

CRUISING YACHTS, INC.

Rowayton, Connecticut

Pacific Seacraft 38T Fast Trawler

Expanded Specification Sheet- Winter 2003

INTRODUCTION

PACIFIC SEACRAFT

Pacific Seacraft has been building world-class offshore cruising yachts since 1976. Pacific Seacraft builds W.I.B. Crealock designed sailboats, Bruce King designed fast trawlers, and the Nordhavn 40 trawler for Pacific Asian Enterprises (including the record setting hull #21 “*Around-the-World*” boat). Pacific Seacraft’s accolades include twice being selected to the Fortune Magazine list of “100 Products That America Makes Best”, and inclusion in Ferenc Mate’s survey, “The World’s Best Sailboats” (Volumes I and II).

DESIGNER – BRUCE KING YACHT DESIGNS

Bruce King has designed some of the world’s most renowned custom yachts, including Whitefin, Whitehawk, Signe, Liberty, Hetarios, Sophie, Alejandra, and Antonisa, all of which are in excess of 95 feet in length. His 35-year design relationship with Pacific Seacraft/Ericson Yachts is one of the longest running associations with a production yacht builder in the world. More recently, he designed the “Picnic” and “Talaria” line for The Hinckley Company. Bruce’s work for both power and sail combines classical lines with modern performance characteristics. True to most of his designs, there is seldom a straight line to be found in the form of the 38T, from the flared bow sections to the tumblehome of the stern quarters, to the camber, twist and tumblehome of the sheer-to-bridge stanchions. The collaboration between Pacific Seacraft and Bruce King is powerful, as the beautiful and graceful shape of the 38T belies the brute strength of her construction.

DESIGNER’S COMMENTS

There were several challenges to meet in order to create a better “fast trawler.” Not only was it necessary to maintain as low drag as possible, but also to insure as soft, as well as dry, ride as possible. It was also desired to offer accommodation improvement for the general size. All of this had to be geometrically married with an exterior styling that projected strength, security, and charm.

There are optimum hull characteristics for each speed range. Since the 38T is intended to be a “fast trawler”, a modified-V hull shape was chosen. The deadrise angles forward were chosen to produce a soft ride without giving up too much lift. We attempted to maintain as much deadrise aft as possible. There is a trade-off with the center of buoyancy location, which must be positioned to align with the center of gravity location. The center of gravity location is difficult to change significantly, being largely defined by the general type. However, in this interest, we located as much weight aft as was feasible. This allowed us to maintain sufficient deadrise aft, which helps to produce pleasant steering characteristics with comfortable banking during high-speed turns, as well as improved behavior in quartering seas. A chine flat is included to add lift, stability, and knock down the spray. Although

every trawler should have a keel for propeller protection, we minimized the wetted area of this by employing a concave profile. The sectional shape was also streamlined for minimum drag. It was also decided not to include lifting strakes. While included on some boats of this type, any possible benefit is controversial. If any benefit did exist, it is limited to high speeds only, and at the expense of an increase in drag at low speeds. It was felt desirable to minimize drag as much as possible at low speed in order to maximize the cruising range for those who wish to operate their boats more as a conventional trawler at displacement speeds.

To provide security when moving about the side decks, the decks were lowered allowing high bulwarks. With an overhanging cabin top, additional protection is provided, as well as providing a sunshade for the salon side windows. This helps maintain comfortable cabin temperatures on sunny days. The high bulwarks/low side deck combination unfortunately limited the availability of accommodation space under the side-decks in the aft stateroom. The solution was to locate the shower under the corner of the galley. The outboard corner space of an L-shaped galley is accessible only with great difficulty; hence the shower is a much better use of the space. This opens up the entire aft cabin, as well as offers a more spacious shower than found on other trawler designs in this size range.

The 38T is the only aft cabin yacht of her size that offers the security and comfort of covered side decks. Instantly identifiable by her unique styling, she offers comfort, performance, and style unavailable by any other “fast trawler” yacht.

