63 sold since its introduction in 2004. In fact, 13 were sold in the first four months, making it the second most successful new boat launch in the Pacific Northwest. The most successful was the Nordic Tug 26 in 1980.

When North Pacific decided to build bigger boats, it contacted the owners of the 43 to find out what they would like to see in a larger vessel. That research led to the development of the NP45 and NP49.

The 43 owners told the builder they would like to see more interior space and a styling change. Trevor Brice, North Pacific's CEO, gave them what they wanted. The 45 — the same length overall as the 43 — is longer on the waterline and carries more beam. Those two changes really make

a difference in interior living space.

### MORE SPACE AND SPEED

Adding 13 inches to the beam of the 43 added 46 square feet to the inside living space of the NP45. But there's more. The 43 has a waterline length of 38 feet, 3 inches, and one would be forgiven for thinking the new 45, being the same LOA as the 43, would have the same waterline length. However, the hull shape of the 45 gives it 3 feet more on the waterline, which not only adds to interior hull space but, equally

important, means the 45 can achieve 0.25 knots more at trawler speed using the same power as the original 43. A bigger boat able to go faster using the same power is something most designers and builders can only dream about. (For comparison's sake, the specs of the NP43 are included at the end of this review.)

### DESIGN AND CONSTRUCTION

The NP45 is a husky, broad-shouldered pilothouse trawler, but the molded-in plank lines give the hull an elegance not usually seen in vessels of this type. The reverse rake windscreen gives the upper works a no-nonsense aura and makes operating at night much easier, since dash lights will not reflect back into the skipper's eyes, destroying night vision. That's why most of the commercial vessels bashing up and down the West Coast have a similar feature.

The hull is hand-laid solid fiberglass with two layers of vinyl ester resin and an epoxy barrier coat laid in to help prevent water from wicking into the



While the North Pacific 45's exterior doesn't have any teak, its interior has it in abundance, which makes for a beautiful boat. Adding 13 inches to the beam of the 45 gave it more space in the salon, pilothouse and belowdecks.



hull laminate. Hull stringers are laid up separately from the hull and then fully bonded into the hull while the hull is still in the mold. It's a method of stringer construction and installation that produces a very strong, lightweight stringer system, and it generally yields better results than stringers installed in the hull and then glassed over.

The hull is designed with a full keel, which provides good tracking, even in rough weather. There is no exterior wood on the NP45, reducing regular maintenance requirements. Stainless window framing also fits in with North Pacific's drive to reduce exterior maintenance, because such window framing looks good, is very strong and needs only a hand buffing with a good stainless cleaner/polisher about once a year to stay in top condition.

The vessel deck and superstructure are cored fiberglass with marine-grade plywood as additional backing plates where fittings are fixed. The entire topside structure is laid up in one piece and then, like the top of a shoe box,

the topside structure is slipped over and bonded to the hull, which reduces the likelihood of leaks and provides a good, stiff structure without adding a great deal of weight.

All interior floors are supported by an aluminum floor grid, a type of construction well known in the megayacht field but rarely used in smaller boats. A big advantage to this type of construction is that the floors generally remain solid and squeak-free underfoot, without flexing, even as the boat ages. Another useful feature is that the floor support structure, being metal, will not develop dry rot, as a wooden structure will if exposed to water over time. Marine-grade aluminum also does not corrode in salt water.

### ON BOARD

Access to the vessel is either over the built-in swim step and through a transom door into the cockpit or onto the deck through a bulwark door on the starboard side. All exterior underfoot surfaces are sharply finished non-skid that is aggressive enough to

provide secure, safe footing even if the decks are awash. Access to the top of the full-beam deckhouse, the chariot-style command bridge, and the port and starboard stairs down to the foredeck is up a ladder from the cockpit. Visibility from up top is excellent, with almost no "sight bow shadow," which makes maneuvering in tight situations safe and easy.

