



## NORTH PACIFIC 49 EURO PILOTHOUSE

European styling transforms this proven 49-foot trawler

**W**ith its line of traditional, full-displacement, long-distance pilothouse trawlers, North Pacific Yachts is a genuine British Columbia success story. Founded in 2004, the company has produced more than

150 Asia-built vessels from 38 to 59 feet (11.6 to 18 metres). The secret to their success is simple: Practical and well-thought-out designs and layouts, high-quality construction and finishing, low maintenance exteriors and a very competitive price point.

North Pacific owner Trevor Brice says the 49E (as in Euro), is designed for

people who like modern styling but appreciate the high-quality finish of his previous trawler models. His new offering is based on the company's well-proven 49 Pilothouse hull, but not much else is the same.

Compared to the original, the exterior of the 49E, which measures 51 feet, four inches (15.65 metres) is notable

for its considerably larger expanses of saloon and pilothouse glass (always a plus), a slightly aft swept windshield and larger hull windows.

**THE INTERIOR PANELLING** and cabinetry are a mix of ash, wenge and blackwood, with solid oak flooring (supported by an interlocking aluminum grid) for a lighter, more contemporary look compared to North Pacific's traditional teak woodwork. I've reviewed several North Pacific models and although I was not able to sea trial the 49E, I have always found the workmanship and finishing throughout all North Pacific models I have tested to be as good as I've ever seen, and this includes the wiring and plumbing.

A swim platform, transom doors and side bulwark doors offer several boarding options. The 49E now comes with a fully covered cockpit, which is a great feature regardless of weather. Those wanting more room in the cockpit can opt for a two-foot (61-centimetre) hull extension.

The saloon is entered through three sliding glass panels that open to seamlessly integrate the cockpit and interior. Because the saloon of the 49E (and the 49) are full beam, they offer significantly more interior space than other trawlers with walkaround decks. The saloon is fully customizable and offered with many no-cost layout options. Headroom is an impressive six feet, 10 inches (two metres) and large windows bring in plenty of light.

The galley has been moved to the aft end of the saloon—something we're seeing more and more on today's yachts, and it allows the cook to be in the centre of the action. The galley is a chef's delight, with apartment-size appliances (including induction cooktop), tons of storage and the choice of quartz, granite or Corian countertops.

A linear settee faces aft, at the forward end of the saloon, and is fronted by a finely crafted, folding leaf, hi-low coffee table/dining table. A plush recliner is just forward of the galley with a coffee table cabinet between it and the settee. The fridge/freezer and an extensive set of cabinets (with re-

tractable TV) are built along the starboard side of the saloon.

**THE PILOTHOUSE IS** just a few steps up from the saloon. The helm console (and overhead) has room for all the gadgets one could wish for, including space for multiple flat-screen plotters, other digital displays, analogue gauges, as well as the usual single engine and bow thruster controls. As with most pilothouses, a raised settee (convertible to a berth) and

a folding leaf table means plenty of room for guests to hang out and/or dine. Doors to either side provide access to the forward side decks and bow area, where there is a molded seat. Raised bulwarks and sturdy handrails should make it safe to move around in all but the worst weather. Steps on either side of the pilothouse lead up from the side decks to the flybridge.

The flybridge is very similar to the 49 Pilothouse, with a hard top, ▶



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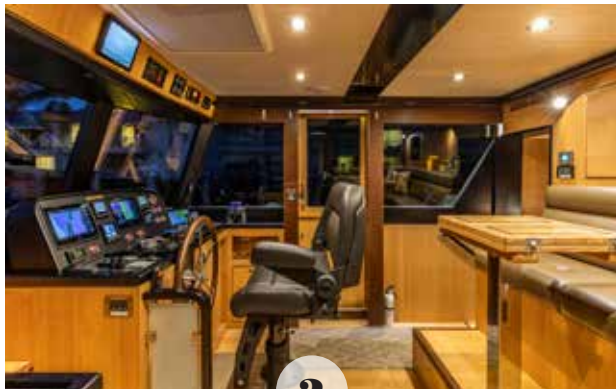



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1. The saloon has plenty of seating opposite the galley with a recliner and linear settee fronted by a hi-low folding leaf table. 2. The helm console has room for all the screens and gadgets you could wish for. 3. The well-appointed galley features apartment-sized appliances and plenty of storage. 4. The hard top flybridge features a central helm station and seats six. 5. Large windows were added to the master and guest stateroom to bring in lots of light.



