

PACIFIC BOATS



In this brochure we describe the features and benefits of our aluminum plate alloy boats, and describe what the term "plate alloy" means, as well as the design and construction of the boats. For many prospective owners this is their first encounter with this technology afloat and we've tried diligently to explain the boats and technology as thoroughly as possible.

Having said that, there really is no replacement for seeing one of these boats in person and taking a ride. Time after time people have told us that they have spent hours on the website, read the full brochure but didn't really understand how beefy and impressive these boats were until they were standing on one.

Additionally, most people have questions that are not fully addressed within either these pages or our website. Most people who have bought one of our boats have spent quite a bit of time either corresponding with us or talking on the phone, becoming confident about what they are buying. Some people do not call or write because they feel that unless they are in a buying mode they should not bug us...bug away, even if you have no plans whatsoever to buy a boat!

Others may be concerned that in coming to see/demo a boat or calling us on the phone they will be subjected to sales pressure. We do not like being pressured ourselves to buy something and would never pressure someone else.

So...please read the pages that follow. Visit our website at www.pacificboats.com for even more information and pictures and give us a call/email with any questions you may have. We're happy to discuss your fishing, your time, your waters and your family, as well as if this boat is for you. Thank you.

Dan King, President



Boat Design

Our naval architect uses a semi-monocoque design that takes advantage of the alloy plate's strength. You may be familiar with this design type in the carbon fiber car bodies of both Indy and Formula 1 cars where there is no true frame...the skin is the frame. This design is incredibly stiff and strong.



By removing lateral stringers, combing, and ribs, more usable deck space is available to you. In traditional fiberglass boats the usable floor space is much smaller due to the thickness of the hull and its structural supports. As one author on boat design put it, "There's nothing more difficult to design into a boat than a usable square inch of deck space." Our boats have nearly 20% more deck space than comparably sized fiberglass boats giving them a true feel of a much larger boat.

Your plate alloy boat, by virtue of its construction, will weigh 33%-50% less than a well made heavily laid-up fiberglass boat. For you this means that your plate alloy boat is easier to tow, achieves higher cruise and top-end speeds, as well as saves fuel.

There are 14 degrees of deadrise at the transom on the 19' and 20' models and 18 degrees on the 23' and 26' models. These designs yield the best combination of high speed seaworthiness and low speed stability.



Construction Materials

- **Alloy.** We use only the finest materials available. The 5000 series of marine-grade alloys are specifically made for full-time saltwater applications. ALCOA put a plate of this alloy in Narragansett Bay, RI for thirty years and took it out because nothing was happening. With combined 3/16" and 1/4" construction, these boats are 2-3 times as thick as most regular aluminum boats you may be familiar with. If you've ever seen a U.S. Coast Guard 47 footer than you've seen 5000 series alloy at work afloat.



**United States Coast Guard
47' Motor Life Boat
5000 Series Marine Grade Alloy
at Sea**





Construction Materials (Continued)

- **Non-Skid.** This material is applied to the self bailing deck and consists of a phenolic, alkyd rust-inhibiting etching primer base and alkyd enamel topcoat surrounding an aggressive non-skid abrasive. Not for the faint of heart, nor the bare of foot, this material is similar to the new bed-liner material you may be familiar with as an aftermarket application in pick-up trucks. It gives you tough, durable, surefootedness in all weather conditions.
- **Gunwale.** This 2 3/4" oval in cross-section extrusion gives the edge of your boat incredible durability. We've had demo rides where a prospective customer inadvertently slammed the boat into cement pilings with just a slight rub to show for it. The only reason to own fenders is to protect the other guy's boat.
- **Chine.** Along the length of the chine is an extrusion that both the side and the bottom plates fit into. This high impact area is then double welded on the inside the entire length of the boat. This level of quality is unheard of even in custom alloy boats.





