



PACIFIC SEACRAFT 40

'One should get there quickly, but comfortably,' is designer Bill Crealock's motto and his new Pacific Seacraft 40 continues his tradition of producing cruising designs for the serious offshore yachtsman

Photographs by PRPA/Patrick Roach

Naval architect, Bill Crealock, has produced a series of long-legged, blue-water cruising yachts and the PC40 is the latest from the same school. The moment one steps aboard it is clear that every part of the boat has been thought out carefully by someone experienced in the conditions likely to be encountered offshore.

The hull retains the fin keel and full skeg profile of her sisters, with a shallow fin between the two to increase directional stability. The skeg finishes

slightly lower than the rudder to allow her to dry out without damage. The canoe stern, though limiting the accommodation layout somewhat, helps retain control in a steep, following sea.

The raised bulwarks offer a heightened sense of security as well as giving a good toe grip when heeled, and the stanchions and guardrails are the right height to keep you inboard, not trip you over. Inboard shrouds leave the sidedecks clear for access forward, and enable the headsails to be sheeted close. The

foredeck is built for confident use, and has a bow platform supporting two anchors well clear of the stem. A secondary chain rode exits via a deck hawse.

Equally careful thought has been applied below with sensible seagoing berths, galley and navigation area. In fact, she's a buy-and-go boat, with little to add to the standard inventory to make her fit for a long passage.

Below decks

Although fairly steep, the companionway steps are deep and have good hand-holds each side. In fact, the hand-holds throughout are excellent, with full overhead teak rails in the saloon and handles on the corners of the chart table and galley. The darkish teak joinery is lightened up by off-white headliners

YACHTING MONTHLY

For

- ✓ Well behaved under sail
- ✓ Quality fittings
- ✓ Comfortable

Against

- ✗ Cramped aftercabin
- ✗ Unwieldy engine cover
- ✗ Awkward main traveller





The extremely well-equipped galley is safe and easy to work at sea. It boasts all the necessary gear and plenty of stowage for extended passages

which incorporate zips below winches and deck gear for access. Natural light and ventilation is enhanced by the opening portlights and large hatch above the table. In addition there are two large dorade and four mushroom vents to keep the air flowing when she is battened down.

The galley catches the eye immediately, with its enclosed G-shape offering a safe refuge for the cook in most offshore conditions. The two sinks are near the centreline, allowing the water to drain on either tack, and there are electric and foot-driven pumps serving each of them.

A sensibly high fiddle stops water washing across the Corian worktop into the fridge and an optional freezer completes the set-up for long passages. Stowage abounds in a variety of well-partitioned lockers and drawers, while

the decent size gash bin hinges out from under so as not to compromise the work top. In fact, I am not sure the word compromise is in Crealock's vocabulary. The stainless steel Force 10 cooker has bar and strap to keep the cook steady in a sea; above-average lighting and ventilation lets him see and breathe too (a novel idea on some new boats).

Chart table

The navigation area also leaves little to be desired. The large chart table hinges up to reveal deep chart stowage under, but it can also be propped level to give additional working space in port. A comprehensive, hinged switch panel is situated behind the navigator's head and the wiring is all neatly terminated behind the seat back, which is easily removed. There is plenty of room for book and instrument stowage.



A well-appointed saloon offers comfortable seating for six to eight people and the well-padded, straight settees would make excellent seaberths

The deep fiddles are a little uncomfortable on the wrists when plotting, but this is a minor complaint which can be rectified to suit. On our boat a neat box panel had been made to house the radar and chart plotter. It looked the business but, considering these items are par for the course these days, we rather felt this panel should be standard on future models. The joinery throughout the boat is generally excellent, but extras don't come cheap. The teak cabinet above the freezer is listed at \$800 (£550) extra, so maybe you should get to know a good carpenter.

Seating in the saloon is comfortable for six and adequate for eight, with the settee cushions squared off to make good sea berths. The table lowers around the keel-stepped mast to create a double for port use, and there is a heap of stowage in bins and lockers under, behind and around. The two deep shelves above have retainers for tall objects and a

TV/VCR cabinet on the forward bulkhead is standard. Upholstery is firm, but well shaped and comfortable. All the portlights are stainless and open by undoing the wingnuts. These, combined with the big overhead hatches and the Dorade vent, offer good through-draught ventilation for warmer climes.

Three hefty batteries are stowed firmly under the floor, which keeps the weight low but does mean they would flood quickly in the event of the yacht being holed. All access boards in the floor have twin s/s locking bars and a locking catch, and the bilges are deep.

Heads and aftercabin

The heads, immediately to port at the bottom of the steps, has a separate shower compartment with teak seat and floor gratings. The toilet is snugly positioned between the sink and

bulkhead, aligned fore and aft, and there is a drained wet locker behind. The top-quality bronze seacocks – double-clipped and clearly labelled – can be accessed easily under the sink. The bowl intake seacock is beside the pump handle.

