

How strong can a cruising boat be? Delivery captain puts Crealock 37 through ultimate test "Awesome-just amazing" The locals had never seen anything like it before.

Experience told them that when a boat hits the reef at Diamond Head, it's gone. Period. In the last few years twelve boats had been lost there — all ground to a pulp before touching the beach. So when Rick von Stein's Crealock 37 *Aldabra*, smashed over the reef and came to rest on the beach nearly unscathed, the locals were understandably surprised. But not as surprised as Rick: "What this boat put up with is awesome — just amazing."

Testimonial to strength

"I sailed the boat from California to Hawaii last summer and had a wonderful time. The boat is an absolute delight to sail," says Rick.

"But I had obligations back in California, so I hired a delivery skipper to bring her home." Rick shakes his head. "The delivery skipper made a ridiculous navigational error out of Honolulu and ran the boat right up onto the reef at night, she washed onto the beach. Word has it that this is the only boat to ever hit Diamond Head and escape. It's a real testimonial to the strength of Pacific Seacraft hull construction." An average yacht would never have survived.

How did the Crealock 37 withstand such punishment?

Pacific Seacraft boats have long been the focus of sincere and heartfelt praise. Author Ferenc Mate, author of From a Bare Hull, The Finely Fitted Yacht and Best Boats Sailed that, "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft." From the mighty Flicka 20 to the stunning Crealock 37, Pacific Seacraft's boats have sailed confidently to the far corners of the world. They are beautiful; they are superb performers; and they are strong. Very strong. The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; uncompromised structural bonding of bulkheads to hull and deck; solid bronze deck hardware, thru-bolted and back plated; solid bronze U. L. approved seacocks; heavy bronze gudgeon supports at rudder bases; fully protective propeller apertures; one piece solid lead ballasts; superb engine access through cabin and cockpit-sole hatches; and, American production, ensuring immediate service for any reason.

Built to endure

The Crealock 37 is a true performance cruiser. W. I. B. Crealock designed the 37 to his own ideals without obligation to builder or dealer. He created a fast, lovely and



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honest yacht. "I did not have to pay homage to interiors festooned with bunks, or revered classic features, or long waterlines or short, or distorted ends," he says. "The 37 is an attempt to provide the weekender and the cruising man with a boat which will travel fast between ports under complete control, and which will yet remind him that the passage itself should be one of the pleasures of the cruise."

Crealock 37



Pacific Seacraft builds the Crealock 37 on a foundation of excellence. They know that cruising can be an incomparable joy — and a serious proposition. They take their boats seriously. The result: over 1200 Pacific Seacraft Crealock 34s and 37s, Flicka 20s, Dana 24s, Orion 27s, Pacific Seacraft 31s, are plying the oceans of the world today in absolute comfort and confidence. Their speed is legendary. Their beauty is elegant and graceful. And their integrity is unsurpassed. Whether for a weekend's pleasure or a blue water voyage, the Crealock 37 will make your dreams come true — and keep them alive. Come feel the assurance of Pacific Seacraft quality.

Specifications and further facts: LOA 36' 11"; LWL 27' 9"; Beam 10' 10"; Draft, standard 5' 6", shoal 4' 5"; displacement 16,000#; Lead ballast 6,200#; Sail Area, sloop 573 sq. ft., cutter 708 sq. ft., yawl 619 sq. ft., Headroom 6' 4".

Pacific Seacraft Corporation

1301 East Orangethorpe Avenue
Fulleton, California 92831
(714)879-1610