

PACIFIC SEACRAFT 40 “Voyagemaker” Specifications — January 2003

INTRODUCTION

PACIFIC SEACRAFT

Pacific Seacraft has been building world-class offshore cruising yachts since 1976, and currently builds W.I.B. Crealock designed sailboats, Bruce King designed 38T fast trawler, and the Nordhavn 40 trawler for Pacific Asian Enterprises (which made a record-setting circumnavigation completed in 2002).

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 of, “The World’s Best Sailboats,” Volumes I and II. In addition Pacific Seacraft has been prominently featured in “Nigel Calder’s Cruising Handbook” by Nigel Calder, “Kawabunga’s South Seas Adventure” by Charles S. Dewell, “Segelyachten” by Egmont Friedl, and “Advice to the Sealorne” by Herb Payson.

The *Pacific Seacraft 40* is a product of the Pacific Seacraft – W.I.B. Crealock relationship which is one of the longest running builder-designer relationships in the marine industry. We are continually inspired by the satisfaction that we derive from client relationships formed as we work with them on each building project to create a personal yacht. The integration of equipment, electronics, custom joinerwork and décor detail is a process undertaken on every Pacific Seacraft.

DESIGNER – W.I.B. CREALOCK

“Gentleman Bill” Crealock has earned worldwide acclaim for the art in his yacht designs. The challenge of design is far more than dimensioning a form for interior accommodation. The legacy of distinguished yacht design has been to create a shape remarkable for its function *and* its form. Notable yachts elicit an emotional response because there are relatively few of them. The shape of a yacht is the essence of pride of ownership.

Bill is a man with an artist’s sensibilities in a gracious persona. In his design work, he draws on his years of worldwide cruising as well as his intense attention to detail that he gives to designing yachts that he knows will carry their crews across the world’s oceans.

DESIGNER’S COMMENTS

“Outwardly, the new Pacific Seacraft 40 closely resembles its larger and smaller sisters, but in fact each model in the line incorporates modifications to the shape and refinements aimed mostly at improved performance and safety.

The 40 retains the general form of split underbody with ventral fin between keel and large skeg. As before, the primary aim throughout is ease of control by a small crew in bad conditions. I believe that in the 40 the beam proportion has come close to the practical limit. Balance and ease of handling are among the principal requirements of a cruising boat, and beam can be an enemy of balance; so we add it a little at a time to make sure that handling characteristics are not threatened. All reports indicate the 40 is a very well-balanced boat. My own belief is that one should not travel only to arrive; the passage itself should be relaxing and fun. We formed the

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underbody for this purpose, and we have had numerous reports from owners of other boats in the line of surfing down waves in heavy weather at speed/length ratios of over 2 with easy control.

The deck is straightforward with most lines led aft, with a raised king plank for better footing on the foredeck and with tall bulwarks for their practical and psychological advantage. The lower shrouds are inboard for easier walking and sheeting and the watertight cockpit sole is easily removable for engine access. The 40 has a short bow platform; it allows a longer base for the sail plan, permits the use of a longer waterline, and increases the work area for anchoring. It will be noticed that the Pacific Seacraft bow platform is of unusually strong construction.

The accommodation is slanted towards offshore use. The choice of island berth or V-berth in the forecabin is a matter of personal preference. The settees have fairly tight corners rather than sweeping curves for greater comfort when the boat is heeled. On passage, I like a galley which supports the cook without having to rely on straps and which, if possible, allows the cook to stand clear of any overturning pots. Separate stall shower space is well used for local cruising and the less fastidious can use the shower stall as an extra wet locker on passage which, with its overhead hatch, forms a giant dorade vent.

The Pacific Seacraft 40 appears to be a moderate to heavy displacement boat, but one must remember that a boat with considerable overhangs will tend to have an artificially high ratio, and we also realize that the published figures for many boats are, shall we say, somewhat optimistic. I also believe that speed on passage is quite different from speed round the buoys, and that a small crew should be able to sail an offshore cruiser to its full potential without exhaustion.”