—Bruce King
Newcastle, Maine

MAJOR SPECIFICATION DETAILS

HULL

The hull is classically shaped without distortion for the sake of interior volume. Flared bow sections produce a dry ride and lift the bow over the wave ahead when running down swell. The depth and shape of the forefoot guarantees a smooth ride. The chine design—tapered chine flats—deflects spray downward. A long rubstrake and quarter guard dressed with a stainless steel bead help to protect the finish on the topsides and add detail to accent the hull lines. The hull lines finish with graceful tumblehome in the aft sections.

The hull bottom is solid fiberglass, providing long term protection against any slamming loads. High quality domestic polyester fabrics are used inside a vinyl ester skin coat. Four longitudinal Airlite-cored stringers with skins of biaxial and unidirectional roving add bottom panel stiffness and bear engine loads.

The topsides are cored with aircraft grade end grain balsa to achieve a high stiffness-to-weight ratio.

MAIN DECK

The styling of the lines of the deck, cabin trunk and house artfully create a form to disguise the true volume of the interior living space through a combination of cambers and facets. Deep bulwarks around the sidedecks add a feeling of security when moving about the main deck.

Stairs with generous tread width for access to the aft cabin top dinghy storage area and flying bridge are molded into the aft cabin house side and are accommodated unobtrusively in the aft cabin hanging locker.

Covered sidedecks outside of the main cabin help shade sun and shed water from the main salon and opening windows to allow maximum fresh air circulation rain or shine. The covering also reduces the heat load on the main salon.

Four 2" x 12" freeing ports are located in the bulwarks low enough for draining solid water from the deck, but high enough to prevent rain and wash down water from streaking the hull topsides.

Four drains in the horizontal deck drain to the waterline to prevent wash down and rain water from streaking the hull topsides.

The *main safety rail* around the deck has a 1-1/4" top rail supported on 1" stanchions. The midship termination of the safety rails is at the fiberglass sheer-to-bridge stanchions. The main rail opens midship port and starboard, and at the transom, for easy boarding.

A *bow/anchor platform* supports a pivoting roller system for anchor storage and launching for a 45lb. CQR or equivalent Delta or Bruce anchor.

Deck storage lockers are molded-in to port and starboard of the anchor platform. The deck/anchor *raw water washdown* fixture is installed in the port side. The lockers are covered with molded fiberglass hatches with lockdown handles.

The *transom door* and *port and starboard bulwark doors* hinge inward to prevent accidental opening. There is a vinyl-coated cable gate across the opening in the main safety rail over each of the doors.

The *swim step* is 24" deep and has a stainless steel rub strip. A folding *swim ladder* is fastened to the swim step for boarding the swim step from the water.

The *main cabin house windows* are manufactured by Bomon, with powder-coated aluminum frames and tempered glass lenses. Side windows are gray tinted and the forward windscreens and aft galley window are clear. The three forward windscreens are fixed and each is fitted with a self-parking wiper. The side and aft window in the cabin are slide opening. Each of the opening windows is fitted with an insect screen.

Two sliding doors open to the main cabin. The starboard forward door provides access to the salon through the helm station and allows access to the sidedeck for maximum flexibility when docking or close-in maneuvering. The port aft sliding door provides convenient access at the aft end of the salon and an easy route from the port side bulwark door for loading groceries and supplies to the refrigerator and galley. The port sliding door is under the covering of the flying bridge deck for sheltering the door opening in rainy conditions. Both sliding doors ride on Harken low-maintenance ball bearing slide cars. A high quality TrioVing lock is installed on each door.

Access from the aft deck to the aft cabin is through a companionway with hinged doors covered with a choice of a sliding or hinged hatch.

Five *solar vents* are installed in the deck for active fresh air ventilation. Two are in the aft cabin, one is in the aft head, and two are in the forward cabin.

Four *stainless steel opening portlights* are installed forward in the hull topsides – one is to port and one is to starboard in the forward cabin, one is in the forward head and one is in the forward hanging locker. Each has a removable insect screen.

