

Pacific Nor'West *Boating*

Adventuring Afloat in the Pacific Northwest

BOAT REVIEW
**HELMSMAN 38
PILOTHOUSE**

Well-configured for
Pacific NW cruising



FEATURED MARINA
CAP SANTE MARINA

Upgraded and updated
with friendly staff

WEEKENDING
EAGLE HARBOR & POULSBO

PLUS! NEW COLUMN
BY CATHERINE DOOK

We enjoy the luxury of hundreds of miles of "inland" waterways, somewhat protected from the ravages of ocean weather, yet we have learned that our boats need to be substantially built and capable of "taking a beating" on days when Mother Nature is pitching a fit.

REGIONALLY ORIENTED
HELMSMAN
PILOTHOUSE

38



BY MARLIN S. PIKE

PHOTOS BY C-IMAGES.NET



COVERED, NON-SKID COCKPIT WITH HIGH, SECURE BULWARKS.

PLENTY OF STORAGE IN THE LAZARETTE.



Assuming moderate or better conditions, one has many vessel choices. There is no single "right" way to go about it. Powerboats, sailboats, fast boats, slow boats, big boats, smaller boats, and even kayaks and skiffs have enthusiastic advocates for weekending or vacationing on Pacific Northwest waters. Anyone spending a few weeks transiting the waterways between Olympia, Washington and Glacier Bay, Alaska will encounter boats from many categories. Frequently, the primary commonality of these diverse craft is nothing more than the broad smiles of captains and crews.

Some of the boats that we use and enjoy in the Pacific Northwest feature concepts and designs particularly responsive to our local cruising conditions and boating lifestyles. Boating is slightly different in the Salish Sea than in many other regions of the country. We enjoy the luxury of hundreds of miles of "inland" waterways, somewhat protected from the ravages of ocean weather, yet we have learned that our boats need to be substantially built and capable of "taking a beating" on days when Mother Nature is pitching a fit.

Running a boat up on plane at 15 or 20-knots can be exciting, but there is less need for that much speed when interesting destinations are only a few miles apart. With the price of fuel in recent years, more boats actually capable of running much faster are choosing to cruise at 8-10 knots. Besides saving fuel, slower speeds result in a quieter boat and a more relaxing ride.

Boat magazines and marketing materials designed for the broader U.S. market typically feature photos of attractive young people lounging in a bathing suit. Purchasing a boat might help us fantasize that we are slightly more attractive, or younger, but in the Pacific Northwest there are only a few hours of the day during a few weeks of the year when a bathing suit would be more appropriate on deck than a sweater. Experienced Pacific Northwest boaters often prefer boats with covered/sheltered areas. Air conditioners are less important than functional heaters.

Bearing in mind that any boat can be enjoyed, local boaters still gravitate toward vessels that seem most appropriate for our climate and cruising conditions. An impressive example is the 2013 Helmsman 38 Pilothouse, imported and distributed by Waterline Boats in Seattle

The Helmsman 38 Pilothouse is configured with a "full

beam" main cabin and galley aft of a raised pilothouse, and a generously proportioned single stateroom forward. Double-checking the "wish lists" of many experienced regional boaters, the Helmsman 38 addresses nearly every imaginable category. By informal observation, most cruising boats of about this size will be found with no more than two persons aboard (typically a couple) the vast majority of the time. Many boaters who find this scenario typical prefer the luxury of a single, spacious stateroom rather than smaller, divided spaces. (Employing convertible settees, the Helmsman 38 Pilothouse can sleep as many as five adults).

