

Just Launched

New Boats

PACIFIC SEACRAFT 40

“...designed for blue water”



Pacific Seacraft builds boats that meet the real demands of bluewater sailing. The Pacific Seacraft 40's canoe stern, high bulwarks, and cutter rig are traditional for passagemakers, and its efficient hull profile and sailplan produce a very stable and forgiving platform.

Contemporary construction features in the hull include a biaxial fiberglass layup with vinyl ester resin in the outer skin for blister resistance. The hull (from the sheerline to the waterline) and deck are both cored with Baltex balsa; below the waterline the laminate is solid. The cockpit

sole can be lifted out for easy access to space below and for removal of the powerplant—two important details for self-sufficient cruisers.

The bright teak and white-vinyl layout belowdeck is configured to meet the needs of long-distance cruisers. The head, with a large wet locker for foul-weather gear or laundry, is to port at the foot of the companionway. A large nav station with a comfortable seat and an extendible table is directly ahead to port. The U-shaped galley, with its sinks on centerline, is access to starboard.

The main saloon will seat a crowd during social hour. Optional cabinets, bookshelves, and an entertainment center can be neatly spaced around the seating area. The standard forward cabin has a semi-freestanding island berth, full hanging locker, and

the boat tacked in about 90 degrees and sailed steadily on all points of sail. With the staysail, jib, and mainsail set, the 40 spreads a lot of canvas. It's also easy to shorten sail, as both headsails have roller-furling gear.

The cockpit area has high coamings, comfortable seats, and good visibility from the helm. While the 40's wheel-steering system is less sensitive than that of a racing boat, the feel is solid and the boat tracks well.

Under power the boat's turning circle was slightly more than a boat-length; maneuvering in tight quarters was steady and predictable. The

SPECIFICATIONS

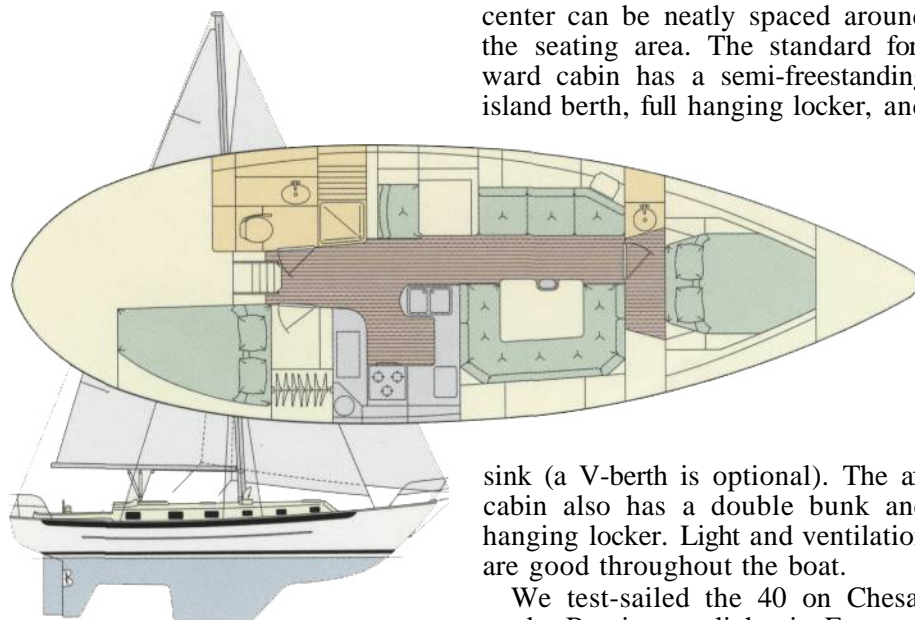
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LOA	42'2"	LWL	31'3"
Beam	12'5"	Fuel	70 gal
Water	150 gal	Displ.	23,600 lbs
Sail area	(100% foretriangle) 847 sq ft (w/ staysail) 1,032 sq ft		
Draft	(shoal) 5'1"; (standard) 6'		
Ballast	(shoal) 9,100 lbs; (standard) 8,800 lbs		
Power	50-hp Yanmar diesel		
Displ.-length ratio	330.9		
Sail area-displ. ratio	(w/ staysail) 20.07		

measured noise level at cruising speed in the main saloon was a reasonable 78dB.

Ideally a dream cruise involves a crew taking care of the details of onboard living and sailing and the owners doing little more than enjoying themselves, but Pacific Seacraft knows life doesn't usually work that way. That's why they've worked hard on the design, construction, and systems of the Pacific Seacraft 40, which has a price of \$285,000 (FOB Fullerton, California), including sails and basic electronics. There's no question that cruisers who want to experience their dream firsthand will be right at home in this boat. —Tom Dove



sink (a V-berth is optional). The aft cabin also has a double bunk and hanging locker. Light and ventilation are good throughout the boat.

We test-sailed the 40 on Chesapeake Bay in very light air. Even so,