

Northern Marine 57 Raised Pilothouse (2022-)

Price

Base Price\$3300000.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	4.7	4.1	0.8	6.3	5.4	14664	12751.3	48.7
1000	6.9	6	1.8	3.8	3.3	8970	7800	49.8
1250	8.6	7.5	3.3	2.6	2.3	6192	5384.3	53.2
1500	9.5	8.3	5.6	1.7	1.5	4005	3483	58.5
1750	10.5	9.1	9.2	1.1	1	2685	2335	58.1
2000	11.1	9.7	13.9	0.8	0.7	1875	1630.8	59.9
2150	11.8	10.3	17.2	0.7	0.6	1610	1400	61.3

[View the test results in metric units](#)

Northern Marine 57 Raised Pilothouse

Specifications

Length Overall	57' 17.37 m
BEAM	17' 6" 5.3 m
Dry Weight	135,000 lbs. 6,1235 kg

Tested Weight	140,217 lbs. 63,601.36 kg
Draft	5' 10" 1.7 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	2,600 gallons 9,842 L
Water Capacity	350 gallons 1,325 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	140,217 lbs. 63,601.36 kg
Aft Deck	

Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	42" (106.68 cm) 5-blade Nibral
Load	5 persons; 567 gal. fuel; 105 gal. water; 50 lbs. gear
Climate	58 deg.; 32 humid.; winds: 10-15; seas: 1

Northern Marine 57 Raised Pilothouse

Captain's report by Capt. Steve

Northern Marine 57RP

The all new 57RP from Northern Marine is the company's smallest build, but it certainly leave nothing to be lacked in design or comfort.

Brief Summary.

Northern Marine has a long tradition of building expedition style yachts for cruising couples. The 57 Raised Pilothouse is the smallest of the builders 7 boat lineup that runs from this 57 on up to the 100 tri-deck Expedition. On this model, Northern Marine did such a good job on it that it won the People's Choice award at the 2022 Trawlerfest in Anacortes Washington.

Mission.

The 57 Raised Pilothouse is a passagemaking yacht designed for distance cruising. By its nature it is designed to be away from the dock for extended periods and therefore its livability is of paramount concern. Only the finest materials are used and it's customizable to suit every owner's desire. It's also built with some key elements that make an expedition yacht for an owner operator so desirable. Namely... ease of use, redundancy and comfort for being a liveaboard yacht.

Northern Marine 57 Raised Pilothouse

Notice how the 57 RP has a large boat deck behind the flying bridge. Below the waterline there's an extended keel with a skeg offering protection for the single propeller, stabilizer fins midship and a bulbous bow.

Major Features.

- Expedition style yacht with transoceanic range
- Easy maneuverability
- Strong, resin-infused hull
- Entirely customizable
- Flying bridge with full controls, settee, protective hardtop and full beam boat deck.
- Raised pilothouse
- Two stateroom, two head layout
- Asymmetric layout with side decks to the starboard side and stairs to the flying bridge forward and to port.

Performance.

The Northern Marine 57e has a LOA of 57' (17.37m), a beam of 17' 6" (5.33m) and a draft of 5'10" (1.78m). With a displacement weight of 135,000 lbs. (61,235 kg), 22% fuel, 30% water and five people on board we had an estimated test weight of 140,217 lbs. (63,601 kg).

With the single 325-HP John Deere engine turning a 42" (106.68 cm) five-blade NiBrAL propeller and run up to 2150 RPM, our speed topped out at 10.3 knots. There's no best cruise per say as the range increases fairly linearly as the throttle is reduced but, at 1750 RPM her speed was 9.1 knots and that produced the fuel burn of 9.2 GPH and a range of 2335 NM. At 1500 we were running at 8.3 knots with a 5.5 GPH fuel burn and that brought the range up to 3483 NM. Between our 1500 and 1750 settings, John Deere ran performance runs at 1600 RPM and they report a speed of 8.9 knots and 5.1 GPH. That produced a range of 4085.5 NM. All this while still holding back at 10% reserve of the odds 2600-gallon (9842L) total fuel capacity.

Handling.

As for her handling, with flat calm conditions we really didn't have anything of note to report. However, she was remarkably easy to handle around the dock with her big prop and articulating rudder. Bow and stern thrusters also showed good responsiveness as well. That articulating rudder proved to be most effective during turns where the 57 came around nearly in her own length. A surprising characteristic for such a heavy boat.