The smallish oval sink is set in a Corian top and has a hot/cold extendible mixer tap and a cold water foot pump. Stowage is good in three large lockers and two drawers and there are handholds in both the toilet and shower. Ventilation is very good with opening portlights in both compartments and an overhead hatch in the shower. Headroom is 1.85m (6ft 1in) throughout. The door to the heads is split and hinged halfway so it can be opened without fouling the companionway steps.

The aftercabin was slightly disappointing. Although grandly called a 'stateroom' by the builder, the canoe



Most navigators will find this roomy chart table more than adequate

stern design constrains it to little more than a smallish quarter cabin. The bunk, though quite long at just over 2m (6ft 9in), narrows rapidly from the 1.37m (4ft 6in) at the head, to leave you playing footsie at the end. That said, there is over 1.83m (6ft) standing headroom in the dressing area, and reasonable stowage in the hanging locker, with a further two drawers under the berth. As usual, the lighting and ventilation are better than average with two portlights opening into the cockpit and one outboard.

Forecabin

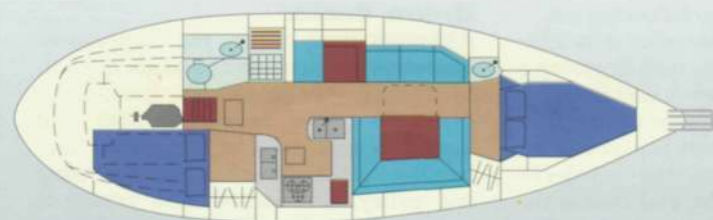
The forecabin is definitely the master suite, with a choice of an island or V-berth, and a vanity sink or extra hanging locker. Ours had an island berth with the extra locker – probably the best combination, although there is little difference in bunk area either way.

Comparisons

	LOA	LWL	Beam	Draught	Displ	Ballast	Sail area	Berths	Engine	Price
PS40	12.22m 40ft 4in	9.53m 31ft 3in	3.78m 12ft 5in	1.85m 6ft 1in	10,980kg 24,000 lb	3,910kg 8,600 lb	95.7m ² 1,032sq ft	7	51hp	£179,457*
Bowman 40	12.17m 39ft 11in	9.75m 32ft	3.84m 12ft 2in	1.5m 4ft 10in	8,620kg 19,000 lb	3,228kg 7,110 lb	71.53m ² 770sq ft	6	48hp	£226,599
Contest 42s	12.55m 41ft 2in	10.5m 34ft 4in	3.85m 12ft 8in	2.05m 6ft 8in	13,150kg 29,028 lb	5,025kg 11,078 lb	89.4m ² 961sq ft	6	59hp	£153,230**
Moody 40	11.91m 39ft 1in	10.26m 33ft 8in	4.04m 13ft 3in	1.85m 6ft 1in	9,480kg 20,900 lb	3,149kg 6,940 lb	61.2m ² 660 sq ft	8	50hp	£149,401

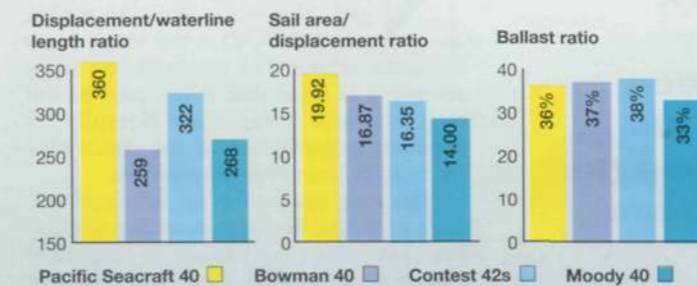
*\$297,900 @£1=\$1.66; **498,000 guilders @£1=3.25 guilders

Displacement/waterline length ratio: D/(0.01 x L)³. Where D is the displacement in tons and L is the waterline length in feet. **Sail area/displacement ratio: S/Dv^{0.4}.** Where S is the sail area in sq ft (main and 100 per cent jib) and Dv is the displaced volume in cubic feet (displacement in pounds divided by 64). **Ballast ratio: 100B/D**



What the figures mean

The canoe stern of the Pacific Seacraft 40 reduces the expected waterline length which tends to exaggerate the Disp/LWL ratio slightly. Despite this reduced waterline the PS40 gives a sprightly performance, mainly due to its large sail area. Ballast ratio is about average for a cruiser, but the lead is well down in the water to maintain a high righting moment.

