

# NORTHERN BAY 38

“the real Down East Lobsterboat”

## Lobster Cruiser



Drawings by Yves Marie Tanton

The Northern Bay 38 is a real Down East Lobsterboat used for lobsterfishing in Maine, USA. It has a very fast S-bilged hull that gives a smooth, stable and seaworthy ride, allowing high top and cruising speeds with a single engine. This boat is the latest development of the design used along the Maine coast for more than 90 years to work at sea all day long, catching lobsters. The Northern Bay 38 offers the perfect combination of speed, seaworthiness and economy, is very versatile and can be used for a lot of different commercial activities or just as a pleasure boat. All our boats, fishing and pleasure, are build to workboat specs., using first class materials and heavy duty parts.

### Specifications

Type:	Down East Lobsterboat
Length:	11,63 m
Width:	4,04 m
Draft:	1,15 m
Length workdeck:	7,50 m
Displacement:	ca. 7 ton
Basic engine:	Volvo Penta D9-425, 425 pk/2200 rpm
Topspeed:	31 knots/2200 rpm
Cruising speed:	24 knots/1800 rpm
Optional engines:	Volvo Penta D9-500, D9-575 Volvo Penta D12-675, D12-715, D12-800
Build material:	Polyester, vinylester, Balsa sandwich
Hull construction:	Solid glass or balsa cored

Hullshape:	S-bilged
Workdeck:	7,5 x 4 / 3,6 m
Loadcapabilty:	ca. 4 ton
Engine size:	single engine from 225 to 1050 hp
Basic engine:	Volvo Penta D9-425
Propellor:	3 or 4 blade 28 inch
Steering:	Hydraulic, commercial dual ram
Fuel tanks:	2x350 - 600 liter
Hatches:	commercial grade aluminium and stainless steel
Wiring:	12/24 volt
Fuel filters:	2 x Sephar, switchable
Batteries:	2, depending on engine
Beds:	2 - 4
Head / shower:	yes
Yard:	Coastal Motor Boats

A couple of reasons why people choose a Northern Bay 38 Down East Lobsterboat are:

- very **efficient hull design** with no speedbump that needs extra horsepower
- fast with a **single engine** because of it's excellent hull shape
- no engine box** above the cockpit floor
- very **economical** to operate

- seaworthy** and stable
- smooth** and comfortable
- protected** propellor and rudder
- designed to work at sea all day long
- good looks (classic but tough) with flare and tumblehome

# ***NORTHERN BAY 38***



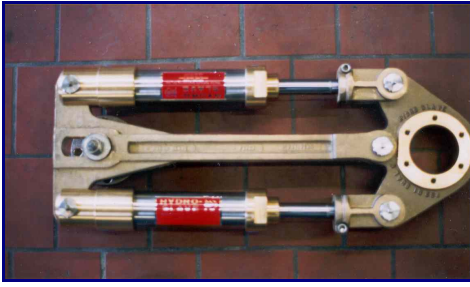
Northern Bay 38 Maine Zeester



Enkele foto's van de net te water gelaten Northern Bay 38 "Maine Zeester". Deze boot heeft als thuishaven Kappeln aan de Oostzee in Schleswig Holstein, het vaargebied van de Hamburger eigenaar. Deze boot is voorzien van een Volvo Penta D9-500 met een Python Drive homokinetische koppeling tussen motor en schroefas. Dit resulteert in een nagenoeg trillingsvrije loop. De berekende snelheid van de speciaal voor ons, in Amerika, getunedede 4-blads schroef is 31,4 knopen. De werkelijke snelheid zal dan na een finale afstelling rond 30 knopen liggen. Samen met de Duitse eigenaar was besloten om de boot zo origineel mogelijk te houden en als lobster jacht in "Down East" stijl af te bouwen. Typische kenmerken van deze boten zijn; een zeer hoog rendement, soepele rit door zeegang en hoge stabiliteit. De vorm van de boot is zo dat 'ie zelfs met hoge snelheden niet op de golven klapt. Hij snijdt er door heen. Het is de bedoeling om de productlijn uit te breiden met een 30 voets, 42 voets en 48 voets model. Een 25 voets instap model is al aan het assortiment toegevoegd. De lobsterboten zijn breed inzetbaar, zowel als visboot of allround werkboot maar ook kan er een prachtig motorjacht van gemaakt worden.



# NORTHERN BAY 38



Our boats are build hand lay up with a solid or balsa cored hull with a vinylester barrier coat and cored bulkheads, decks and top. We use the heavy duty dual ram hydraulic steering system common on the lobsterboats in Maine and Canada. Our supported rudder is made of solid ½” stainless steel plate with 2” axles and bronze bearing and stuffingbox. We use the Volvo D-9 425 as a standard engine for the Northern Bay 38. This 9 liter engine is the perfect size engine for this boat and is also available in 500 and 575 hp versions.

Some comments from Maine newspapers and Northern Bay 38 owners:

**Ira Guptill, owner of Mystery Machine** “Awsome workboat, wicked comfortable. Twenty to twenty-five (US) gallons fuel/day, running over a 50 mile work day. Top speed is 31,5 knots, running/cruising speed 24-26 knots@1900 rpms.”

**Leroy Bridges, owner of Miss Maddison** “This boat is a Cadillac. It will not pound and is a very quick hull.”

*Making a strong debut at the Winter Harbor Lobsterboat race, Ira Guptill’s brand new Northern Bay 38, Mystery Machine, voluntarily bumped up a class bracket and snatched a victory away from Diesel Class L powerhouse Hattie Rose.* **Source: Commercial Fisheries News**

*The first Northern Bay 38, Ira Guptill’s Mystery Machine (NB 38, 410 hp Sisu) at the races came to the line in class L (boats 36’and over, max 700 hp) and would face Steve Johnson’s Hattie Rose (Crowley 36, 650 hp GM). As the boats made their way up the course it was Mystery Machine which won by two boat lengths over Hattie Rose .* **Source: Maine Coastal News**

*The first of the long-anticipated new Northern Bay 38’s is proving to be worth the wait. Owner Ira Guptill said: “John (Hutchins) said I wouldn’t be disappointed, and so far, that’s very true. In what seas I’ve seen, the boat is A-1.” Sisu dealer David Grant added, “This is a strong engine in a very slippery boat.”* **Source: Commercial Fisheries News**



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