Construction Methods

- The alloy plates are router-cut to exact dimensions and assembled in our state-of-the-art factory. Our team of expert craftsmen first spot-weld the plates together as the boat takes shape. It is then placed on a full scale jig where welding in earnest takes place.
- Sides, bottom, gunwale, frames, self-bailing deck, and gunwale-deck all are welded using the best materials and technologies available. An aluminum internal fuel tank is placed beneath the self bailing deck and acts as a double safety. Should the hull be pierced at any time, your fuel cell will remain intact, both saving the environment and enabling you to get home.
- Next, we inject pressurized closed cell foam into the below deck cavities (and the gunwale decks on the 19' series) to ensure unsinkability.
- The boat, now 80% complete, is then placed in the wash booth to remove all of the smoke and unsightly residue left during the welding process. Out comes a beautiful and clean hull ready for final assembly.
- Next, the non-skid deck coating and readies the boat for rigging.
- Finally, we install components including; steering system, navlight system, cushions, glass, electronics, engines, etc.



Production Facility



Foam injection



Welding a console

Want To Know More?



To learn more about how we make the best boats
in the industry and how you can own one...
JUST CONTACT US!

Our sales staff is eager to answer any of your
questions and provide you details, including
pricing, on our various models and options.

Call Us Toll Free
888-658-7111

-or-

Use Our Contact Form at
www.pacificboats.com

*We value your privacy. Your information is never released outside our company.



Center Console Models



STANDARD MODEL FEATURES

Console w/shelf
Locking console door
SS pop up bow light

Windscreen w/protection bar
Leaning Post w/cushion

SPECIFICATIONS

Model	Console	Aft Deck	Fore Deck	Walkway
V1925	36" x 22"	39"	83"	18"
V2175	36" x 22"	53"	88"	24"
V2325	36" x 22"	57"	98"	24"
V2600	36" x 22"	69"	120"	24"



T-Top Models



V19TT Shown w/options

STANDARD MODEL FEATURES

Console w/shelf
Locking Console Door
Leaning Post w/cushion
Locking Electronics box

Canvas t-top (fixed)
Windscreen
LED Chart Light

SPECIFICATIONS

Model	Console	Headroom	Aft Deck	Fore Deck	Walkway
V1925	36" x 22"	80"	39"	83"	18"
V2175	36" x 22"	80"	53"	88"	24"
V2325	36" x 22"	80"	57"	98"	24"
V2600	36" x 22"	80"	69"	120"	24"



HardTop Models



V23HT Shown w/options

STANDARD MODEL FEATURES

Console w/shelf
 Locking Console Door
 3 sided aluminum windshield w/glass
 60" x 92" roof
 Handrails on hardtop structure

Back to back seat/storage box w/cushions(32x32)
 Locking overhead electronics box
 LED Chart Light
 Pantograph Wiper System

SPECIFICATIONS

Model	Console	Headroom	Aft Deck	Fore Deck	Walkway
V2175	36" x 22"	79"	39"	88"	24"
V2325	36" x 22"	79"	42"	96"	24"
V2600	36" x 22"	79"	55"	120"	24"
V2800	these dimensions are customer specified				



SuperTop Models



STANDARD MODEL FEATURES

6' x 8' roof line
Marine Glass
Pantograph wiper system
Tilt Helm
LED Chart light
Handrails on roof top
65" head room under console

Back to back seat/storage box w/cushions
(44"w x 32"l)
Front console seat w/cushion & backrest
Porta-potty
Lighting in head area
Locking side access door

SPECIFICATIONS

Model	Console	Headroom	Aft Deck Space	Fore Deck Space	Walkway
V2175	48"w x 48"l	81"	28"	73"	18"
V2325	48"w x 48"l	81"	43"	73"	18"
V2600	48"w x 48"l	81"	78"	73"	18"
V2800	These dimensions are customer specified depending on requirements				



WA5 & WA6 Cabin Models



STANDARD CABIN FEATURES

2 helm seats, on sliders
Aft seat/storage boxes w/cushions
4 Fixed windows
2 pantograph wipers
Drop Curtain

Storage area below console
Electronics shelf (box optional)
LED Chart light
Handrails in/on cabin