— *W.I.B. Crealock*
Carlsbad, California

PACIFIC SEACRAFT 40 PRINCIPLE SPECIFICATIONS

- **Principle Dimensions:**

LOA (includes anchor platform/sprit)	42'-2" (12.85 m)
LOD (excludes platform/sprit)	40'-2" (12.27 m)
LWL	31'-3" (9.53 m)
Beam	12'-5" (3.78 m)
Draft: Standard Keel	6'-1" (1.85 m)
Shoal Keel	5'-2" (1.57 m)
Displacement (half-load)	24,000 lbs. (10.9 mt)
Ballast: Standard Keel	8,600 lbs. (3.9 mt)
Shoal Keel	8,880 lbs. (4.0 mt)

- **Rig and Sailplan Dimensions:**

“I” (height of fore triangle)	=	50.58' (15.42 m)
“J” (base of fore triangle)	=	18.50' (5.64 m)
“P” (mainsail luff)	=	44.25' (13.49 m)
“E” (mainsail foot)	=	17.08' (5.20 m)
“I ² ” (staysail height)	=	33.17' (10.11 m)
“J ² ” (staysail base)	=	12.00' (3.66 m)

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Sail Area (100% Fore Triangle)	846 sq. ft. (78.7 sq. m)
Sail Area (including Staysail)	978 sq. ft. (91.0 sq. m)
Mainsail	378 sq. ft. (35.2 sq. m)
100% Fore Triangle	468 sq. ft. (43.5 sq. m)
Staysail	132 sq. ft. (12.3 sq. m)
 Rig height LWL to masthead (does not include antennas)	 55'-0" (16.76m)

- **Engine and Systems:**

Std. Engine: (standard engine is naturally aspirated)	Yanmar 4JH3E 56hp/41.2kw
 Transmission/reduction gear:	 2.62:1 Right hand rotation
 Propeller shaft (Aquamet 22):	 1-1/4" x 36" w/SAE std. taper
Shaft seal:	Buck Algonquin (flax packed)
Shaft bearing:	(Morse “Chubb”) 1.25" x 1.75" x 5"
Propeller (standard):	(D) 18" x (P) 12" x 1-1/4", RH 3-blade

- **Steering System:** Edson “CD-*i*” rack-and-pinion with 36” stainless steel wheel and single lever engine control

- **Electrical Systems:**

AC (US) –	115-volt 60-hz with dual 30-amp inputs
AC (CE –export) –	240-volt 50-hz with single 16-amp input
 DC (standard and export) –	 12 volt
Batteries (standard) “Lifeline” absorbed glass-mat:	
Engine start -	1ea. “Group 31” 105 amp-hr.
House bank -	2ea. “Group 31” 105 amp-hr.
Alternator (standard) -	80 amp
Inverter/charger (optional)	
(US) Heart “Freedom” 20 (2000-watt) Inverter/100 amp charger	

- **Tankage:**

Fuel (standard)	63 gals. (238 l.)
Fuel (optional)	22 gals. (83 l.)
 Water – fwd. -	 57 gals. (216 l.)
Water – mid -	22 gals. (83 l.)
Water – aft -	43 gals. (163 l.)
Water – total -	122 gals. (462 l.)
Waste -	19 gals. (72 l.)
Water heater -	6 gals. (23 l.)

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MAJOR SPECIFICATION DETAILS

HULL

Shape

The hull is classically shaped without distortion for the sake of interior volume. The shape of the hull is driven by the dimensional proportions that have proven over the years to contribute to seaworthiness. The moderate beam results in an angle of positive stability greater than 141°, and reduced asymmetry at heel. The combination of moderate beam and the clean lines of the stern, keep the rudder immersed at higher heel angles, contributing to greater directional stability and easier steering. The low freeboard presents a lower profile and less surface area to breaking waves. The overhangs of the bow and stern contain reserve buoyancy to dampen pitch and lengthen waterline. A designer such as Bill Crealock can use the proportions necessary to achieve comfort and seaworthiness in a hull shape that can go to windward effectively, be driven easily by smaller increments of sail, *and* have the same proportions describe the shape of a beautiful yacht.

The canoe stern is distinctive in its style and its performance. The contour of its lines shows a fair run carried from the underwater surface to under-transom surface creating a smooth exit for water flow. The shape of the 40 stern is in stark contrast to the abrupt, turbulent transition from the waterline to the transom when interior volume is the dominant design objective.

Structure

All of the structural specifications of the hull and deck have been through American Bureau of Shipping (ABS) “plan certification” as well as “CE” Certification (category “A - Unlimited Offshore”) both of which are internationally recognized certification processes. ABS, in particular, places an emphasis on structural detail.