SPECIFICATIONS AND DIMENSIONS

- LOA: 40' 10"
- LOD: 37' 10"
- Beam: 13' 11"
- Displacement: 30,000 lbs
- Fuel: 400 gallons in two FRP tanks
- Water: 145 gallons in two stainless steel tanks
- Waste: 45 gallons, one FRP holding tank

CONSTRUCTION AND PROPULSION

Like all Helmsman yachts, the 2013 38' Pilothouse is built with a solid laminate hull. Vinylester resins are used in the outer layers to help prevent osmotic blisters. There is no wood used in the FRP grid of stringers and frames, bonded to the hull to create additional structural rigidity. The semi-displacement hull design incorporates a full keel. The rudder is stainless steel, and the prop is protected by a skeg. All through-hull fittings and seacocks are bronze.

Decks are non-slip FRP, and there is no exterior teak to maintain. Oversized stainless safety rails, with polished welds, surround the foredeck and the side decks aft of the pilothouse doors. The side decks convert to wide, easily negotiated stairs (on both the port and starboard sides), connecting the upper and lower decks. The stainless railings continue up the stairs and around the perimeter of the boat deck. Aft of the upper deck stairs, the superstructure utilizes the entire beam of almost 14'.

A flybridge with low-profile cowling is situated well aft of the pilothouse. Matching chairs accommodate the pilot and a starboard watch, with a settee for additional

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ABOVE: STAINLESS SAFETY RAILS ON FOREDECK, AND NO EXTERIOR TEAK. LEFT: STAINLESS BOW PULPIT, WINDLASS, AND SAMSON POST DRESS UP THE BOW.



ABOVE: STEPS TO THE BOAT DECK AND FLYBRIDGE ON BOTH THE PORT AND STARBOARD SIDE. RIGHT: ROOM TO STOW A DINGHY ON THE BOAT DECK.



seating. The standard radar mast, with a hinge to permit more options for covered moorage, can be upgraded to a radar arch.

The boat deck overhangs a cockpit of reasonable size. The cockpit features stainless hawse and transom door access from the swim platform.

On the bow, a 45-pound Bruce anchor is standard. Rode consists of 200-feet of 5/16 high tensile chain, hauled by a Lewmar V4 windlass. A raw water washdown will hose the mud from the chain before it disappears into the rode locker.

Of interest to Pacific Northwest boaters, the Helmsman 38 Pilothouse Trawler includes a Webasto Air Top 5500 diesel fired heating system. The Webasto can be deleted for credit toward an optional reverse cycle heat/AC unit.

A Cummins QSB 6.7 liter 250 hp engine is standard and other engine options are available. A generator is not included at the base price, but the Helmsman 38 Pilothouse is prewired and plumbed to accommodate later installation. A dripless-style shaft seal helps keep the bilge dry, and a Sidepower 7-inch bow thruster makes the Helmsman 38 more nimble when docking.

LAYOUT AND AMENITIES

At most moorages, the most practical manner of boarding is across the swim step. A boarding door on the starboard side of the transom opens to the cockpit. The Helmsman 38 Pilothouse is certainly no tournament sport fisher, but the cockpit is of expected proportion for a 38' trawler. There is room enough for handling crab pots, or installing a couple of downriggers for salmon fishing.

Passing through the aft bulkhead door gains entry to the main cabin. It has been said that first impressions are lasting impressions, and the first impression of the interior aboard the Helmsman 38 Pilothouse Trawler is quite favorable. Traditional teak and holly covers the full beam cabin sole, effectively emphasizing the enormous sense of space in the main cabin. Carefully matched and exquisitely finished teak solids and veneers are used throughout the interior, with laminated teak and holly overhead beams, with hanging knees, in the salon. Window treatments consist of wooden blinds, selected and finished to match the rest of the interior tones.



LOOKING FORWARD FROM THE AFT BULKHEAD DOOR

The port side of the aft cabin features an L-shaped settee, with premium upholstery and stowage built into the fixture. The teak table, accented by a spectacular compass rose inlaid with contrasting hardwoods, is one of the visual highlights of the main cabin.

There is a sitting area in the aft starboard quarter of the main cabin, perfectly proportioned for a comfortable lounge chair.