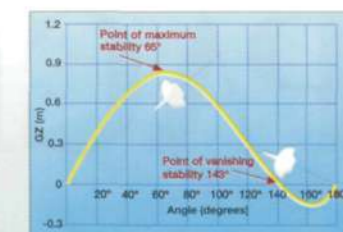


Stability curve

Every boat has a range of positive stability, when she will right herself when heeled; also a range of negative stability, over which she will remain upside down until external influences cause her to come up again.

The GZ curve plots these ranges and indicates the angles of maximum and vanishing stability, the point at which the boat inverts.

The GZ curve is not the whole story though. It is a static calculation which gives us some idea of how likely a boat is to be knocked down but cannot tell us how she will perform at sea. Other factors influence stability,



among them beam, ballast ratio, topside height, superstructure volume and centre of gravity.

And always be aware that any boat can be capsized in the right (or rather wrong) conditions. Also bear in mind that the weight of stores and where and how securely they are stowed can affect the stability of the boat.

ONBOARD

Stowage is very good: two full height lockers, six deep drawers under the berth, and two further lockers each side, as well as full-length shelves above the bunk. The water tank is under the berth, forward of the drawers, and access to the chain lockers is through a door. The hull sides are wood, strip-lined for insulation and air circulation, with ventilation provided by a large, dual-direction opening hatch.

Two large overhead, and two reading lights give ample light at night. The island berth is too narrow to have one's head forward, so there is the possibility the pillows will drop off the edge if the occupant is lying feet forward. With the V-berth arrangement, the pillows are held on by the locker sides.

On deck

The cockpit is a deep, safe working area with a good helm position, although space behind the wheel is a little tight. The angled coamings are wide and teak-capped, forming a comfortable seat between the big Lewmar 58ST primary and the 40ST secondary winches.

The steeply humped helmsman's seat contains a deep locker and manual bilge pump, and the gas is housed in a lazarette together with a hefty kedge with its own chain hawse. The full-depth locker under the port seat houses the holding tank and is big enough for inflatables and the like.

A stainless steel boarding ladder folds up to the rail beside the pushpit-mounted liferaft. The standard sprayhood is a little low, due to a low boom, so one has to duck slightly to get under it. The bridgedeck is substantial and there are harness points forward and aft of the cockpit and jackstays along the sidedecks.

Our boat had teak decks which were fairly clear. The headsail tracks are on the top of the raised bulwarks, and the staysail tracks on the sidedecks.



The forecabin master suite offers a choice of an island berth (as shown), or a V-berth with an in-fill. Six deep under-bunk drawers provide ample stowage and there is a choice between a hanging locker or a vanity sink unit to port

The full-length jackstays, 0.8m (30in) high guardrail and teak hand-hold along the entire length of the coachroof make going forward as safe as possible. Once on the foredeck, there is ample space to work. There are two pairs of fore cleats, one mounted on the inside of the bulwarks to help keep the deck uncluttered, and the other pair behind the windlass.

Large diameter fairleads are enclosed by the bulwark, but we would be tempted to add a couple of cleats to the top, as with the stern and midship cleats, for speedy attachment of mooring lines. An optional electric windlass is mounted on a sturdy pod to raise it up.

The mainsheet track, mounted over the hatch garage, though conveniently out of the way, is beyond the reach of the helmsman. It also means that, being so far along the boom, the friction on the mainsheet is quite high. We found it very

difficult to release the traveller as the jammers required the lines first to be pulled, which was impossible with the sprayhood secured. Turning them the other way up would cure the problem.

The rig

The Forespar mast has twin straight spreaders with fore and aft lowers taken to the sidedecks, and intermediate and cap shrouds to the toerail. The standing rigging wire is 1 x 19mm stainless steel. The Forespar boom is supported by a rigid vang, and she is cutter-rigged with Harken furling headsails and runners for downwind working.

The main halyard and all reefing lines on our boat were led aft through jammers to three Lewmar 44ST winches on the coachroof, although it was still necessary to feed the clew on to the ramshorn at the mast when reefing. We couldn't see the point of leading the main

Engine access

Access to the engine is good for working on in harbour and there is a heavy panel in the cockpit sole, secured by four large knurled nuts, to access the top and rear of the engine. But to put the primary fuel filter under this extremely difficult-to-remove panel could prove disastrous when the fuel line needs bleeding at sea. Hinges and a gas strut would make it a great deal easier and safer



Great engine access, but the unwieldy overhead cover needs hinges and a gas strut

but if you are planning to be as independent as possible, the least amount of energy and water consumed the better.

Having fresh- and saltwater foot pumps cuts down on over-use, but you also have the

electrics for when you are on shorepower.

Construction

The hull is hand-laminated using vinyl ester resins for the outer layer against a coloured gelcoat, and polyester mat and woven rovings for the subsequent laminates.

The deck is the balsa sandwich with moulded non-slip, and the hull is balsa-cored from the waterline up.