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### THE SPECS


**LOA** 15.8 m / 52'  
**LWL** 14.3 m / 46' 10"  
**Beam** 4.7 m / 15' 4"  
**Draft** 1.5 m / 4' 10"  
**Weight** 12,927 kg / 28,500 lbs  
**Fuel** 1,893 L / 500 USG  
**Water** 947 L / 250 USG  
**Holding** 246 L / 65 USG

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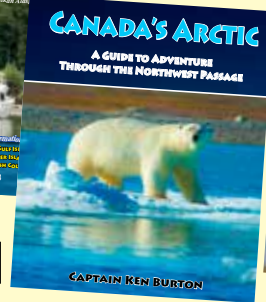
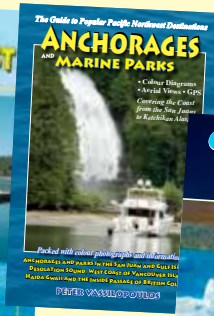
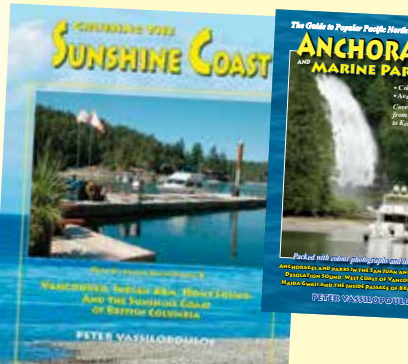
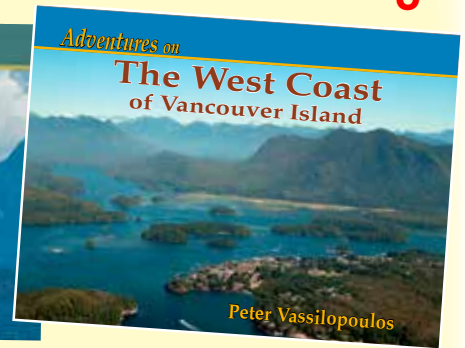
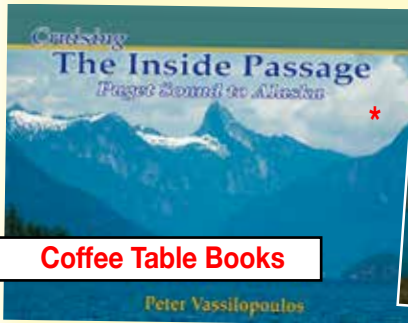
central helm station and seating for about six. Aft, there is room to store and launch a 12-foot, six-inch (four-metre) dinghy.

A staircase from the pilothouse leads to the accommodation area. Once again, the woodwork here is luxuriant, and this extends even to the two heads. Layout options include two or three staterooms and either a full beam master or forward (bow) master. The addition of large hull windows in the master and guest stateroom bring in plenty of light. A washer and dryer are definite plusses. Both the master en suite and the guest head are offered with large separate showers.

**STANDARD POWER IS** a single 355-horsepower Cummins QSB 6.7-litre diesel (accessed under the saloon sole) which should provide cruising speeds of seven to 10 knots with a top speed of about 11.5 knots, though a larger engine is available for higher top speeds. Side-Power bow thruster, Northern Lights generator and Garmin electronics are just a few notable items on the comprehensive standard equipment list.

**WITH A PROVEN** hull, top-quality construction and finishing, tasteful interior design, an amazing amount of storage, large water tanks and a single fuel-efficient diesel, the NP 49E should prove to be a comfortable, capable, go-anywhere trawler. 

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