*Alternate seating layout options available

CABIN SPECIFICATIONS

Model	Cabin	Headroom	Aft Deck	Fore Deck	Walkway
V2175-WA5	57"x 72"	80"	59"	79"	12"
V2175-WA6	57"x 84"	80"	47"	79"	12"
V2325-WA5	57"x 72"	80"	74"	79"	12"
V2325-WA6	57"x 84"	80"	62"	79"	12"
V2600-WA5	57"x 72"	80"	99"	79"	12"
V2600-WA6	57"x 84"	80"	87"	79"	12"



WA7 Models



Standard Cabin Features

2 Locking side slider doors
2 Standard Helm seats on sliders
Aft seat/storage box w/cushion & backrest
Fixed Windows
2 Pantograph wipers
Locking Overhead Electronics Box

Handrails in and on cabin
Storage area below console
LED Cabin/Chart light
Cup Holders
Tilt Helm
*Optional Back door

CABIN SPECIFICATIONS

	Cabin	Headroom	Aft Deck Space	Fore Deck Space	Walkway
V2325	60"w x 84"l	83"	45"	79"	13"
V2600	60"w x 84"l	83"	81"	79"	13"



Walk Around 9 Cabin



Shown w/options



CABIN FEATURES

- Locking side slider doors (Trioving Locksets)
- Back door—slider or swing
- Captains—Mariner Suspension Seat (1)
- Standard helm seat on slider (1)
- Aft seat/storage boxes w/cushions
- Fixed windows
- 2 Pantograph Wiper Systems
- Tilt Helm
- Locking Overhead Electronics Box
- LED Cabin Chart Light
- Handrails interior & exterior—cabin
- Cup holders

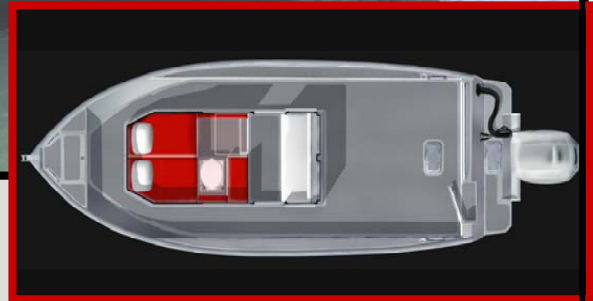
CABIN SPECIFICATIONS

	Cabin	Headroom	Aft Deck Space	Fore Deck Space	Walkway
V2800	70"w x 114"l	83"	79"	99"	17"

Deck space increases with longer hulls



SCS Sleeper Cabin Model



STANDARD CABIN FEATURES

- Seat/storage box w/cushion & backrest
- 2 locking side slider doors
- Fixed Windows
- 2 pantograph wiper
- Locking electronics box
- Tilt Helm
- LED Chart light
- Handrails in/on cabin

Berth Area:

- Cushions
- Porta-potty
- Bowmar Hatch
- 2 portholes
- 2 organizer pouches
- Lighting
- Privacy curtain

CABIN SPECIFICATIONS

Model	Cabin	Headroom	Aft Deck Area	Fore Deck (w/3' Bowdeck)	Walkway
V2325	51" x 121"	83"	54"	28"	18"
V2600	51" x 121"	83"	90"	28"	18"
V2800	Customized to customer specifications				



Walk Thru Cabin Models



Standard Cabin Features

Sealed walk thru front door (2 pc—lockable)
2 Standard Helm seats on sliders
Aft seat/storage box w/cushion & backrest
Fixed Windows
2 Pantograph wipers

Handrails in and on cabin
Storage area below console
Glove box—port side
LED Cabin/Chart light
Tilt Helm

Aft Bulkhead w/locking door or canvas drop curtain available

CABIN SPECIFICATIONS

	Cabin	Headroom	Aft Deck Space	Fore Deck Space
V2325	96" long (CL)	82"	53"	59"
V2600	96" long (CL)	82"	89"	59"

NOTE: Cabin dimensions can be adjusted according to customers requirements/specifications



Standard Hull Features

V1925 :

