



NORTH PACIFIC YACHTS

A Touch of Modern

The new North Pacific 450 Pilothouse offers an updated alternative to the NP45.

Who says the NP45 from British Columbia's North Pacific Yachts has outlived its usefulness? Answer: no one. Twenty hulls of the venerable pilothouse cruising yacht have been built since the model's introduction in 2014 and they're still rolling out of the shed. What, then, made the company decide to introduce a "slightly more modernized" version, called the 450 Pilothouse?

Simple: "To attract a wider customer base," says North Pacific president Trevor Brice. "We'll keep the traditional 45, as most of our buyers love that look and feel. We hope the 450 will attract buyers that might have chosen a different boat."

The NP45 is based on the builder's most successful model, the NP43, which saw more than 60 hulls delivered before production ceased. The 45 is spacious for its size due, in part, to its full-beam salon and plumb-bow design. The boat has a galley set up for extended cruising with a full-size refrigerator/freezer, a propane stove and oven, double sinks and granite countertops. The two staterooms are a master with a walkaround queen berth, and a guest space with bunks. Owners have the option for one or two heads on board. Other features include high-grade equipment and fixtures, a traditional teak interior, excellent visibility from the pilothouse, and a standard flybridge and hardtop.

The semi-displacement hull and standard 355-hp Cummins QSB diesel reportedly deliver cruising speeds of 7 to 10 knots, and a top speed of 12 knots. Range at 8 knots is 1,250 nautical miles with a 10 percent reserve. An optional 550-hp Cummins produces a top speed of 15 knots, Brice says, adding that most of the boats are delivered with the standard package.

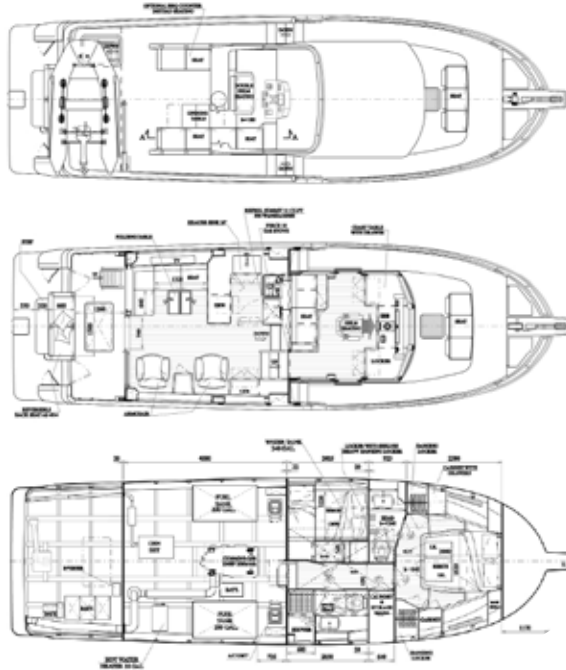
The 450 shares the same hull design, mechanicals, construction, layout and other features as its more traditionally styled sibling, but adds bonded windows (instead of framed), horizontal teak grain with wenge gaps between panels, squared-off cabinetry and fixtures, accent wall fabrics and lacquered panels. Instead of teak-and-holly soles, the 450 has white oak.



North Pacific also added a glass-and-stainless sliding aft door, and reversible cockpit seating. The bonded windows, Brice says, provide a different look and give the interior a bigger feel.

Like its sibling, the 450 has an extensive list of standard equipment, including Garmin helm electronics, a 24-volt Sleiþner bow thruster, a Maxwell windlass, a stereo system, air conditioning, a Northern Lights generator and a Nick Jackson dinghy davit on the upper deck.

Construction is the same as the 45. The hull is solid, hand-laid fiberglass. The superstructure is fiberglass and cored mostly with a synthetic, lightweight material. The hard-chine hull is designed to provide stability and economy at low speeds, as well as lift to allow for higher top-end speeds when larger engines are chosen. A keel aids tracking, and a barn-door-style rudder helps maintain control at any speed.



NORTH PACIFIC 450 PILOTHOUSE

- LOA:** 45ft. 8in.
- Beam:** 13ft. 8in.
- Draft:** 4ft. 6in.
- Displacement:** 44,000 lbs.
- Fuel:** 700 gal.
- Water:** 250 gal.
- Engine:** 355-hp Cummins QSB 6.7L
- Info:** northpacificyachts.com

The first two hulls of the North Pacific 450 Pilothouse are expected to roll out this summer. As of this printing, one was sold and the other was available for purchase. Brice says he expects to have one at *Passagemaker's Trawlerfest* in Baltimore in September, and possibly at the

Annapolis Powerboat Show in October.

"It's still very much a trawler with a trawler quality, but a more modern flair to it," Brice says. "We will continue to build the traditional NP45, as many people prefer this style." ❁

NORTH PACIFIC YACHTS

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