The general skin laminate is clad in an isophthalic -npg gelcoat finish. Just inside of the gelcoat, a mat layer laminated with vinylester resin begins the hull skin laminate. The laminate continues with isophthalic resin laminated biaxial rovings. The hull bottom is solid fiberglass up to the design waterline. The hull topsides are cored above the waterline with aircraft grade balsa core. *While it is a costly process* the balsa core augments panel stiffness, and increases thermal and sound insulation. The increased stiffness-to-weight ratio improves the payload carrying ability.

Supplementary laminates are added in the area of keel attachment, rudder post, centerline, and chainplate attachments, using fabrics with weaves appropriate for the application; uni-directional rovings in the chainplate attachment area, and bi-axial rovings elsewhere.

The *rudder skeg* forms a protective foundation for rudder attachment and an aperture for the propeller and shaft to protect them from damage and fouling. There is a ½” steel spine inside the skeg encased in filled resin. A molded-in recess at the bottom of the skeg accepts the heavy bronze gudgeon that supports the lower end of the rudder stock.

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Keel

The ballast keel is cast of antimonial lead. It is attached externally to provide the maximum righting moment for a given amount of ballast. Since it is mounted externally, the lead can also sustain impact and abrasion from grounding without damage to fiberglass surfaces. The ballast is attached with ten 1” keel bolts and bedded in epoxy at its joint with the solid fiberglass keel boss. Each bolt is attached on the inside of the hull with a stainless steel backing plate bedded in epoxy. The keel bolt washers and nuts are locked with epoxy. The resultant joint is very durable and able to sustain significant keel impact.

Topsides

Teak rubstrakes are fastened to the hull topsides. They may be capped with either stainless steel or bronze rub strips. A drip groove is cut into the bottom of the rubstrakes to shed water before it streaks the topsides below the strakes.

INTERIOR

General -

Light, air, warmth, comfort and security are the requisite elements of a livable offshore interior or a harbor home. *Four overhead hatches, fourteen opening ports and two dorade-type cowl vents* provide light and ventilation. The warmth is in the ambiance of the interior combination of *varnish-finished* hand crafted teak joinerwork, light laminate surfaces, soft headliner, and a wide selection of interior fabrics. An appropriately sized interior creates the security.

Underway, excessive beam works against ultimate stability and it works against interior comfort. The moderate beam of the Pacific Seacraft 40 forms a *thoughtfully proportioned interior* where handholds and support are never far away. The interior is fitted with *looped handrails, substantial sea rails, and a “U-shaped” galley.*

Teak species vary throughout the world, and quarter-cut veneer and solid “Burmese” teak found in the Pacific Seacraft 40 is most treasured as a boat building material. Its distinctive color and strong grain character comes from the nature of the soil that it grows in. The interior teak is finished with *hand applied Epifanes mat varnish.*

All locker doors are louvered full length for maximum ventilation. The forward and aft cabin doors are louvered on the top half. Locker doors are framed in solid teak and mounted in solid teak frames. They are hinged with *strong and very unobtrusive hinges mortised into the face and doorframes.* There is no plywood end grain—either filled or exposed—in the door components.

Interior cushion fabric may be selected from the wide variety offered by Pacific Seacraft, or supplied by the client. In either case, the cushion foam is the comfortable high-resiliency type, wrapped in polyester batting. A tough mesh fabric is used on the backsides of the cushion covers for upholstery ventilation.

Forward Cabin -

The berth in the forward cabin is available in an *island or vee configuration.* The island allows access from both sides, and has a bank of deep drawers in its face. The vee berth has a filler insert and lockers below, port and starboard. In both cases, the berth may be extended the full width of the forward cabin and additional drawer and locker space may be installed.

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A sink may be added to the Corian surface of the vanity to port, or an additional locker may be extended above it. To starboard, there is a large cedar lined hanging locker.

Deep shelves extend port and starboard over the berth.

Two opening ports and a Bomar reversible hatch bring light and ventilation into the forward cabin.

Two bulkhead swivel lights and two overhead dome lights are fitted.