The four bow and two stern cleats are proprietary castings of “specified” bronze. The foundry has certification of the composition of each batch of metal used in the casting process. Each part has a double-chrome finish.

Four hawse pipes aft and two at the bow provide flexible access to the main bow and stern mooring cleats. The port and starboard midship hawse pipes include integral cleats in the mount flanges.

All load-bearing deck hardware is mounted with a metal backing plate. Each fitting, as well as its backing plate, is bedded in polyurethane adhesive sealant.

Two stainless steel handrails are mounted on the aft end of the aft cabin top.

A *solid teak caprail* finishes the hull to deck joint in yacht quality fashion. Caprail scarf joints are locked together with stainless steel fasteners and inlaid butterflies.

Flying Bridge

The contours of the flying bridge cowling flow smoothly into the flying bridge deck. A teak eyebrow and traditional running light boards accent the shape of the cowling and the spring in the sheer line of the bridge. The molded-in instrument facets provide mounting surfaces for radar and chart plotter screens as well as the standard instrument, component switch, and control complement.

Seating

One H2PS Pompanette swiveling and sliding helm seat

One 36” (91cm) Pompanette bench seat

Two 6’-6” (1.98m) molded fiberglass bench seats with hinged hatch access to storage inside. Propane storage is in the compartment of the aft end of starboard seat.

The *venturi* windscreen has a 1” stainless steel handrail over its entire length.

Controls located at the upper helm station - Bridge control switch panel - Navigation lights - Search lights (optional) - Instrument lights - Deck Lights - Windlass (optional) - Courtesy lights - Horn - Battery parallel switch - Trim tabs

Alarm indicators at the upper station – both, visual LED and audible buzzer engine water temperature, engine oil pressure, engine room temperature, and bilge pump running, are included in the upper station engine control panel.

Standard navigation instruments – B&G repeater for knotmeter/log, and depthfinder. A Ritchie "Explorer" *compass* is mounted right above the engine instrument panel.

VHF Radio – A “Standard Communications” RAM mic is mounted at the helm station which allows full operation of the Standard Communications “Intrepid” radio mounted at the lower helm station.

INTERIOR

Teak veneers and *teak solid wood trims* are found throughout the interior except in the forward cabin interior fascia and head compartments, where laminate surfaces are used for reflectivity or easy maintenance. The cabin sole is teak and holly veneered plywood.

The teak surfaces are finished with one sealer coat and four topcoats of *Epifanes Wood Matte* varnish. The cabin sole is finished with Varathane 1100.

The *headliner* is built of vinyl covered panels mounted with Velcro and is easily removable for underdeck access. Headliner panels standoff the underside of the deck $\frac{3}{4}$ " to 1", creating an insulation air space that minimizes the potential for formation of condensation on the surface. Teak battens accent the margins of each panel.

Forward Cabin

The *vee berth* is 7'-2" (2m) with storage below accessed through side doors port and starboard, and through hatches in the berth top under the cushions port, starboard and forward on centerline. The *berth cushion* is 5" (12.6cm) foam covered in fabric. *Hull ceilings* outboard of the berth are finished in teak planks with plugged fasteners standing 1" off of the interior hull skin. *Shelves* are installed above the vee berth port and starboard.

A *large hanging locker* aft of the vee berth to starboard is cedar lined with an opening port for light and ventilation. A *changing seat* with storage under is located aft of the berth on the starboard side inboard of the hanging locker.

A teak bi-fold louvered door with a hinged hatch closes off the forward cabin from the rest of the boat.

Forward Head

The forward head is located ensuite to the forward cabin. The bulkheads and cabinet faces are surfaced with laminate for easy maintenance and reflectivity. The vanity counter top is Corian® and the sink is stainless steel, undermounted in the Corian. A teak-framed mirror is located just above it.