The hull and deck flanges are bedded in polyurethane and through-bolted with s/s bolts. The joint is then sealed with a teak rubbing strake.

Chain plates for the cap and



A pressurised electric hot/cold mixer plus sea- and freshwater foot pumps

intermediate shrouds are through-bolted into the hull, and the lowers bolted to the deck with backing plates. Primary bulkheads are bolted, as well as bonded to hull and

Water, water everywhere

Some might think this arrangement is a little over-the-top even by American standards,



The aftcabin is a little cramped as the canoe stern narrows the berth quickly towards the feet



American designers always seem to get it right with the heads: headroom, elbow space and decent ventilation

halyard back as someone had to go to the mast anyway. The mainsail was full battened with Harken cars (optional) and lazyjacks. Standard headsail wardrobe is a 120 per cent, 7oz genoa and 9oz staysail. Spinnaker and pole are optional, but the halyard, uphaul, downhaul and pole track are standard.

Under sail

In a sou'westerly Force 6, increasing to Force 7, occasionally gusting over 35 knots, we set out from Falmouth. Under full sail with the rain driving horizontally into our faces the boat inspired confidence and was raring to go.

The 120 per cent genoa created a huge amount of power which became too much for her above 24 knots of apparent wind. Despite having her rails well under, the helm felt steady and not once did we feel we were about to lose control – it just made making the coffee a little more awkward.

We might have been able to hold a high-cut yankee for a little longer, but we decided to put a reef in main and genoa, rolling up the staysail. To be honest, the staysail seemed to be doing little with such a full headsail, so rolling it up made little difference.

In this single-reefed state she was a dream to handle, settling into the groove and staying there effortlessly, eating up the miles at nearly 9 knots. In what were by now considerable gusts, she heeled quickly but immediately hardened up so that even when the water was lapping the coachroof sides you instinctively knew she would shrug it off and level out without gripping.

As the wind increased to 30 knots we rolled in the genoa and unfurled the staysail, whilst taking a second reef in the main. Another squall went through bringing gusts of up to 37 knots, but with this sail plan nothing short of a hurricane

was going to worry her. She drove on with an easy, comfortable motion, keeping up a steady 6.5-7 knots to windward and tacking through 90 degrees. She stopped dead when hove-to with 24 knots of wind across the deck, and at an acceptable 30-50 degrees wind angle. The motion under sail is so kind to the crew, though, we wouldn't often bother to heave-to for a meal break.

Off the wind we were surfing down waves at 9 knots constantly, but always fully in control. The moderate beam and bustle fin definitely help maintain directional stability and the hull felt extremely well balanced.

Under power

We had no trouble manoeuvring under power with enough horses in the Yanmar 4JH2E 51hp diesel to drive her into a tight slot with confidence. Under way her hull is quite easily driven and she cruises around 6 knots effortlessly at an economical 2,400rpm, and can reach over 7 knots at a maximum of 3,500rpm.

The power is transmitted to the three-blade fixed prop via a conventional shaft and the stern gland is reservoir oil-fed. Charging is via an 80A alternator to three 105Ah deep-cycle service batteries.

Conclusion

On the Pacific Seacraft 40 just about everything has been thought through, with one or two small exceptions that could be sorted easily and cheaply.

A yacht like this could be taken off the production line and confidently sailed straight off into the sunset without another thought. We understand what Bill Crealock means about getting there quickly, but comfortably.

She's no round-the-cans sprinter, but once she gets the scent she will chew through 150 miles a day easily. We can't help feeling he has got his sums just right with this boat. **DK ▲**

deck, and internal mouldings bonded in with mat and woven rovings. The underside of the deck, bilges and inside of the hull are gel coated to facilitate cleaning.

Double anchors

This foredeck set-up is excellent for blue-water cruising. The twin rollers, anchor and hawsepipe would work well with a horizontal windlass, but the vertical version means the main anchor is on the wrong side, leaving the secondary anchor's rode crossing the main's in order to exit through the secondary hawsepipe. The chain locker is partitioned, but the divider is not



An organised foredeck, but the secondary rode is on the wrong side for this windlass

tall enough, so the main chain was spilling into the secondary compartment – a recipe for snarl-ups. Note how the stanchion bases and the mooring cleats are mounted on the inside of the bulwarks to keep the deck clear. The anchor/chain wash is standard.

Specifications

Fuel 265 lit (58 gal) **Water** three tanks, total 590 lit (130 gal)
Batteries Two x 105Ah **Engine** Yanmar 4JH2E, 51hp **Design** Bill Crealock **Agent** International Yachts, Falmouth Yacht Marina, Falmouth, Cornwall TR11 2TD (Tel: 01326 211121; Fax: 01326 311230)