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Yacht Sales

## PALOMA - PACIFIC SEACRAFT



**Builder:** [PACIFIC SEACRAFT](#)

**LOA:** 40' 0" (12.19 m)

**Year Built:** 2002

**Beam:** 12' 0" (3.76 m)

**Model:** N/A

**Min Draft:** 16' 5" (5 m)

**Price:** \$149,000 USD Subject to change.

**Max Draft:** 16' 5" (5 m)

[See full listing on our website](#)

**Location:** Napa, United States

**Cruising Speed:** 6.50 Knots (7.48 MPH)

**Max Speed:** 7.50 Knots (8.63 MPH)

If you would like to buy a yacht **PALOMA - PACIFIC SEACRAFT** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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# OVERVIEW

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2002 Pacific Seacraft 40 Cutter – “PALOMA”

Asking Price: \$149,000 USD | Location: Napa, California

An extraordinary opportunity to own a celebrated bluewater cruiser presented with unusually light use and meticulous care, this Bill Crealock–designed 2002 Pacific Seacraft 40 cutter shows remarkably well. Sheltered for much of her life, her gelcoat retains a deep, reflective finish, the sparwork is clean and true, and the interior joinery and upholstery display the warm, enduring craftsmanship that has made this model a benchmark for offshore voyaging.

For owners who prefer to personalize a premium passagemaker, PALOMA offers a superbly preserved platform ready to receive a contemporary suite of navigation, communications, and sailing electronics—an ideal foundation for serious ocean passages or luxurious coastal exploration tailored to exacting tastes.

Her provenance is a strong testament to preservation. During her early years in Annapolis on the Chesapeake she was conscientiously hauled and professionally shrink wrapped each offseason, greatly minimizing UV and environmental wear. In 2014 she was moved overland to California where she remained on the hard for twelve years while her owners attended to business, effectively pausing the aging effects of continuous use. With a contemplated move to British Columbia in mind, the yacht has been recommissioned, the mast freshly stepped, and significant work undertaken to restore mechanical and structural systems to standards suited for extended offshore service.

The recent refit work will reassure any serious cruiser: the mast is newly stepped and the standing rigging has been completely renewed along with replacement chainplates, providing confidence for demanding passages. The hull’s exterior presents with a bright gelcoat and the keel and bottom now benefit from a new barrier coat for long term protection. Propulsion is

provided by a stout 56 HP Yanmar diesel exhibiting exceptionally low hours, delivering dependable power for passagemaking and close quarters maneuvering. The sail inventory remains in excellent condition, and the renowned Pacific Seacraft joinery—classic, comfortable, and seakindly—has been admirably maintained, reflecting PALOMA's careful stewardship.

Built as a rugged, sea kindly monohull in fiberglass to Pacific Seacraft's exacting standards, PALOMA balances strength, stability, and comfort at sea. Her dimensions are well suited to offshore versatility: a length overall of 40' 0", a beam of 12' 4", and a moderate draft of 5' 0" that preserves access to a wide range of anchorages while maintaining good seakeeping. She displaces approximately 24,000 lbs (about 10 Gross Tons), carrying the reassuring mass of a true offshore yacht. Tankage supports extended cruising with approximately 40 gallons of diesel, 150 gallons of fresh water, and a 15 gallon holding tank—capacities that accommodate bluewater legs and comfortable liveaboard life.

Because PALOMA spent more than a decade ashore, her electronics remain from an earlier era, and she is therefore offered at a value that encourages the next owner to specify and install a modern navigation suite—chartplotters, radar, AIS and contemporary sailing instruments—along with any finishing touches to create a bespoke offshore cruiser aligned to personal preferences.

Broker's note: For buyers who prioritize structural integrity, minimal engine hours, and a hull and deck spared years of harsh UV exposure, PALOMA merits close inspection. Eschew the compromises of heavily chartered or perpetually immersed older yachts and consider this beautifully preserved Crealock classic—a cutter rigged, elegant offshore cruiser ready to be outfitted for her next grand voyage.

# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
2002

**Country:**  
United States

**Year Built:**  
2002

## Dimensions

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**LOA:**  
40' 0" (12.19 m)

**Beam:**  
12' 0" (3.76 m)

**Min Draft:**  
16' 5" (5 m)

**Max Draft:**  
16' 5" (5 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
6.50 Knots (7.48 MPH)

**Water Capacity:**  
150 Gallons

**Max Speed:**  
7.50 Knots (8.63 MPH)

**Fuel Capacity:**  
40 Gallons

**Gross Tonnage:**  
10 Pounds

## Accommodations

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**Sleeps:**

3

**Total Heads:**

1

## Hull and Deck Information

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**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Designer:**

Bill Crealock

**Deck Material:**

Fiberglass

**Interior Designer:**

Pacific Seacraft

**Hull Configuration:**

Monohull

## Engine Information

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**Engines:**

1

**Engine Type:**

Inboard

**Manufacturer:**

Yanmar

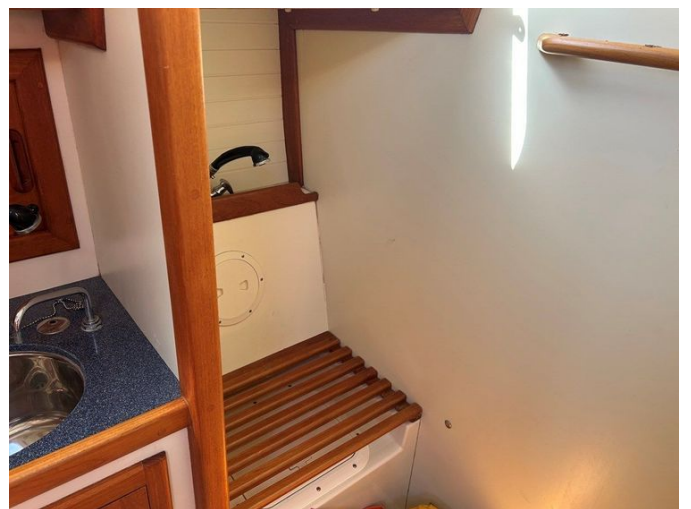
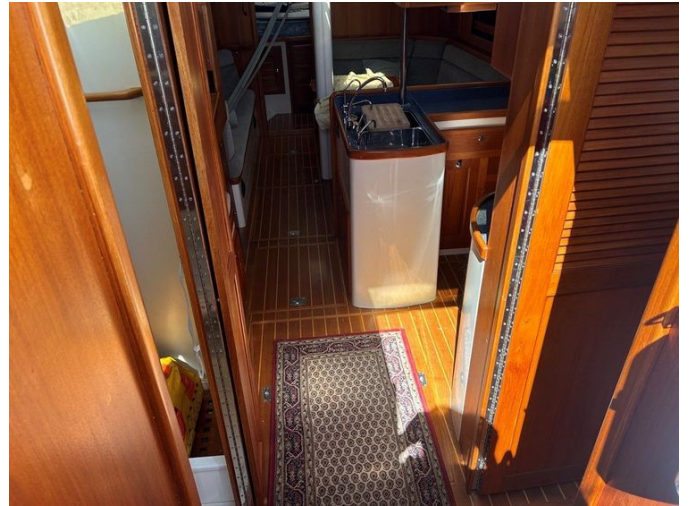
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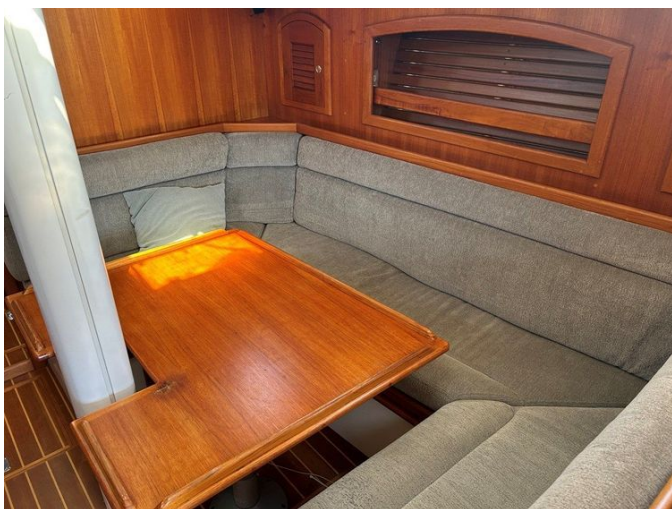
Diesel