Fixtures - A Grohe combination faucet serves as a sink fixture as well as a shower fixture. The standard head is a Groco "K" marine type. A stainless steel opening port is installed outboard. The outboard hull ceilings are molded fiberglass panels.

Lower Helm Station

The interior helm station is forward in the main salon. The instrument and steering *console* has a panel that allows radar and plotter screens to be mounted so they can be comfortably viewed from the helm whether standing on the 4" riser, or seated in the *folding seat*, just a short scan from the engine instrument array. The *fuel gauge*, *windscreen wiper controls*, *freshwater washers*, *defrosters*, *B&G knotmeter/log* and *depthfinder* are all located immediately above the helm in the *full width overhead console*.

Easy access to systems, and space for future installations is provided for in the standard layout of the removable panels. Two panels on the vertical face below the dash provide wide-open access to the wiring terminals for engine and other DC systems. A removable panel below the instrument console

in the forward cabin allows easy access to the underside of the engine instrument panel and navigation instrument panel.

Main Salon

Headroom in the main salon is 6'-7" (2.0m) forward and 6'-5" (1.95m) aft. Light and ventilation are provided by the forward windscreens, four slide-opening side windows, and slide-open window over the galley aft.

The *L-shaped dinette seating area* is located to port and forward in the main salon. Its outboard section is 7'-0" (2.13m) long. The forward corner of it is comfortably bolstered. There is generous storage under the entire length of the settee. At the aft end of the settee is a *utility/bottle locker*, which can also be used for the installation of an icemaker, or stereo.

The elegant *dinette table* is crafted of solid teak for years of durable use. It has two drop leaves and a center console storage box supported by two 2" diameter stainless steel legs. The starboard leaf may be specified to extend to the *opposing settee on the starboard side*, or to accommodate folding stools on the salon sole.

There are *four engine room access hatches* in the sole of the main salon. In addition, access to the engine room can also be gained through the *lifting stairs* in the passageway to the aft cabin. The lifting stairs provide access without opening the hatches when guests occupy the main salon.

There is a *10-loop handrail* overhead running the full length of the main salon for ease of movement underway.

Galley

The galley is L-shaped and built-in to the starboard aft end of the main salon. Storage is provided in a bank of three drawers, one drop face, and an undersink locker. A trash bin slides out from the galley face. An overhead cabinet has locker storage and space for an optional microwave installation. The *countertop* is Corian®. Opening windows outboard and aft provide excellent cross-ventilation.

Fixtures and appliances - The *Stove* is a Force 10 propane 3-burner with oven and broiler. To maximize workspace, the oven door folds away as it opens. An additional large drawer for convenient pot and pan storage slides out from beneath the stove on smooth ball-bearing glides. The *refrigerator/freezer* is a Norcold DE 561 AC/DC upright. The Grohe/America faucet has a removable crane for pot washing and spraying. It is mounted over a double polished stainless steel Scandvik sink undermounted in the Corian countertop, for easy cleaning.

Aft Cabin

The aft cabin contains all of the amenities to make it a comfortable retreat. It is accessed from the aft end of the main salon. A louvered bi-fold door separates it from the rest of the boat. Access to the deck is through the aft companionway with hinged doors and a sliding or hinged hatch. Two fixed windows aft, and slide-open windows port and starboard, create an airy and comfortable atmosphere.

The *bed* is a comfortable 6'-7" long and of queen-size width. Two Cantalupi bulkhead mount reading lights are mounted over the head of the bed.

There is ample storage in the aft cabin. A large locker forward in the cabin has one half organized into shelf storage and the other half is cedar lined for hanging garments. Below the locker there is a bank of three drawers. To starboard is another bank of four drawers.

Aft head

The aft head is ensuite to the aft cabin. The Corian® surfaced vanity top features an undermounted sink with a Grohe faucet.

A separate stall shower with 6'-2" (1.9m) headroom is efficiently located under the galley counter. A Grohe/America adjustable Euro-style fixture and glass door complete the enclosure.

There is a large mirror on the bulkhead.