Bow

The high freeboard adds to the 57's safety during an ocean passage. The small portlights are for the VIP stateroom, the large are for the master. Look at the size of that anchor and notice the stainless bow plate.

Safety is enhanced by the resin-infused composite technology that produces a hull and superstructure of extraordinary strength... certainly keeping in line with a passage making yacht. High bulwarks deflect spray for a dry ride and her bulbous-bow geometry with hydraulic stabilizers deliver her efficiency and stability at sea.

Boat Inspection.

Flying Bridge

The flying bridge features start with the center-mounted helm station. It's fully outfitted and includes such features as a Maretron performance display, dual 16" (40.64 cm) MFD's (Multi-Function Display), a Garmin wind indicator, a stabilizer display, autopilot screen, autopilot control, engine control and thruster controls. Dual helm seats are from Stidd and are fully adjustable for height, slide, swivel and recline. Flip armrests and flip footrests are also provided. The captain's seat is centerline mounted, the optional observer's is offset to starboard.

Entertaining while underway is via a settee just aft and to starboard. It includes an L-shaped sofa surrounding a triangular table on a hi-lo pedestal. Across is an optional refreshment center with plenty of counter space, a recessed sink, stone counters, an icemaker and refrigeration. All this is under the protection of the FRP Hardtop 6'9" (2.06m) off the deck.

While forward visibility is excellent from this central location, looking aft is another matter. There's no sightline to the side decks, but the extended boat deck ends at the same level as the side decks so by having a view of the boat deck, it's easy to judge the side of the boat. Of course, since all dockings are slow affairs, it's also easy to just step to the side to get a better vantage point if desired. Another solution would be a remote control for the mains and thrusters such as Dockmate.

Boat Deck

Just abaft and three steps down is the boat deck. While this can certainly be used for additional lounging and sunning, its primary function is for supporting the tender. It measures in at 18'10" (5.74m) fore and aft and an optional ES1500 crane is mounted in the center. It can swing and extend far enough to launch off either side or the stern and the central location allows for a single tender, dual tenders, PWC's or any combination thereof. If used for relaxation or gathering, safety is enhanced by the rails that top out at 37" (93.98 cm).

Lower helm

The lower helm is fully protected from the elements with a watertight door to either side. This negates the need for enclosing the upper helm in Isinglass or the like, but some will still choose to do it. This location features three large MFD (Multi-Function Display)'s, a portside subpanel with the Maretron display, stabilizer display, stereo and electrical switches. To the starboard side are the engine controls, the autopilot display and control stick, bow and stern thrusters and then the control for the hydraulic PTO (Power Take Off) for get home capability. Electrical panels are to both port and starboard, below the main console. The operator gets a leather upholstered Stidd helm seat.

Northern Marine 57 RP

The lower helm has large MFD (Multi-Function Display) screens. Notice the tinted glass door to the electrical panel left of the seat. To the right of the console we can see the joystick for the hydraulic get home drive, just ahead of the bow and stern thruster sticks.

Ahead of the pilothouse, and the five windshields that are slanted forward to eliminate glare from the instruments at night, are large storage compartments to both sides. Over the windshields is a protective brow that comes out 16" (40.64 cm).

Foredeck

Fully forward the bulwarks come up 35" (88.90 cm) and the 1.5" (3.81cm) rails top out at 41" (104.14 cm). The raised foredeck houses a Muir windlass, chain stopper and anchor roller mounted through the stem. The anchor itself is huge... 154 lbs. (70 kg) signaling a new direction for having a single, beefy anchor rather than dual anchors of different weights. Access to the rode locker is to the starboard side and foot controls are to port.

Aft Deck

The aft deck is another exterior entertainment venue. To the aft quarters there are hawse cleats and an optional 75' (22.86m) 50-amp shore cords on electric reel is to starboard. A hatch in the Amtico-covered deck leads to the lazarette. A transom gate allows boarding from the swim platform when the starboard side gate is out of reach.

As for entertaining space, the deck measures in at 16'1" x 6'4" (4.90m x 1.93m). There is no fixed furniture allowing an owner to outfit it as desired for the individual occasion. Forward at to starboard, an optional refreshment center includes a solid surface counter with recessed sink, storage and refrigeration, all under the salon window.

