My Eagle 40

Commissioning. The commissioning of a new boat involves installation of components shipped with the boat, installation of US purchased systems, and, additional sea trials for system checks and owner orientation. My Eagle 40, hull number 4037, was sea trialed in China on January 24, 2008, and arrived in Seattle (via container ship) on March 7, 2008. Commissioning was done by the West Coast Eagle Dealer (Friday Harbor Yachts, San Juan Island Washington) over the next 2-3 months. Commissioning involved installing the mast and boom, installing the side-by-side refrigerator, installing the propane system along with the stove/oven, adding a vanity light in the head, replacing a defective hydraulic steering pump, installing the Diesel View outside air temperature sensor, , etc, etc. This work was performed by Steve Dyer who does all West Coast Eagle commissioning … Steve is very competent and did a great job.

During the commissioning work, I was able to take the boat out for short trips, and from this early experience identified additional issues that needed to be fixed or adjusted. I noted that the schematics supplied with 4037 were incorrect, and had TMC send corrected schematics. I also noted that there was unusual low RPM gear noise. TMC asked Cummins and ZF to look into this noise, and ZF decided that a different torsional coupler was required; ZF replaced the torsional coupler at their expense. I also found that one of the fly bridge instruments fogged up when exposed to sunlight; the instrument was replaced under warranty by Cummins. Lastly, I had exterior canvas made - at my expense - for the fly bridge, pilothouse windows, and the three doors.

Owner Upgrades. With commissioning work finished, I moved 4037 to its new home at the Port of Everett Marina in Everett Washington. There were two owner upgrades I wished to complete: a dingy/davit design, and, a heating system. I wanted to carry a small dingy with motor, but did not like tilt-up style davits because they detract from the Eagles beautiful lines. I also wanted the boom and mast supplied with the Eagle to be an integral part of the davit system. My solution was (a) to re-rig the boom and mast with better quality line and pulleys so I could easily raise and lower the dingy, and (b) to design a 2-piece stainless steel dingy cradle that sits on the swim platform when supporting the dingy, but that swings out of the way when the dingy is absent. This system works very well, and I've attached pictures of the completed davit system:

The second issue was selection and installation of a heating system. I had originally wanted to place a heater in the lazarette, and planned on using the Hurricane II hydronic heating system. However, the battery bank (3 house, 1 engine) takes up most of the starboard side in my lazarette, and the Hurricane II was too large to fit in the remaining port side space. I then looked at alternative hydronic heating systems … Espar and Webasto, and chose the Webasto based on good dealer support (Sure Marine, Seattle). With the heating system purchased, I returned my boat to Friday Harbor and spent a week helping Steve Dyer install the system. Interestingly, Steve chose to install my heater on the aft engine room bulkhead, port side, instead of the lazarette; he ran the exhaust out the port side This heater installation turned out to be great ... it fits neatly in the engine room, does not take up much room, and keeps the heater water lines as short as possible.

The new Eagle 40 Interior. My 4037 is the first Eagle with a new interior layout. In the pilothouse, the electrical panel and helm have been moved forward so they are now flush, providing unrestricted access to the starboard side door; this is a very nice improvement.

In the salon, the island has been removed and the sink and storage are now located against the pilothouse bulkhead. Further, the refrigerator is now side-by-side, so there is additional counter space on the starboard side, and, the starboard windows are unrestricted. Finally, an additional settee with table is located on the starboard side. In short, the whole salon has been opened up with these changes, and the effect is very, very nice.

Cruising. Access from the dock to my Eagle 40 is very easy … there are pilothouse and cockpit boarding doors on the starboard and port sides. Given the Eagle 40's low profile, one can easily use these boarding doors without needing a step or ladder. Once onboard, a quick check in the engine room and one is ready to start the engine. The 230 hp Cummins starts quickly and idles quietly at 600 rpm. Moving away from the slip is easy with the built-in bow thruster, and rudder control provides great maneuverability even in tight spaces. Once underway, I typically run in the 1600-1900 rpm range which gives me a speed-over-ground of 7-8 knots; fuel consumption is 2-3 gallons per hour. On a sunny day, the flybridge is the place to be … its protected from wind and waves, and provides an outstanding view. The Eagle 40 is very stable … roll is minimized by its wide beam and low center of gravity. The Raymarine E-series instruments (GPS, Auto Pilot, Radar) installed at the factory are outstanding. I now

have over 220 hours on 4037, and can say they have been very enjoyable hours. Finally, support by Friday Harbor Yachts and by TMC has been excellent.

I've yet to see another trawler that I would prefer to have over my Eagle 40.

Roger Wolthuis, PhD

P.S. Effective December 31, 2008, Friday Harbor Yacht Sales closed their business without a plan for its continuation by other parties. Transpacific Marine is now considering other Pacific Northwest Dealers for Eagle boats.