MECHANICAL – ENGINES

Standard engine power is twin Yanmar 6LY, rated at 350hp each, fitted with ZF IRM transmissions. Engine maintenance points are mirrored to the centerline for easy access. Yanmar engines are chosen for their excellent power to weight ratio, reliability and extensive worldwide service network.

Running gear – Heavy bronze struts and “R&D” split couplings with “R&D” flex elements help to ensure the quietest possible running and to prevent transmission damage from prop fouling. The prop *shafts* are of 1-3/4” Aquamet 22 alloy. Shafts run through PYI/PSS stern tubes and cooling water-injected shaft seals and are supported with two shaft bearings each. *Propellers* are four-blade bronze Michigan Wheel.

Engine panels are custom made by Common Ground with VDO instruments backlit by fiber optics. *Alarm systems* with audible and LED indicators at upper and lower stations include: Engine water temperature, oil pressure, engine room temperature, and bilge “pump running.”

Cooling, Exhaust and Sound Attenuation System

Engine cooling water is drawn in through two *sea chests* with external strainers. If one of the external strainers becomes fouled, the sea chests may be valved to interconnect so that cooling water for both engines may be drawn from one.

Superbly engineered Soundown 12” x 48” lateral waterdrop *exhaust silencers* separate exhaust water discharge from exhaust gases to achieve the lowest overall running noise possible. In addition, the silencers are wrapped in 1” insulation. The exhaust gas is discharged through the transom through a 6” duct from each silencer. Exhaust water is discharged through the transom through separate 2” thru-hull fittings with flaps.

The engine room is insulated with 2” Technicon foil faced foam insulation all around.

Fuel system

Fuel tanks – The standard fuel capacity of 320 gals. is divided between two aluminum tanks: 145 gals. (548 l.) to starboard and 175 gals. (661 l.) to port. An optional third fuel tank of 95 gals. (358 l.) is available to be installed under the aft cabin bed. The addition of the optional fuel tank reduces the

fresh water tank capacity from 240gals. to 190gals. All fuel tank levels read-out at gauge at the lower helm station.

Fuel is routed through high quality hose terminated with Parker fittings. Stainless steel pick-up and return manifolds give maximum flexibility for selecting fuel flow. Each engine pick-up line passes through Racor "75/900 Max 2" *duplex filters* fitted with a crossover valve and vacuum gauge for convenient service and operation. An electric fuel transfer system is installed between the port and starboard tanks.

Engine Room Ventilation

Engine room air intakes are located to port outboard of aft cabin hanging locker and to starboard outboard of the galley storage area. The Engine room air exhaust is through two 12-volt exhaust fans located to port and outboard of the forward end of dinette settee. The engine room intake airflow rate with fans operating is 2700+ cu.ft./min. for engine combustion and compartment cooling.

Steering system

The 15" *steering wheels* at the upper and lower helm stations are linked to the bronze rudders by a Hynautic hydraulic steering system. Bennett *trim tabs* are fitted as standard, and allow trim attitudes to be adjusted for load and sea conditions. The trim tabs are operable from the upper and lower helm stations.

ELECTRICAL

The 38T includes many standard features in the electrical system. All wire is to ABYC specification. The *main AC/DC distribution panel* is conveniently located opposite the galley where it can be used without disturbing the occupants of either sleeping cabin. There is a separate, continuous service item panel for bilge pumps, etc. located adjacent to it. The main panel is metered for AD/DC amperage and voltage.

The standard *batteries* are "Lifeline" absorbed glass mat (AGM) for safety and durability. The house bank consists of two 4D 210 amp-hr. batteries. The engine start battery is one 4D 210 amp-hr. *Battery parallel switches* are operable from upper and lower helm stations as well as from the battery switch panel.

There is *comprehensive battery charging capability* onboard. In addition to the engine *110 amp alternator* on each engine, there is a *100 amp. charger* integral to the Heart Freedom 20. A Newmar *40 amp. charger* is provided for back-up redundancy.