Main Salon –

A U-shaped settee converts to a sleeping area by lowering the dinette table on its pedestals. A removable leaf extends the dinette table to the port settee. The space below and behind the settees is available for storage port and starboard. Thick cushions of polyester wrapped high-resilience foam make the main salon a comfortable place to lounge.

There are alcoves with removable fiddles, as well as enclosed lockers with louvered doors port and starboard. An angled panel to port and forward may accommodate a TV and stereo, or remain locker storage.

Four bulkhead swivel reading lights and two overhead dome lights are installed in the main salon.

Galley –

Just aft of the galley to starboard is the U-shaped galley. The galley layout has two sound advantages: it *is secure on either tack*, with convenient “leaning” surfaces to free up hands, forward of the stove; the *inboard section of the galley counter locates the double sink over the centerline* for the best possible drainage on either tack.

The galley faucet is “Grohe”, and the double sink is polished stainless steel.

Counter tops are Corian® “Sandstone” with Corian back splashes. Other Corian colors are available.

The standard stove is a “Force 10” 3-burner with a foldaway door, broiler and thermostatically controlled oven.

Optional refrigeration includes the *Sea Frost® 12-volt* evaporator system or *Technautics 12-volt holding plate system* with top loading storage, or holding plates with engine drive and shore assist. A stainless steel side-opening door is available.

Galley storage is plentiful with a bank of drawers that includes a cooking utensil storage drawer, top loading dry goods locker, outboard lockers and undersink locker. A large locker over the refrigerator area may be used for a microwave oven installation. A variety of overhead storage lockers are available.

A laminated cutting board to span the sink is standard.

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Dome lights are located in the overhead, over the outboard counter tops, and over the refrigeration box.

Navigation Station –

Compare the *large forward facing chart table* and *comfortable seating* of the Pacific Seacraft 40 with any yacht in her class for versatility and surface area. Beneath the slanted working surface there is a deep storage area, and a sturdy folding support will hold the lid in a “browse” position, or level for athwartship chart work, or an auxiliary serving area. An *AquaSignal* chart light is mounted above the table.

Outboard of the chart table there is a large panel for recess mounting instruments. On the bulkhead aft of the seat is the hinged electrical distribution panel. Behind the backrest cushion is a cutty for chart kit stowage.

Since electronic preferences vary, and technology advances, the nav station may be customized to accommodate specific installations. One variation on the chart table incorporates a tall console at its forward edge for LCD radar and other flat screen displays.

A copper foil conductor of the *standard—and extensive—integrated single-sideband counterpoise ground plane* is exposed behind the outboard instrument panel. A second tab for the antenna tuner is exposed under the aft end of the cockpit.

Head and Shower –

The head and shower compartments are at the base of the companionway, *the optimum location for motion and for convenient access*. Shedding foul weather gear for drying in the shower stall, or *to be stored in the wet locker*, can be done before moving through the cabin. In addition, *the head compartment does not have a bulkhead in common with either of the sleeping cabins*.

The standard head is an easy operating Groco type “K”, with a bronze base. It is mounted on a fiberglass pedestal integrated into a fiberglass pan with a drain for easy cleaning and maintenance.

The vanity counter top is Corian® “Sandstone” and has a stainless steel sink and Grohe faucet mounted in it.

Two opening ports and one deck vent hatch have been installed in the head and shower compartments for effective ventilation under any conditions. The deck hatch in the head may be left open in a wide range of conditions.

There is a teak seat in the shower stall.

DECK

The deck is a form that should be designed to keep the crew onboard and provide a secure working platform. The deck of the Pacific Seacraft 40 has been designed with crew operations and lounging in mind. Cambered working surfaces and extended cabin trunks proportioned for interior visual space work at odds with crew performing normal tasks on deck.

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Choice of deck finish detail -

The standard finish of the deck consists of traditional elements of *teak joiner work*. The detail includes bulwark caprails with beautifully executed scarf joints locked together with inlaid butterfly inserts, teak eyebrows that accent the cabin house line, teak handrails that run the length of the cabin top, and a main companionway framed with teak to accept a teak sliding hatch and cribboards.

Optional teak is available including teak bulwark caps, teak cockpit grates, teak dorade boxes, and teak decks.