- ¼" 5086 alloy one-piece bottom plate with formed in planing strakes/stiffening
- 3/16" side plates
- 50 gallon fuel tank w/EPA compliant Evap standards using certified components
- Reinforced chine extrusion (proprietary) with double welds on the inside
- Welded in self bailing aluminum deck with non-skid flooring
- 6" gunwale boxes w/upright flotation
- Foam flotation below deck
- Zinc & mount, transducer bracket, tow eye (double)
- Large oval 2-3/4" gunwale extrusion (proprietary)
- Motorwell/slopwell transom
- Reinforced ¼" transom plate
- Wide engine clamping area for twin engine applications
- Bilge pump w/auto float switch
- 8" cleats (4)
- Teleflex No Feedback steering system with ss steering wheel
- LED Navigation lights, all around light
- 8-position Switch panel
- Horn
- Power point

V2175:

- ¼" 5086 alloy one-piece bottom plate
- 3/16" side plates
- 114 gallon fuel tank w/EPA compliant Evap standards using certified components
- Reinforced chine extrusion (proprietary) with double welds on the inside
- Welded in self bailing aluminum deck with non-skid flooring
- 7" gunwale boxes with storage (optional locking doors available)
- Foam flotation below deck
- Zinc & mount, transducer bracket, tow eye (double)
- Large oval 2-3/4" gunwale extrusion (proprietary)
- Motorwell/slopwell transom
- Reinforced ¼" transom plate
- Wide engine clamping area for twin engine applications
- Bilge pump w/auto float switch
- 8" cleats (4)
- SeaStar Hydraulic steering system with SS steering wheel
- LED Navigation lights, all around light
- 8-position Switch panel
- Horn
- Power point



V2325:

- ¼" 5086 alloy one-piece bottom plate
- 3/16" side plates
- 114 gallon fuel tank w/EPA compliant Evap standards using certified components
- Reinforced chine extrusion (proprietary) with double welds on the inside
- Welded in self bailing aluminum deck with non-skid flooring
- 7" gunwale boxes with storage (optional locking doors available)
- Foam flotation below deck
- Zinc & mount, transducer bracket(s), tow eye (double)
- Large oval 2-3/4" gunwale extrusion (proprietary)
- Full width swim step/bracket
- ½" transom plate w/5" channel stiffening
- Wide engine clamping area for twin engine applications
- Bilge pump w/auto float switch
- 8" cleats (4)
- SeaStar Hydraulic steering system with ss steering wheel
- LED Navigation lights, all around light
- 8-position Switch panel
- Horn
- Power point

V2600:

- ¼" 5086 alloy one-piece bottom plate
- 3/16" side plates
- 150 gallon fuel tank w/EPA compliant Evap standards using certified components
- Reinforced chine extrusion (proprietary) with double welds on the inside
- Welded in self bailing aluminum deck with non-skid flooring
- 7" gunwale boxes with storage (optional locking doors available)
- Rod trays below gunwale boxes
- Foam flotation below deck
- Zinc & mount, transducer bracket(s), tow eye (double)
- Large oval 2-3/4" gunwale extrusion (proprietary)
- Full width swim step/bracket
- ½" transom plate w/5" channel stiffening
- Wide engine clamping area for twin engine applications
- Bilge pump w/auto float switch
- 10" cleats (4)
- SeaStar Hydraulic steering system with ss steering wheel
- LED Navigation lights, all around light
- 8-position Switch panel
- Horn
- Power point



V2800:

- ¼" 5086 bottom plates
- 3/16" side plates
- 3' Bow deck
- Aluminum rub rails (2 per side)
- 150 gallon fuel tank w/EPA compliant Evap standards using certified components
- Welded in self bailing aluminum deck with non- skid flooring
- 4 ea recessed 2" deck sumps for drainage
- Gunwale boxes with storage (optional locking doors available)
- Forward trail decks
- Rod trays below gunwale boxes
- Zinc & mount, transducer bracket(s), tow eye (double)
- Large 2-1/2" gunwale pipe
- Full width swim step/bracket
- ½" transom plate w/5" channel stiffening
- Wide engine clamping area for twin engine applications
- Bilge pump w/auto float switch
- 10" cleats (4)
- SeaStar Hydraulic steering system with ss steering wheel
- LED Navigation lights, all around light
- 8-position Switch panel
- Horn
- Power point



