

A white pilothouse trawler boat is shown from a rear-quarter perspective, floating on a calm body of water. The boat features a two-level deck with stainless steel railings, a cabin with large windows, and a pilothouse with a windshield. The interior lights are on, and the boat is reflected in the water. The background shows a sunset sky with soft colors and a distant shoreline with trees and a pier.

CLASSIC WITH A *TWIST*

North Pacific's new 450 pilothouse trawler combines contemporary features with a proven, long-distance coastal cruising platform

By John Wooldridge

LOA: 45'8"
Beam: 13'8"
Draft: 4'6"
Displ.: 44,000 lbs.
Power (standard): (1) 355-hp
Cummins QSB
Fuel: 400 gals.
Water: 240 gals.



Large bonded windows and a stainless steel cockpit door bring the light inside. *Top right:* The view from the helm and access to the deck are excellent.



Trevor Brice founded North Pacific Yachts in 2003, and the company's first boat—a 42-foot pilothouse called the NP42 and later renamed the NP43—was debuted in 2004. It was well-received and found a loyal fan base among committed cruisers. Ten years and 60 hulls later, the NP43 was replaced with a new model: the North Pacific 45 Pilothouse. The NP45 was designed new from the hull up. It was beamier than the NP43, had a longer waterline length, and showcased a new exterior look, among other improvements.

"From the beginning, it was a popular boat for us, a well-found, long-range coastal trawler with a reputation for excellent craftsmanship, quality construction and comfort," says Brice. "Today, the NP45 is still popular and we will

continue to build it. However, we also want to offer something new in the pilothouse series, a boat that will appeal to a different audience."

Enter the NP450, which was designed for those in search of a trawler with a solid distance-cruising pedigree, plus a more modern look and feel.

"The NP450 has our trademark teak finishes throughout, only they're now blended with more contemporary designer elements," says Brice. Among those features are indirect lighting, larger bonded windows, built-in cockpit seating, and a larger stainless steel/glass cockpit door.

While North Pacific retains the flexibility to work closely with owners who want custom finishes inside and out, the list of standard equipment on the

NP450 is lengthy. It includes a complete Garmin navigation system, air conditioning, 24-volt Sleipner bow thruster, Northern Lights generator, Nick Jackson dinghy davit and Rocna anchor and chain tackle, to name just a few. The intent is straightforward—add a dinghy and personal gear, fill up at the fuel dock, and you're ready to slip the lines for extended cruising.

Generally, the exterior features of the 450 remain identical to the more traditional 45, starting with its plumb bow, raised pilothouse with raked forward windows, and full-beam cabin with plenty of interior space. There's also an aft cockpit that's protected by the overhanging boat deck. The boat deck and hardtop-covered flybridge can be accessed by molded stairs on either side of the

deckhouse, or through pilothouse doors, which also allow quick access to the foredeck. There's a cockpit ladder too.

Below the waterline, the boat gains additional length with a swim platform that's integrated with the hull. A long keel adds directional stability and provides protection for the running gear and barn door-style rudder. Large chines extend from the bow to the transom to help optimize stability and lift when running at semi-displacement speeds.

The 450's hull is made of hand-laid fiberglass, with two exterior layers of vinyl ester for protection from osmotic water intrusion. Molded fiberglass stringers are bonded to the inner hull in a grid designed to stiffen the structure. The deckhouse and decks are a fiberglass structure cored with closed-cell

foam, which helps reduce weight above the waterline.

Solid PVC is used at all points where fasteners are required, and the shoebox-style hull-to-deck joint is fastened mechanically and sealed with fiberglass on the inside of the hull.

Standard propulsion is a 355-hp Cummins QSB diesel that's supplied by twin fuel tanks that hold 200 gallons each; there's an option for a third tank, which increases fuel capacity from 400 gallons to 700 gallons. The additional tankage will give owners peace of mind for extended cruising.

North Pacific reports a cruising speeds of 7 to 10 knots, and a top speed near 14 knots. Running at 8 knots, range with a 10 percent fuel reserve is over 1,200 nautical miles, according to the builder. The NP450 is also available with a twin-engine option.

The new NP450 has many nice features in the cockpit, including a versatile bench seat that can face forward or aft and is served by a teak table. When boarding from floating docks, you enter the cockpit through a pair of transom doors or a pair of hullside gates. For higher fixed docks, there are opening lifeline gates just outside the pilothouse doors.

Large hawse holes with combined cleats can handle large-diameter dock lines, as can the stainless steel bollards atop the side decks.

To access the salon from the cockpit, step through the tall, heavy-duty, sliding stainless steel and glass bulkhead door. Inside, there's a mix of lighting, from recessed fixed spots to indirect lighting. Natural lighting through the

bonded-glass cabin windows is excellent, as are the views. A planked, white oak sole offers a contemporary look and complements the book-matched, horizontal-grained teak paneling and built-in teak furniture. The aesthetic is spacious and modern at once.

Outboard of the L-shaped dinette to port a TV is mounted on an electric lift that's positioned for viewing from the two single chairs to starboard. Forward of the dinette is the U-shaped galley with stainless-clad refrigerator, propane stovetop, Bosch oven, two-basin stainless steel sink, and hand-lacquered storage above the cooking area.

Five steps lead up to the pilothouse, where there are more bonded glass windows that offer a 270-degree sweep for excellent visibility from the helm console. The settee behind the single helm chair converts to a berth for the off watch.

Belowdecks, the guest stateroom has a long hullside window with opening circular port—this is very good natural lighting for a guest space. Across the companionway is a day head with shower stall. The owner's stateroom in the bow features a queen island berth, a pair of long glass windows with opening ports, and an ensuite head without a separate shower, which allows for more cabin stowage.

Based on a proven design with a solid reputation for safe, comfortable, long-distance cruising, the North Pacific 450 highlights the company's reputation for skillfully combining good fit-and-finish with just the right amount of contemporary features. It's a combination even a traditionalist can appreciate. **6**