Or, the “low-maintenance” specification may be selected-

Some or all of the teak may be eliminated – Slotted aluminum toerail may be installed in place of the teak caprails. The teak eyebrow may be removed and left blank or substituted with a contrasting accent stripe. Stainless steel handrails may be substituted for teak handrails. The teak hatch frame and cribboard guides may be replaced by synthetic components. An *acrylic lens companionway hatch*, preferred by some for additional light in the cabin, may be substituted for the standard teak companionway hatch.

When aluminum toerail is used, it is a characteristically robust extrusion that has been designed especially for the Pacific Seacraft 40. During the fitting operation it is cut to length, sent out to a metal shop to be “roll formed” (rather than “darted”) to match the curvature of the sheer, and then *re-anodized* prior to installation. While snatch blocks may be used in the slotted toerail, *the standard aluminum t-track is installed* on top of it so that *two of the six standard Harken low-lead blocks* may be used for the genoa sheets.

Hardware finish - The *cast-bronze* deck hardware including ports, cleats, chocks, and fill caps, is of exceptional quality finished with a *duplex chrome process*.

Deck features

Security –

Deep bulwarks surround the working deck for footing outboard. The bulwarks also provide an unobtrusive mounting surface for the *32” tall lifeline stanchions*. On the mooring the bulwarks help contain washdown and rainwater, directing it to the drains at the low point of the sheer for *draining to the waterline*, and avoiding residue streaking the hull topsides. By shutting the deck drain valves and plugging the scuppers, the bulwarks *may be used for collecting fresh water* by simply draining into the water tank fill pipes.

Molded-in anti-skid surfaces bordered by smooth waterways extend fore and aft. Molded in anti-skid patterns have greater durability than painted on textures, and they may be molded in a contrasting color as an option.

The *chainplate layout*—upper shrouds outboard and lower shrouds set inboard—allows easy passage fore and aft along the sidedecks. Handrails extend along the length of the cabin top.

A molded-in *king plank* runs the length of the foredeck to provide footing at heel. The *foredeck is clear of hatches and their potentially slippery lenses*.

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The *cockpit* is moderately sized and comfortable with the support and security of high coamings all around. *Safety harness padeyes* are installed fore and aft. A *stern ladder* folds into the stern rail.

Coaming boxes provide convenient storage for winch handles and miscellaneous gear.

A hot/cold cockpit shower is installed in the port coaming box.

Bow platform –

Long bowsprits can be a nuisance while maneuvering in marinas and other close-in situations. The extended bow platform of the Pacific Seacraft 40 is fabricated of stainless steel, designed to take advantage of a longer waterline and extend just enough to stow two anchors comfortably forward of the stem and separate them for convenient use. It is engineered for strength in excess of 3/8” chain in order to sustain the loads generated in pitching against a taught anchor rode. The stainless steel bobstay tang near the waterline may be used as a low tethering point to reduce anchor rode scope angle.

Mooring and Anchoring –

A windlass pedestal aligned with the bow platform is molded into the foredeck. It is designed to accommodate a variety of manual and electric windlasses including the “Lighthouse.” The anchor locker bulkhead below is bonded and mechanically fastened to the deck and interior structure immediately aft of the pedestal.

An *anchor deck pipe* feeding the split anchor locker below deck is located next to the windlass pedestal. The anchor locker is deep enough for two rodes and each section has a padeye installed for tying the bitter end of each rode.

Two 12” cast-bronze mooring cleats are located just aft of the windlass pedestal, and *two 10” cleats* are located outboard on the bulwarks just aft of the hawse pipes.

A stern anchor rode locker, anchor rode deck pipe and stern anchor roller are located aft of the cockpit for ease in deploying the stern anchor when required in mooring fields or “Mediterranean style” mooring.

Dodger coaming –

A *dodger coaming* is molded into the cabin top just ahead of the main companionway forming a solid and effective transition from deck to canvas, facilitating the construction and installation of a dodger that carries through the attractive outboard profile of the Pacific Seacraft 40.

Storage –

There is a large locker beneath the cockpit seat on the port side and one under the helmseat.

Aft of the cockpit, the self-draining *propane locker* also provides safe storage for outboard motor fuel cans. The propane locker is sized for *two 20 lb. propane tanks* (one 20 lb. tank is standard).

Outboard of the propane locker there is a *stern anchor rode locker* with deck pipe access and a padeye mounted inside for dead-ending the anchor rode. A *stern anchor roller* is mounted on the

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caprail just aft of the anchor locker. There are 10” cast bronze mooring cleats and chocks port and starboard.

