

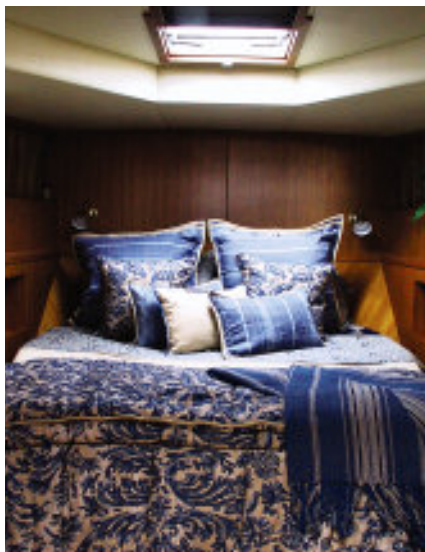
## Island Pilot 39

BY GEORGE SASS SR.

**S**pend a little time with Reuben Trane, the force behind the Island Pilot 39, and you understand why this boat is so unconventional. He's one of those naturally creative types — always thinking, always talking, and never afraid to approach things differently.

Trane has a history of bringing fresh ideas to the boating world. He helped introduce the line of little "Hen" day sailers; worked with designer Jay Benford to market those big, funky, Jeep-carrying Florida Bay Coasters; and most recently helped market Mirage's long-legged Great Harbor N37 trawler.

The Island Pilot is Trane's most ambitious and innovative project. Robert Harris, N.A., who brought us the popular, salty line of Vancouver sailboats, designed the hull. Trane developed the deckhouse and accommodations plans with help from naval architect George Petrie.



Built in Mainland China under Trane's watchful eye, this boat gives a new meaning to the term "fast trawler." Up to now, "fast" has meant in the high teens. But the Island Pilot cruises at 28 knots and has reached speeds of 33 knots. During our sea trial, the bow angle while running in the upper teens was a bit high, but Trane is working on fine-tuning the boat's trim tabs.

Of course being able to go this fast doesn't mean you have to. Fuel burn at 28.3 knots was 29.4 gph with a crew of four, half-loaded and in a 1- to 2-foot Chesapeake Bay chop. Slow down to its displacement speed of 7.8 knots and it sips fuel at less than 3 gph. It's nice to have these kinds of options.

But it's definitely a lot more fun driving this boat in the fast lane. Handling was more like a runabout than a trawler, and I wonder which owner will be the first to water ski from their "passage maker." In addition to the hull design, key to this performance was the unique drive system, which uses twin Volvo Penta 350-hp diesels paired with Aquamatic Duoprop sterndrives.

This system allows the counterrotating dual props to convert more energy into forward thrust, and the sleek lower units also create less drag than conventional struts, shafts and rudder posts. Another advantage of this drive system is that it keeps the draft to a modest 3 feet 2 inches, making the Island Pilot perfect for the Keys and the Bahamas. Only time will tell whether maintenance of the sterndrives will be an issue.

The "pilot" part of the boat's name comes from its functional, workboat influence. Two cabin doors open to wide side decks, and the aft flush deck makes line



**The Island Pilot's distinctive angular styling gives visual notice that this is not your average fast trawler. Innovation abounds throughout, but in the final evaluation, practicality still reigns. A true live-aboard vessel with commodious accommodations for two, the 39 combines offshore capability with efficiency across a broad speed range.**

handling easy. At 8 by 12 feet, the deck has room for a table and chairs, although the two molded steps in the transom seem a bit awkward. I'd rather see just one step with a built-in swim ladder.

Our test boat was equipped with a canvas sun top that can stow an RIB inflatable, but more owners will probably choose the optional hardtop. The sharp angular lines of the deckhouse and the flying bridge give the boat a purposeful, almost military look.

Inside, the look is bright, airy and



homey, and the extra-generous headroom makes you feel you're in a much larger boat. The details and choice of equipment are signature Trane — refreshingly different and smart. The galley-down layout with adjoining dinette allows the main saloon to function as the lounge and entertainment area.

Because no attempt was made to jam another stateroom into this

### SPECIFICATIONS

LOA: 39' 6"

Beam: 14'

Draft: 3' 2"

Fuel Capacity: 400 gal.

Power: Twin Volvo D6 DP 350-hp diesels

Price Range: \$439,500

Information: 888-443-2965

[www.islandpilot.com](http://www.islandpilot.com)

20-gallon hot-water heater and a Vacu-flush head. A two-station RayMarine electronics package, three LCD TVs, a Bose sound system, and even a satellite TV receiver and antenna are all part of the "base" boat. To run all this cool stuff, the boat is equipped with a 2,000-Watt sine-wave inverter and a Westerbeke 7.6-kW generator. Even an RIB dinghy and a four-stroke outboard are standard.

Since Trane is selling these boats direct, he's able to offer some very competitive pricing, yet still provide a turnkey package with no need to add options or upgrades. As a result, the Island Pilot 39 may very well attract those who are considering a used boat. For nearly the same money, here's a boat that not only boasts all-new equipment, but also is filled with new, and refreshing ideas.

Water skiing, anyone? ❄️