### UNDERWAY

With Brice at the helm, we fired up the 250 hp Cummins QSB 6.7L (408-cubic-inch) diesel, complete with a single-lever Digital Throttle and Shift (DTS). The four-cycle, six-cylinder, high-pressure common-rail, turbo-charged, after-cooled diesel flashed up instantly, without rattle, smoking or hunting. With the engine idling at 600 rpm, our noisemeter, placed directly over the engine space, showed 62 decibels. The noise in a library registers 60 and a normal conversation is 70.

As we cleared the marina, we upped the revs to 1600 and made 7.5 knots while burning 2.6 gph.



Our noise meter registered 64 decibels. We throttled up to 2000 revs for a two-way run to negate the current conditions in British Columbia's Fraser River, where part of our test was done. Average speed was 8.4 knots, and our noise was 73 decibels. At wide-open throttle, 2680 rpm, we made 11.1 knots while burning 10.9 gph.

At all speeds, the vessel responded smartly to the helm with almost no wander. A properly sized rudder and

is a comfortable dinette, with a high-low table that can be made into a bed. Forward of the dinette is the galley with either an electric or propane stove (with an oven), an AC/DC refrigerator/freezer, a large double stainless sink, and plenty of drawer and cabinet space. A galley exhaust fan vents directly outside.

Two features stood out. A number of the flat surfaces have beautifully milled teak, about 1 inch square, as edging or table lips, and the corner joints are not miter cut and glued, as is normal. Instead, the surfaces have rounded corners and the teak edging is steam-bent to fit around the corner. The second unusual feature is that access to the forward staterooms is from the salon — no climbing up one set of stairs, through the pilothouse, then down another set of stairs to the accommodation space.

The en suite master, in the forepeak, features an island queen berth with under-bed stowage, two reading lights, frosted glass-paneled cabinets to port and starboard on both sides of the bed, a large hanging locker and drawers. LED rope lights allow muted light to spill into the stateroom. The master head features a freshwater Tecma toilet, a separate shower stall with a frosted-glass door, an exhaust fan and opening, screened portholes. The guest stateroom, with a double bed, is smaller than the master but equally well fitted out and finished.

A full-height closet opens off the companionway to the master suite. A washer and dryer can be installed in

appropriately rated hydraulic steering made the vessel very smooth and easy to handle, which, combined with a very quiet vessel, means long hours at the helm will not leave the skipper exhausted.

## AMAZING INTERIOR

The interior of the NP45 is traditionally laid out — at least in part. The deckhouse features an L-shaped sofa arrangement to starboard, complete with a coffee table. There's plenty of room for two freestanding armchairs, should the owner prefer. To port, directly across from the sofa,

## ➔ SPEC BOX

### NP43 (for comparison)

LOA	45 ft., 6 in. (as measured)
LWL	38 ft., 3 in.
BEAM	12 ft., 7 in.
DRAFT	4 ft., 6 in.
DISPLACEMENT	31,000 lbs.

### NP 45

LOA	45 ft., 8 in.
LWL	41 ft., 4 in.
BEAM	13 ft., 8 in.
DRAFT	4 ft., 6 in.
DISPLACEMENT	34,000 lbs.
FUEL	400 gal.
WATER	300 gal.
POWER	Cummins QSB6.7 250 hp
PRICE	See builder

### STANDARD EQUIPMENT

Cummins QSB6.7 250 hp diesel, Northern Lights 6 kw genset, teak-and-holly flooring throughout, propane stove w/oven, NovaKool refrigerator/freezer, Tecma head, 11-gal. water heater, bow thruster and more.

### OPTIONAL EQUIPMENT

Contact the builder.

### BUILDER & WEST COAST DEALER

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that space.

The pilothouse is up a few steps from the starboard side of the main salon. Doors port and starboard allow access to the foredeck, to the chariot-style flybridge or aft over the salon roof down to the cockpit. The pilothouse settee and table provide a comfortable, relaxing arrangement for guests to keep the skipper company. The arrangement converts to a comfortable berth for skippers who like to sleep near the vessel control center when swinging on the hook at night.

The flybridge features a dual helm seat, a table and an L-shaped seat with under-seat storage, and a full set of controls and gauges. Our test boat had a hardtop, but a hinged radar arch is also available. As one would expect, visibility all around is excellent. 🌊