Deck hardware -

The deck hardware complement is unmatched by any boat in its class. All of the bronze hardware including cleats, chocks, portlights, deck pipes and hinges is cast of “specified” bronze, which certifies the composition of the bronze ingot used in the castings. The finish of the *bronze hardware is of duplex-chrome*, an unusually durable chrome finishing process.

All deck hardware is bedded in polyurethane sealant. Each piece of hardware has a backing plate beneath the deck that is bedded to the underside of the deck as well.

There are *eight mooring cleats on deck* including four on the foredeck, two on the stern *and two open chock/spring cleats amidships*. Anti-chafe bars are located adjacent to cleats where appropriate.

Proprietary bronze chocks are mounted on the caprail outboard of the stern cleats. Bronze hawse pipes lead mooring lines through the forward bulwark to the bow cleats.

Fourteen bronze opening portlights bring light and air into the interior. Three are located in the aft cabin. Each has a thick hollow box gasket, ensuring many years of leak-free service. The hatch “dog” system compresses each lens gasket evenly and prevents over-compression of the lens frame. Tempered glass lenses resist scratching.

Water, diesel, and waste deck pipe caps have winch handle sockets cast into them for removal and installation.

There are *four Bomar, cast aluminum deck hatches*. The *forward and midship hatches are constructed with reversible hinges*. In a few seconds, the hatch lids can be reversed for optimizing airflow through the cabin to take advantage of wind direction, or to create an “intake” and “exhaust”. There is a 10” vent hatch over the galley, and another 10” vent hatch over the shower (in addition to the opening port). With the hatch open over the shower, the *separate shower stall becomes a virtual “dorade box”* for the head and cabin, and a good place to hang foul weather gear.

Sail-handling hardware is all Harken, except for the *Spinlock rope clutches*. “Harken” is the first name in low-friction, high-strength, good looking sailboat hardware. By any measure, the sail handling hardware package including winches, traveler, blocks and deck organizers is superior. Ease the mainsheet in light air (the Pacific Seacraft 40 *will sail nicely in light air*) and the boom will go out. It may seem like a simple detail, but try it on another cruising boat.

The *winch package* is spec’d in size for the appropriate mechanical advantage for sail handling, and in number to reduce the functional demands of each winch and simplify the organization of running rigging. All winches are *two-speed self-tailing*. There is *one #32.2 on the mast* for the staysail halyard, *a #40.2 on the mast* for the genoa halyard, *three #40.2’s on the aft cabin top* for main halyard, reefing, and staysail sheets, *one #44.2 on the aft cabin top for the mainsheet*, and *two #53.2 primaries on the cockpit coamings* for the genoa sheets. The *mainsheet winch is*

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dedicated to the mainsheet only. For safety, the mainsheet does not run through a rope clutch so the mainsheet winch is *never* double-dutied.

A stainless steel mast collar for halyard and sail control turning block attachment, *extra internal halyard exit slots in the mast*, and *two six-sheave deck organizers* allow flexibility in organizing and routing running rigging.

Staysail sheet lead tracks are mounted on the cabin top, a set of mid-deck tracks allows wider sheeting angles for reaching with the staysail or sheeting smaller headsails. Outboard tracks on the caprails accommodate large LP and high-clewed headsails. *A Harken low-lead block is provided for each track (six total).*

Spars and Rigging –

The mast and boom are hand built by *Forespar*. Two spreaders support the mast section. There are six masthead sheaves, a staysail sheave box with two sheaves, and *7 exit slots for internal halyards* including *2 main, 2 genoa, 2 staysail and 1 spinnaker*. Very strong *boom gooseneck and boom vang tab foundations are fabricated of aluminum plate and welded* (not riveted) to the mast section.

1-1/4” Whisker pole track is standard.

All rigging terminal tangs are configured for marine eye attachment and mounted externally for easy inspection and service. The external tang terminations allow the rigging to flex easily to reduce standing rigging fatigue and moisture retention. *Each tang is insulated from the mast wall with an aluminum chafe plate.*

The boom rigged with *four sheaves aft, and 3 sheaves forward* for internal reefing, a *cheek block with entrance slot is installed on the side of the boom for a third reef*, an *internal 4:1 outhaul with Harken blocks, Harken ball bearing outhaul car and track*, and internal topping lift. There are mid-boom stainless steel bales for hanging the *Harken mainsheet blocks*.