Northern Marine 57 RP

The main deck features an aft salon with the galley ahead and to starboard. A pantry is opposite to port with a passage through to the raised pilothouse. A companionway to port leads to the master and aft to the engine room. The forward VIP is accessed from the raised pilothouse.

Salon

With this optional asymmetrical layout, the salon has been extended all the way to the port hullside making a much more spacious gathering venue at 13'11" (4.24m) wide and 10'7" (3.22m) fore and aft. It becomes even more spacious with the 6'11" (2.11m) high overhead.

Northern Marine 57 RP

The salon is open and airy. It's outfitted with freestanding furniture and oversized windows allow plenty of natural light. The galley can be seen just ahead.

Windows surrounding the salon are huge and pour natural light into the area. All furniture is freestanding and consists of two swivel chairs and a coffee table to port, and an L-shaped sofa to starboard. A beautifully finished coffee table is expandable by pulling end leafs out and up. Storage is in the bulwarks behind the chairs and an optional 55" (139.70 cm) TV rises from an electric lift in the stone counter. Sconce lighting is placed between each window. A storage chest with stone counter is ahead and up against the galley bulkhead.

Northern Marine 57 RP

The pedestal table is expandable. Decking is low maintenance Amtico.

As for fit and finish, it is in a word... outstanding. Wood is all Walnut with a satin finish and the joinery is flawless... absolutely flawless. Even the window trim includes rounded corners. This is something we see in more upscale coastal yachts designed for impressing and entertaining. And this in a passagemaking

trawler. And it's all while maintaining a home-like feel to it.

Galley

The U-shaped galley is just forward and to starboard, up two 8" (20.32 cm) steps to port. This gives it a welcome overlook of the space just behind. An opening window to starboard is just over the sink and provides ventilation in addition to an extraction fan over the cooktop.

Northern Marine 57 Raised Pilothouse

The galley is raised from the salon giving a nice overview of the entire space.

The walnut woodwork continues, and all the essential appliances are present, include a trash compactor and dishwasher. Storage is all around, both above and below the stone counters. Refrigeration being essential to a distance cruiser, the fridge is full-size and supplemented by two freezer drawers just beneath. To port of the passageway leading forward is even more storage along with a pull-out pantry and a microwave cubby. The floor is Amtico and optionally heated now.

Raised Pilothouse

We already discussed the operational aspect of the pilothouse. Now for gathering. Since this will likely be the most popular place to be when the 57 is underway, it's made to be a welcoming and comfortable place to accompany the captain/host.

Northern Marine 57 RP

Gatherings in the raised pilothouse will be at the aft settee.

There's a raised settee at the back providing outstanding views. The sofa wraps around a triangular table on a hi/lo pedestal allowing for conversion to a berth for the off-watch. This is all on a raised platform with storage underneath. A Day head is alongside the entryway. If a side-deck to port is requested for full walk-around capability, then there will be interior stairs leading to the flying bridge in the location of this day head.

Northern Marine 57RP

The lower deck features two staterooms with the master being midship and full beam. The VIP is located forward.

Master Stateroom

The master is accessed from a set of curving stairs to the port side of the salon. At the bottom of the stairs, the foyer has a small and convenient storage area that also includes an optional wine chiller under a stone counter. Just opposite is a stacked washer and dryer.

Northern Marine 57RP

The master stateroom is a showcase of the Northern Marine cabinetry artisans. Notice the Eastern Maple planking above the Walnut bureau.

The berth is in the center of the stateroom and measures in at 82" (208.28 cm) x 72" (182.88 cm). Walnut storage cabinets are to both sides with soft close drawers fabricated with dovetail joinery and tongue and groove facia.

Rather than small portlights, or equally small hull side windows, these optional windows are massive. Natural light literally pours into the 8'11" x 16'5" (2.72m x 5.00m) stateroom. The overhead clearance is remarkably high t 7'11" (2.41m) and that leaves 5'10" (1.78m) over the berth. To the sides are drawer storage and hanging lockers and removing the outer panels reveals plumbing runs, that are neatly labeled,

as well as the stabilizing fins. Additional storage is under the berth.

More of the beautiful fit and finish can be seen here as well as the extra detail work, such as curved doors that take much longer to fabricate than simple rectangular ones. There's optional Eastern Maple paneling to the bulkheads that contrasts nicely with the walnut trim and satin finish is used all around.