The L-shaped galley is on the starboard side. Granite countertops add touches of class, practicality, and durability. The galley sink, on the return, is close to the center of the main cabin for easier beverage service. A three-burner propane stove and oven is located under a window on the starboard gunwale, and a double door refrigerator freezer is recessed into the forward bulkhead of the aft cabin.

One of the unique aspects of the Helmsman 38 Pilothouse Trawler layout is the day head. Two steps down from the main deck, and accessed from the port forequarter of the salon, the day head features a molded sink and a Masterflush marine toilet. A dogged-down, watertight door at the forward end of the day head affords access to the engine room. This is certainly one of the more practical

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VIEW FORWARD AND THROUGH COMPANIONWAY TO GUEST HEAD.

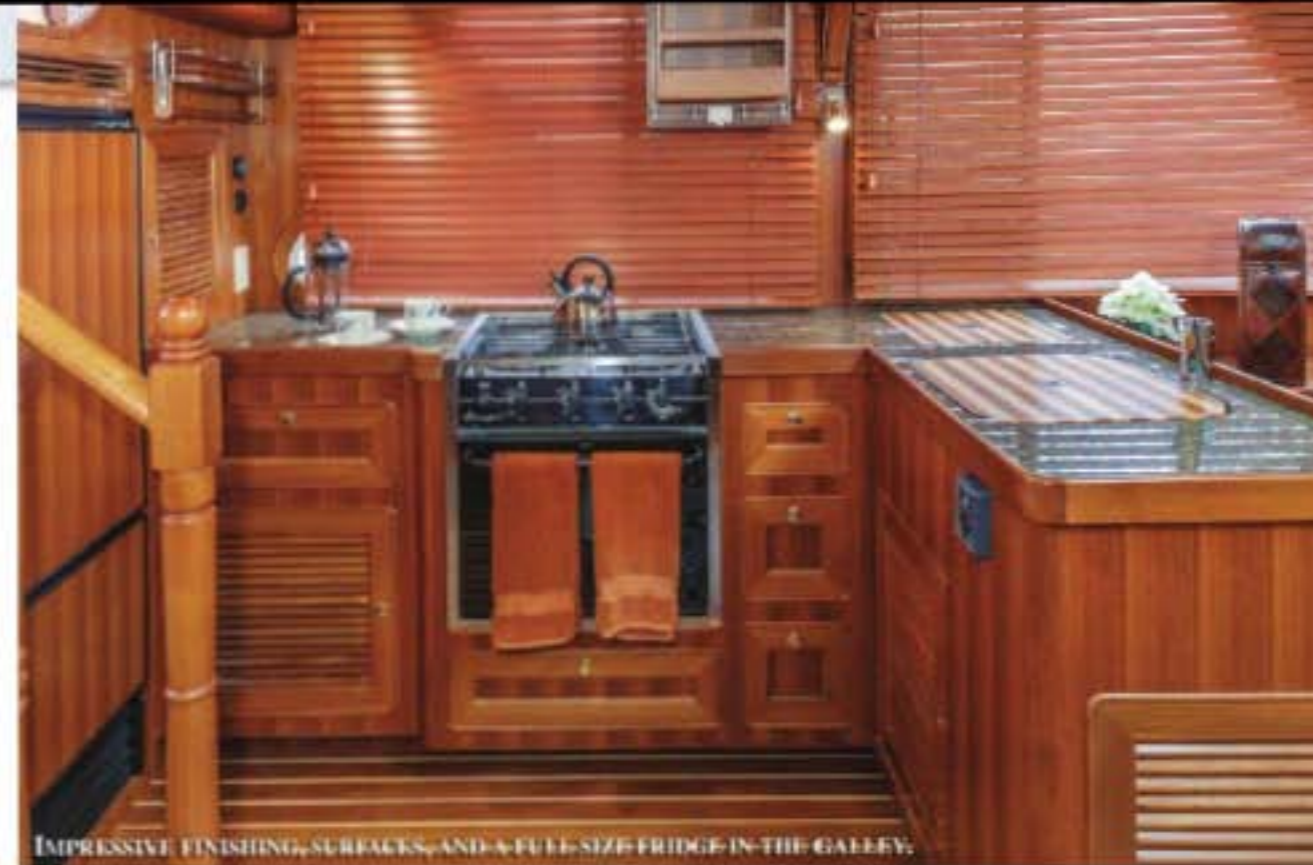


ABOVE: GUEST SEATING IN THE PILOTHOUSE.
BELOW: VIEW FORWARD IN THE PILOTHOUSE.

features of the Helmsman 38 Pilothouse- anyone emerging from the engine room has to pass through the easily cleaned surfaces of the day head before setting foot in the more refined areas of the vessel. If there's something gooey on the bottom of a shoe it would be