The *Forespar “Yacht-rod” solid boom vang with Harken adjustment tackle is standard.*

A “*Spar-tite*” kit for *evenly supported mast partner blocking* is standard.

The spars are finished with a polyurethane coating.

Standard mast electrical components include a masthead anchor light, steaming light, foredeck light and spreader lights. VHF coaxial cable and a masthead antenna are provided to complete the optional VHF radio installation.

Standing rigging is 1 x 19 stainless steel cable. Good quality cable is easy to work with, and has relatively low stretch at the diameters called out by our conservative engineering specifications. The standard terminals are swage fittings, although Norseman and Sta-lock fittings are also available. Chrome bronze open-barrel turnbuckles are used for rig tensioning. If required, cable rigging is easy to ship worldwide without special handling. Cable is durable and may also be inspected relatively easily. All of the standing rigging terminals are exposed.

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Running rigging is low stretch “Samson” braid that has been sized for minimal stretch and ease in handling. All of the *running rigging is color-coded* with solid color sheets and corresponding colored-fleck halyards. The main halyard is ultra-low stretch “Warp Speed.”

An optional *sail package* is built domestically by *Ullman Sails*. It includes a 9 oz. *full batten mainsail with Rutgerson batten hardware and two reefs*, 8 oz. *120% roller furling high-clew genoa with cover*, and 8 oz. *roller furling staysail with cover*. Service is available worldwide through the Ullman loft network, or through corresponding lofts.

Lazy jacks for the mainsail are standard.

The standard staysail rigging is two sheets. While a self-tending staysail may be fitted, we believe strongly in the absence of any spars in the fore triangle at deck level. A double sheet is also very handy for backwinding the staysail during a tack to aid the genoa in “sliding” past the inner forestay.

Engine Propulsion System –

The standard *Yanmar 4JH3E* diesel engine is rated at 56 peak hp. which allows ample reserve horsepower for driving refrigeration compressors and larger alternators. The 1-1/4” Aquamet propeller shaft extends straight through from the engine transmission to the stern tube bearing and propeller, *without any intermediate mechanical devices—simply the most reliable and efficient drive train configuration*, with the *minimum number of maintenance points*.

Outside the hull, the shaft bearing exits into the propeller aperture. “In aperture” the propeller receives maximum protection against fouling, and *the absence of a strut (p-bracket) or propeller shaft exposure* means that no damage to the drive assembly will occur from a slipped or improperly placed lifting sling.

Pre-sail engine checks (including belts and fluid levels) can be done easily from the hinged access cover below the companionway. A 12-volt dome light is fitted in the engine compartment. The forward panel of the engine compartment may be removed for wide-open access. A hatch in the cockpit sole may be easily removed (without tools) for access to the transmission, coupling and shaft packing nut.

Should it ever be required, engine removal through the main companionway is unobstructed.

The 63 gal. (238 l.) fuel tank is located on the centerline under the main salon sole. It is constructed of fiberglass using special purpose vinylester resin that renders it virtually impervious to corrosion and creates a very smooth inner surface. The *tank is easily removable* should service ever be required on it. An additional 22 gal. (83 l.) fuel tank is an available option. The tank is baffled and equipped with clean-out port, *extra pick-up fittings for a generator and diesel heater*, and an electric fuel gauge located in the nav area.

There is a *Racor MA 400 fuel filter/water separator* on the suction side of a *Walbro 6805 in-line electric fuel pump* to make priming easier following fuel filter service. The engine fuel hose is 1/4” USCG Type A1.

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Engine exhaust hose is 3” J2006.

An 80-amp alternator is standard, larger alternators are available.

Steering System –

The *Edson CD-i* rack-and-pinion pedestal steering has been installed for its response, extreme reliability and ease of maintenance. The system is smooth; produces nearly negligible wear on component parts, and requires very minimal adjustment. It also has a convenient wheel brake positioned in the center of the wheel hub.

A single lever engine control is integrated into the pedestal guard. The push-button neutral detent of the throttle control makes one-handed operation simple. *Engine control cable maintenance is quite easy* since the cables run down through the pedestal guard tube instead of down the center of the pedestal.