	V1925	V2175	V2325	V2600	V2800
Length	19'-3"	21'-9"	23'-3"	25'-11"	26' - 33'
Beam	7'-7"	8'-6"	8'-6"	8'-6"	10'
Draft	9"	12"	12"	16"	18"
Transom	25"	25"/30"	25"/30"	30"	30"/35"
Deadrise	14°	18°	18°	18°	16°
Side Height	33"	37"	37"	37"	41"-47"
Fuel Capacity	50 gals	114 gals	114 gals	150 gals	150+ gals
Min/Max HP	90/150	150/240	150/275	150/300	300/600
Bottom Plate	1/4" 5086	1/4" 5086	1/4" 5086	1/4" 5086	1/4" 5086
Side Plate	3/16"	3/16"	3/16"	3/16"	3/16"
Deck Plates	3/16"	3/16"	3/16"	3/16"	3/16"
Weight (dry)*	1650	2400	2600	2800	4600

*Denotes center console models, cabin models add weight



Standard Options

Bow Area	Bowdeck w/locking top hatch – Full height 3' or 4'
	Anchor locker set up, includes BRM2 Roller, 16# anchor, 150' ½" 3-strand line, 20' ¼" HT chain, swivel connect
	Windlass 700 anchor system
	4' or 5' Casting Deck w/locking top hatch
	Bow Railings
Consoles/	Radar arch
Cabins	Full height aluminum framed glass windshield
	Console cooler seat w/cushion & tie downs
	Backrest for cooler seat in front of console
	Aft Bulkhead w/swing door on open back cabins
	Slider windows (side) for WA5 or WA6 Cabin models (set)
Seating	Console seat box w/cushion
	Alternate seat options, pedestals, etc.
Electrical/	LED Deck Lights
Electronics	Dual Batteries w/switch
	Power points
	Ritchie Compass
	Spot light ACR RCL-75
	VHF ICOM M506 w/8' antenna & ss ratchet mount
	Electronics packages – Radar, GPS, Sonar, VHF, etc.
	Enforcement Package – Whelen mini light bar, etc.
	Electric Pot Puller, single socket
Transom	Engine Guard (small single hoop)
	Kicker Bracket
	Kicker set up (anti-syphon valve & nipple thru bulkhead)
	Ladders – Armstrong 3-step
	Faceplate w/gusset only
	Tow Posts
	Transom Doors - Seaboard drop-in or Aluminum Swing
	Side Dive Doors
	Trim Tabs – Lenco with indicator switch
Misc	Davit, includes socket w/bushing
	Handrails – Gunwale (set)
	Heavy Duty 3" D-rubber and/or fender system
	Snubbed bow
	Locking gunwale box doors
	Raw water wash down system (incl pick up)
	Tie pockets - small
	Trays below gunwale boxes
	ADDITIONAL OPTIONS AVAILABLE UPON REQUEST



Why plate alloy?

Plate Alloy has long been recognized as *the* premier boatbuilding material. From America's Cup Yachts to US Coast Guard patrol boats to Mega and Superyachts plate alloy has been the material of choice for decades.

If plate alloy is so great why are all the boats at my local dealer fiberglass?

Good question. The answer is that fiberglass is very inexpensive to buy and one doesn't need highly trained craftsmen to build with it. The builder builds a mold and the fiberglass is simply saturated with epoxy and either sprayed or laid within the mold and left to dry. A high quality fiberglass boat just uses more fiberglass to make a stronger boat.

Marine-grade, plate alloy boats have traditionally been too expensive to build and too expensive to buy for the normal consumer. Each and every boat built out of plate alloy (we're not talking about inexpensive, thin-skinned riveted boats) needed to be hand cut, staged and then welded by experienced craftsmen. Each boat was a custom boat. A 20' center console custom boat (w/o power) built in plate alloy could easily run upwards of \$50,000.

What's changed?

