

Northern Marine 9800

By George L. Petrie

Not only is Northern Marine's new 9800 series a big step up in size for the builder's line of trawler-style expedition yachts, her styling blends elements of the traditional expeditionary trawler with those of a contemporary motoryacht. This is particularly evident in her upper decks: The flying bridge is topped by a swept-back hardtop and canted radar arch, and there's a gently sloping brow over the pilothouse. But the big news is the addition of a skylounge aft of the pilothouse that will let guests enjoy panoramic views in climate-controlled comfort or bask in open breezes on the extended bridge deck above.

In most other respects the 9800 is true to her breed. Her full-displacement hull sports a massive bow, with generous bulwarks carried well aft. A bulbous bow delivers modest improvements in fuel consumption, along with major reductions in pitching motion in heavy seas. And, I might add, these performance benefits are not just speculation, they're born out by extensive scale-model tests in both still water and waves.

Like other Northern Marine expeditionary yachts, the 9800 is fiberglass for lower maintenance, constructed using a vacuum-infusion process (VIP) that produces a higher-quality laminate than hand lay-up, along with substantially lower emissions during construction. Using VIP, the laminate is laid up dry and then infused with heated, pre-mixed resin, under a vacuum that uniformly saturates each layer while containing any fumes. Below the waterline, the solid laminate includes Kevlar reinforcement to improve the hull's ability to sustain an impact. Elsewhere, the hull sides, deckhouse, bulkheads, and decks are cored with foam or other materials to reduce structure-borne sound and vibration.

Four watertight bulkheads subdivide her lower-deck spaces, to assure the hull's integrity even in the event of damage, while a full keel affords protection for the

Specifications	
Length overall	97' 7"
Beam	24' 0"
Draft	7' 0"
Weight (dry)	330,000 lbs.
Fuel capacity	6,000 gal.
Water capacity	1,400 gal.
Standard power	1/600-hp MTU 12V 2000 diesel inboard
Top speed	13.5 knots
Cruise speed	12 knots
Construction	cored laminates throughout, w/ Kevlar-reinforced solid laminate below waterline
Designed by	Stuart Archer/Northern Marine
Interior design	Northern Marine

propeller and rudder. With thrusters at both bow and stern, she'll maneuver easily even in the tightest situations. And with 6,000 gallons of fuel onboard, her 600-hp commercially rated diesel engine will deliver transoceanic cruising ranges.

The 9800's interior arrangement and decor will be customized to suit each owner's requirements. Because the soles on each deck are all on a single level, layout of the interior spaces is virtually unrestricted, and guests will have no unnecessary stairs to contend with. ☼

Northern Marine ☎ (360) 299-8400. www.northernmarine.com.