Cup holders and a cockpit table mount are integrated into the pedestal guard plate.

Clear access to the steering system is through the easily removed cockpit sole hatch.

The *rudder is large*, and *closely coupled* to the skeg. The stainless steel rudder stock and internal web are molded into the rudder fin. The rudder stock is supported at the deck, through hull penetration, and at the bottom of the skeg with a hefty bronze gudgeon. The *skeg extends 4” below the rudder* for maximum protection in grounding situations.

An aluminum emergency tiller slides quickly into the rudder post, if needed.

Plumbing:

Freshwater System –

There are three water tanks totaling 122 gallons (462 l.). Tank selection may be made on the basis of flotation trim, and water usage may be monitored effectively. A valve manifold located conveniently at the dinette allows easy tank selection.

Pressure water system hoses are color coded for hot and cold. There is a back-up foot pump in the galley.

Head System –

The “Groco K” head is standard. It has a cast bronze base, long lever pump and foot pedal flushing mechanism. The standard head plumbing allows the head to be discharged directly overboard or into the holding tank. The holding tank may be evacuated through the deck, or pumped through the hull using the standard *Jabsco macerator pump*.

Through-hulls and Valves –

All *through hulls are installed through solid fiberglass*. All through hulls installed below the waterline are installed with Conbraco “*Apollo*” *flanged U.L.-approved sea valves*. Through hulls installed above the waterline are fitted with Conbraco bronze ball valves. Each through hull is installed with polyurethane sealant. Both types of valves are seated on wood compression rings pressed against the hull skin.

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Each flanged valve is tightened in position and then *bronze fasteners are installed through the hull skin and through the valve flange*, to ensure that a valve body has maximum support.

All hoses are double hose clamped.

Electrical System –

Main Distribution Panel:

The main panel is divided for AC and DC electrical power distribution. It is mounted in a piano-hinged teak frame for easy access when needed and locked with a push button lock in the operating position. When open, the back of the panel is shielded by the installation of a clear Plexiglas cover.

Wiring is tinned copper to ABYC code, shrink labeled for identification.

AC System:

Two 115-volt 30-amp inlets (US) or a single 240-volt 16 amp inlet (CE) pass through sensitive inlet circuit breakers to the main AC circuit breakers on the distribution panel. There are 8 AC circuit breaker positions, an AC voltmeter and an AC ammeter, reverse polarity indicator, and a rotary inlet switch that includes a “generator setting. All conductors are labeled and buss bars are protected with clear covers. AC wiring is ABYC approved double jacketed boat cable.

DC System:

Batteries: Three Group 31 (105 amp-hr. and 71 lbs. each) “Lifeline” absorbed glass mat (AGM) batteries are standard. They are located in the battery compartment, on the centerline beneath the cabin sole near the center of flotation. The battery compartment can accommodate four 8D (255 amp-hrs and 162 lbs. each), all with proper tie downs.

Panel - There are 20 DC circuit breakers, DC voltmeter with four “battery test” positions, DC ammeter and service lights. All wires are shrink labeled behind the panel.

Charger/Inverter:

A Heart “Freedom 20” inverter/charger with integral “echo charger” is optional. The Freedom 20 integrates a 100-amp battery charger, with a 2000-watt inverter system. A remote panel is mounted in the nav area for monitoring battery condition, charge rate and DC amperage load.

Lightning Ground:

A standard lightning ground system consists of #4awg wire grounded to the keel.

Electronics –

Optional electronics include Brookes & Gatehouse “Network” or “H1000” knotmeter/log, depthfinder and windpoint/windspeed indicator. “B&G” instruments have been chosen for their longstanding reputation for reliable sailboat instrumentation and for their exceptional attitude regarding customer service.

The optional ICOM 502 VHF radio (specifications vary to suit CE and other regulations) is mounted at the nav station. Among its many features, the “502” has remote access (“RAM”)

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microphone capability, allowing full radio operation from the cockpit with the optional second microphone.

Brochure photos may show optional items.

In an ongoing commitment to quality and improvement, Pacific Seacraft reserves the right to make changes and modifications. Prices and specifications are subject to change without notice. All prices are F.O.B. Pacific Seacraft Factory, Fullerton, CA, USA.