Private Ensuite

The master head includes plenty of storage in cabinets with adjustable shelves. Between the upper cabinets there's a mirror with a touch sensor to turn on the perimeter light. Another switch turns on the optionally heated Amtico flooring. Additional storage is underneath the solid surface counter and there's a sink recessed into the solid surface counter.

Engine Room

Outside the master is the electrical panel for the lower deck items. Just aft is the entrance to the engine room, conveniently near the master stateroom.

The gleaming white ER is focused on the 325-hp Continuous Duty John Deere diesel engine. It's important to note that this is indeed a continuous duty engine as that means it has a life cycle of 20,000 hrs as opposed to 6000-8000 hrs of a recreational diesel engine. There are two 20kW generators with the "get home" PTO (Power Take Off) in the center of the two. There's a sea chest providing a single through-hull for all the cooling water connections... eight in this case, all with attached sea strainers for each one. Talk about reliability!

Northern Marine 57RP

The 57RP is powered by a single 325-hp continuous duty John Deer. The optional rail surrounding the engine is a must-have item for checks while underway. At the back, the door to the lazarette can be seen.

A door to the aft end of the ER leads to the lazarette. In the center is a ladder to the hatch in the aft deck above. Equipment includes the hydraulic system and the 600-gpd (2271 LPD) watermaker. Above is an optional UV system for further cleaning and purifying the water. Batteries are across the stern with the rudder stock in the center, that could be easily fitted with an emergency steering tiller.

VIP

The VIP stateroom is in the bow, and we get to it by a companionway to the starboard side of the raised pilothouse. This gives the ultimate in privacy.

The stateroom is laid out in the typical fashion of a 60" (152.4 cm) x 80" (203.2 cm) island berth accessible from both sides. There's more of the Eastern Maple that we saw in the master repeated here and it gives an elegant "yacht" look to the otherwise homey atmosphere. Dual heavy-duty opening portlights are to both sides. Storage is above the headboard and there are his/her reading lights fitted to the sides. Additionally, there are settees to both sides of the berth making a comfortable spot to sit while getting ready to hit the deck, or the town.

More storage is in a hanging locker to the starboard side as well as under the berth. A door to the port of the entry leads to the private ensuite.

Construction

Constructing a Northern Marine is not a piecemeal job. Quite the contrary. No corners are cut as the workers spend months creating the hull and deck components. When they are assembled, the real work begins as workers begin glassing bulkheads, decks, stairways etc... each becoming an integral component of the overall structure making a unified single piece. Where there are joints, both sides will be bonded and fiberglassed. The finish work is exemplary and it's clear that the yard has moved from a commercial-like

builder to a fine yacht builder, and the difference is striking.

Equipment Discussion –

One of the more interesting features of the 57 is the “get-home” capability where there is no wing engine, no separate drive train, but rather a hydraulic PTO (Power Take Off) connection to the reverse gear that allows the generator to become the drive for the running gear. Simply start the 20 kW generator, activate the system and move the dedicated throttle for the new system to propel the yacht at an average speed of between 4.5 to 5.5 knots.

Optional Equipment.

- 5-blade 50” x 52” hi-skew, hi-raked Nickel Bronze (NiBral) propeller in lieu of the standard 4-bladed prop.
- Articulating rudder
- Bow thruster upgrade from 25-hp to 33-hp
- Upgrade refrigerator
- FRP Hardtop over flybridge
- Lube oil tanks and manifold system with two 30-gal tanks.
- Fuel polishing system
- Line cutter on prop
- Day head and sink to pilot house
- Fuel transfer pump 17-GPM
- 4000-watt inverter upgrade
- 105,000 btu diesel heater

- Upgrade to 2-cylinder rack and pinion steering
- Dimmer switches for all overhead lights
- Upgrade to Walnut interior wood in lieu of Sapele
- Kevlar layer to forward section of the hull

Price.

This boat, fitted as she was during our test, had a price of roughly \$3,300,000 USD

Observations.

It was exciting to test this latest model from Northern Marine. Aside from the fact that I'm particular to distance cruisers, this was such a well-made boat that at every turn there was something to appreciate... be it the fit and finish, the materials, the quality appliances or just the sheer volume of the interior spaces that give this yacht its home-like feel. Whatever the case may be, there're certainly a lot to like about this 57 Raised Pilothouse. People's Choice indeed...