Computers. With computer controlled numerical cutting and advanced naval architecture the most time consuming part of building in plate alloy has been drastically reduced. Our boats components arrive at the factory pre-cut to the perfect dimensions. They are exactly the same each and every time. We then place these pieces on a jig where our expert welders complete the job. There is no wasted material, no time consuming hand cutting just the time needed to bring the pieces together into the finest and toughest 19'-26' center consoles on the market.



Other Plate Alloy Boats at Sea





What specifically makes aluminum plate alloy "the ideal boatbuilding material" ?

In every important category plate alloy excels.

Lower Weight: An all-welded plate alloy boat weighs from 33%-50% less than a well laid-up fiberglass boat.

Greater Performance: Less weight means greater performance, greater fuel efficiency and easier trailering.

Higher Durability: You can do things in a plate alloy boat that you would not even consider in even the best built fiberglass boat. You can rest against your favorite ledge to fish, you can repeatedly beach, you can drop your anchor in the cockpit. Fiberglass is glass. It is brittle. Aluminum is a forgiving and yielding metal. You can bang, smack, bounce, bonk and bump it into rocks, docks, boats and beaches and the boat will still last indefinitely.

More Safety: The two biggest hazards in boating are sinking and fire. Our boats are both unsinkable and fire-proof. If you've ever seen a fiberglass hull burn to the waterline you'll know what we're talking about.

More Space: Since our hulls are 3/16" or 1/4" thick the interior room in our boats far exceeds comparably sized fiberglass boats whose sides and combing may take up to 6" of deck space the length of the boat. As one naval architect put it "the hardest thing to design into a boat is a usable square foot of deck space—don't waste it."

Easier Repairs: Should you find a way to pierce or tear the hull plate alloy is easily repaired. Simply cut out the offending section and weld in a patch. The hull is actually stronger than it was before and you had no worries about a "core" absorbing water.



PACIFIC BOATS



What about electrolysis and galvanic corrosion?

Electrolytic Corrosion: External current making two metal objects in an electrolyte (seawater) an electrolytic cell where one of the metals is consumed.

Galvanic Corrosion: Dissimilar metals in contact in an electrolyte (Seawater) creating a galvanic cell in which one of the metals is consumed.

By attaching a large sacrificial anode made specifically for aluminum alloy onto our boats, both of these concerns disappear.

How are these boats different from the aluminum boats I'm already familiar with?

You are probably familiar with riveted aluminum boats like Starcraft, Grumman, Lund, etc. These boats are made from thin (1/16") low-grade non-marine aluminum alloy and have rivets of a different metal (see electrolysis). They come from 1940's aircraft technology and are made for very light duty and would never be considered serious offshore boats.

Our boats are completely welded out of the marine-grade 5086 plate alloy. They have no rivets to pop, no wood to rot, and no plastic to break.

How do I know that what you're saying is true?

Don't ask us — ask those who truly depend on their boats. We sell our boats to the US Navy, US Coast Guard, various law enforcement agencies, harbor masters and commercial fishermen. These folks live their lives at sea and choose all-welded plate alloy boats to make sure they arrive in port safe, sound and secure.





CUSTOMERS & APPLICATIONS

US COAST GUARD

US NAVY

US GEOLOGICAL SERVICES

NOAA FISHERIES RESEARCH

WA STATE DOT

DEPT OF FISH & GAME

DEPT OF NATURAL RESOURCES

BUREAU OF INDIAN AFFAIRS

WARDEN SERVICES

TRIBAL FISHERIES & PATROL

SHERIFFS DEPT'S

NATIONAL PARKS SERVICES

US ARMY CORPS OF ENGINEERS

FIRE DEPARTMENTS

CHARTER BOATS

COMMERCIAL FISHERIES

CONSTRUCTION CO'S

DIVING

WATER SAMPLING

TOW BOAT COMPANIES

HARBORMASTERS

BRIDGE MAINTENANCE

CRUISE LINES

PORT WORK BOATS

UNIVERSITIES (RESEARCH)

SPORTSFISHING

Want To Know More?



To learn more about how we make the best boats
in the industry and how you can own one...
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questions and provide you details, including
pricing, on our various models and options.

Call Us Toll Free
888-658-7111

-or-

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www.pacificboats.com

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