The *AC shorepower system* includes *two 30-amp shorepower inlets at the box*. Two *30 amp shorepower* cords are provided as standard. Nine duplex outlets are located throughout the interior and engine room. One additional outlet is located on the bridge.

PLUMBING

A stainless steel *freshwater tank* of 240 gals. (907 l.) is located beneath the aft bed. The freshwater system is plumbed using polyethylene hose, color-coded blue and red. The Jabsco freshwater system

pressure pump is installed with an accumulator tank. A 12 gallon Atlantic stainless steel case water heater with engine water heat exchanger and AC shorepower heating element, is fitted in the engine room for easy accessibility. High quality Grohe fixtures are used in both heads and galley.

Three *electric bilge pumps* are located in the forward, mid, and aft divided sections of the bilge. Each is fitted with an automatic “Ultra Switch.” An additional manually activated electric bilge pump is installed in the lazarette compartment.

The fore and aft shower sumps empty into a self-contained, sealed box, each containing its own pump and float switch for overboard discharge. The forward box also collects and discharges anchor locker drain water and air-conditioning condensate.

SPECIFICATIONS REFERENCE

LOA (incl. anchor platform and swimstep)	40’-0” (12.2m)	Engines	Twin Yanmar 6LY 350hp.
LOD	37’-6” (11.4m)	Transmissions	ZF IRM 8° down Angle
LWL	33’-6” (10.2m)	Shafts	1-3/4” (44mm) Aquamet 22 alloy
Beam	13’-2” (4.0m)	Shaft seals	PSS
Draft (keel and run.gear)	3’-11” (1.2m)	Propellers	4-Blade Bronze
Displacement (half load)	26,000 lbs.	Batteries:	Lifeline AGM
Freeboard at bow	6’-6” (1.98m)	Engine start	1ea. 4D (210 amp-hr.)
Freeboard Aft	3’-6” (1.06m)	House bank	2ea. 4D (210 amp-hr.)
Hull deadrise midship	20°		
Hull deadrise stern	14°	Battery charging:	
Height LWL to venturi rail	13’-6” (4.11m)	Engine alternator	(2) 80-amp.
Height LWL to optional Trawler mast	22’-0” (6.7m)	Heart inverter/chrgr.	100 amp.
Maximum Speed	22 knots	Engine Panels	Built by Common Ground
Cruising Speed	17 knots		
Tank Capacities:			
Fuel (stbd. tank) – Alum.	145 gals. (548 l.)	Propane (LPG stove)	.
Fuel (port tank) – Alum.	175 gals. (661 l.)	Waste – stainless steel	55 gals. (208 l.)
Fuel - opt. 3 rd Tank	95 gals. (718 l.)	Water – stainless steel	240 gals. (907 l.)

PERFORMANCE DETAILS

(with Caterpillar 3116 engines rated at 325 hp. each fitted up to hull #009)

Speed/RPM/Fuel Consumption

(Source: *Power and Motoryacht July 1999*)

RPM	Speed – knots (mph)	Gals. (l.) per hour	nm/Gal	Range nm (std. tanks)
1000	7.5 (8.7)	3.2 (12.0)	2.35	635
1250	7.9 (9.1)	6.4 (24.2)	1.24	334
1500	9.7 (11.2)	8.4 (31.8)	1.16	313
1750	12.0 (13.8)	12.0 (45.4)	1.00	269
2000	12.5 (14.4)	16.8 (63.5)	.74	201
2250	13.6 (15.6)	21.8 (82.4)	.62	168
2500	15.6 (18.0)	24.4 (92.2)	.64	173
2750	18.0 (20.8)	27.6 (104.3)	.65	177
2890	20.0 (23.1)	28.4 (107.4)	.71	191

Note: Hull #010 on are fitted with Caterpillar 3126 engines rated at 350 hp. each. Performance estimates include a top speed of 22 knots, although optional equipment, ship's stores and number of people onboard will affect performance.

Yanmar performance information to follow.

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