due to careless work practices by somebody servicing the engine, not the design or construction of the Helmsman 38. Even so, no matter how one acquired the "goo on the shoe" the place to discover it is when standing on a fiberglass floorboard.

The pilothouse is only slightly elevated from the aft cabin. Somebody serious about navigation obviously had a hand in the design of this compartment. In warm weather climates, the interior helm is often minimized, or even eliminated. It is presumed that everybody will always operate from the flybridge. In the Pacific Northwest, the interior helm is more commonly considered the primary station- and most especially in a pilothouse yacht.

A traditional, teak ship's wheel is to starboard, below a console designed to house navigational electronics. The console isn't huge, but as navigation systems have become increasingly integrated the console has adequate room for whatever suite of electronics an owner might desire. Visibility is very good, with a pantograph windshield wiper on each of three forward pilothouse win-



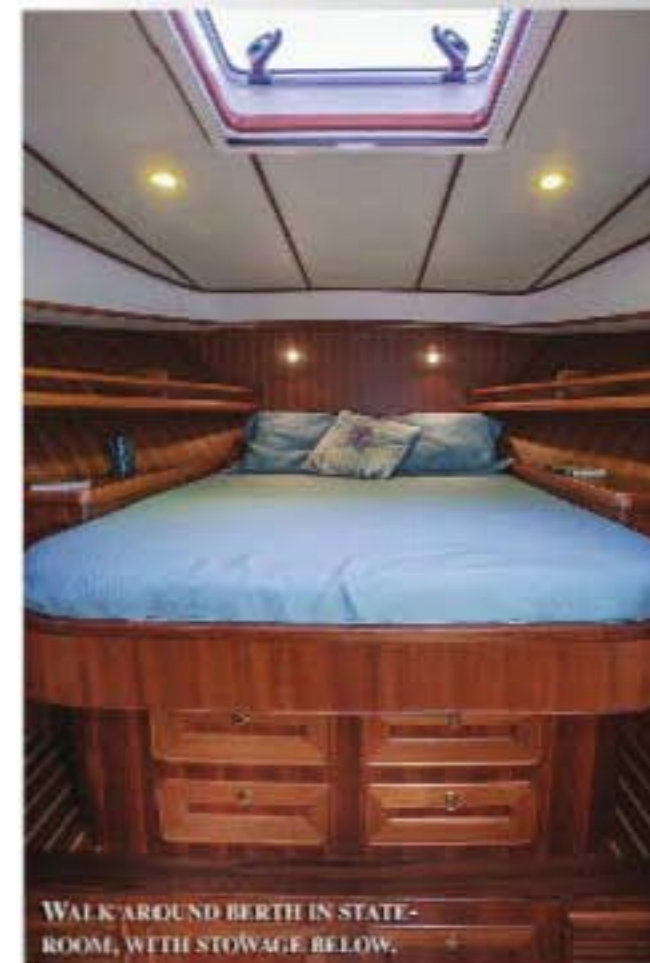
IMPRESSIVE FINISHING, SURFACES, AND A FULL-SIZE FRIDGE IN THE GALLEY.

dows. A large chart table, with stowage, is on the port side of the companionway to the forward stateroom.

Guests aboard the Helmsman 38 Pilothouse Trawler will likely congregate in a raised settee flanking the table in the aft port quarter of the pilothouse. There are two pilothouse doors. The starboard door is always accessible, but a seat cushion (quickly removable to gain use of the door) may be installed in front of the port pilothouse door to increase the seating capacity of the settee (note - this is designed particularly to be a single pilot berth). Stairs to the flybridge, on both sides of the boat, terminate just behind the pilothouse doors to facilitate fast transitions between the upper and lower helm stations.

Helmsman's choice to include only the single stateroom that most boaters really need, 98% of the time, allows the 38 Pilothouse Trawler to offer a master stateroom easily competitive with staterooms found on boats 6-8 feet longer. A queen size berth sits centerline, atop a fixture with built in drawers. Stowage shelves line the gunwales, while an overhead hatch and portlights provide copious amounts of fresh air and daylight. A head and sink are in a compartment in the aft port corner of the stateroom, and a shower stall is located in a twin compartment to starboard.

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WALK AROUND BERTH IN STATE-ROOM, WITH STOWAGE BELOW.



CONCLUSIONS

Waterline Boats imports the Helmsman 38 Pilothouse Trawler, and sells to other dealers throughout the United States. A boater doesn't have to live in the Pacific Northwest to appreciate the many attributes of this vessel. For those of us lucky enough to live here, few boats are more regionally appropriate.

But how salty, really, is a Helmsman 38 Pilothouse Trawler? Scott Helker, of Waterline Boats, shared a detail about one of the recent purchasers. "He wasn't featured on the TV series, but he was the immediate prior owner of a boat with which everybody who watched the Discovery Channel series about crab fishing in Alaska would be instantly familiar. Knowing what he knows about boats, he bought a Helmsman 38 Pilothouse Trawler."

Base price for a new 2013 Helmsman 38 Pilothouse Trawler, delivered to Seattle and commissioned with all standard equipment, is \$359,000. For additional information on the 38 Pilothouse, or any other Helmsman Trawler, contact Waterline Boats at 206-282-0110.

Clicking on their ad in this issue will raise their web site, www.waterlineboats.com

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WATERLINE BOATS: AN EXPANDING SUCCESS STORY



Scott and Lisa Helker have moved their company, Waterline Boats, to a larger facility at 2400 Westlake Ave North in Seattle. The offices were most recently home to Selene Seattle. Selene Seattle has downsized to another office in the same building, and future sales of new Selene Yachts will be facilitated by Hampton Yachts at Chandler's Cove.

In the new boat category, Waterline represents Helmsman Trawlers and Bracewell Yachts. (Waterline is the U.S. importer and distributor for Helmsman Trawlers). The new location will permit Waterline to have more new inventory on hand, as well as more immediate access to brokerage listings.

A glance at the wall at Waterline Boats will confirm that business is brisk. Row after row of boat photos have yellow "Sold" stickers attached. Scott is quick to point out, "Those aren't all recent sales, they are boats we have sold over a period of time." Even so, there are a number of blue "pending" stickers in the mix, indicating that business continues apace. The new offices will allow Waterline to add more sales representatives as traffic continues to grow.

Waterline Boats is unique among most brokerages in the Pacific Northwest. The firm uses a "Boatshed" system for listing and advertising boats, as well as the more common Yachtworld web site. Waterline consistently advertises in regional boating publications. With all that marketing effort, it's little wonder the office wall is a sea of blue and yellow stickers.

For more information about Waterline Boats, visit their web site at <http://www.waterlineboats.com>



helmsmantrawlers.com Helmsman - take the wheel! 206.282.0110



37 SEDAN



38 PILOTHOUSE



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View our complete inventory at waterlineboats.com