# GALLERY













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# DETAILED DESCRIPTION

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## Accommodations

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From the moment one steps aboard, the yacht's interiors reveal an unwavering commitment to comfort and fine joinery: a Marine Air 16,000 BTU reverse-cycle air conditioning and heat system works in tandem with an Espar forced-air diesel furnace to ensure a controlled climate throughout, while more than forty bespoke cabinets and drawers provide exceptional storage. The cabin sole is satin-varnished teak and holly, and natural light and ventilation flood the interior through fourteen chromed cast-bronze portlights with screens and four Bomar hatches with screens; atmosphere and task illumination are further refined by seven Alpenglow chrome reading lights, ten Alpenglow teak-framed red/white overhead lights, and seven Hella cabin fans. Forward, the owner's stateroom features a full-width berth fitted with a custom hinged Handcraft mattress and its own Marine Air 5,000 BTU reverse-cycle air conditioning and heat, with bureau drawers beneath the berth, full-length shelving on both sides, a cedar-lined hanging locker to starboard behind a louvered teak door, and additional cabinetry to port to keep personal effects immaculately stowed. In the main cabin a generously proportioned U-shaped dinette to starboard converts to a double berth and is served by a teak table with removable drop-leaves, opposite which a settee/berth to port expands accommodation options; the galley sits to starboard and a large sit-down navigation station to port, with drawers beneath, provides a true command center. The enclosed head to port is appointed with a bronze manual head, a vanity and sink set into Corian, and a dedicated shower stall with a custom eight-inch raised lip, all supplied with hot and cold pressurized water at the vanity and a freshwater foot pump for convenience. Aft to starboard the guest stateroom is fitted with a Handcraft latex/foam mattress, a cedar-lined locker

and two opening ports for light and airflow. Built for serious passagemaking, the galley boasts a Force-10 three-burner LPG stove with oven and broiler, Glacier Bay MK2 12-volt refrigeration with both side and top loading access and Glacier Bay Ultra R insulation panels, deep double stainless-steel sinks with hot and cold pressure water plus Seagull filtered drinking water, and Corian countertops supported by plentiful cabinet and drawer space. Navigation and electronics are comprehensively specified: B&G H1000 instruments for knot/log, depth and wind, a B&G autopilot, and a Raytheon RL80C radar/chartplotter at the nav station paired with a Raystar 120 GPS antenna, with a B&G H1000 repeater also installed at the station. Communications are handled by an Icom M502 VHF transceiver, an Icom M710 SSB transceiver and a Proctor 2 pro modem for SSB-based internet, while onboard entertainment is delivered via an Alpine stereo/CD system with two Boston Acoustics speakers in the main cabin and two Alpin speakers in the cockpit. The sailplan and rigging emphasize control and reliability: a Forespar mast and boom support a cutter rig with Harken furlers on both headstays, the full-batten mainsail carries three reefs and lazyjacks and runs on a low-friction, ball-bearing Harken Battcar system on the mast luff track, and headsail options include a furling 130% genoa with foam luff and UV cover and a furling 10 oz storm/staysail with foam luff and UV cover; a cruising spinnaker with ATN sock and a storm trysail on a dedicated track extend the vessel's heavy-weather and light-air versatility, while running checkstays, a Forespar solid vang, a Harken mainsheet traveler, a Forespar adjustable whisker pole stowed on the mast with track adjustment, a Navtec hydraulic backstay adjuster and a spare main halyard complete the sail control package. Deck hardware supports efficient handling with ten Harken two-speed self-tailing winches—two number 46 primaries, two number 40 secondaries, three number 40 halyard/reef/staysail winches on the coach roof, one number 44 mainsheet winch on the coach roof, and one number 40 and one number 32 on the mast—and control lines are routed through fifteen Spinlock Cam-0814

clutch stoppers, four on the mast and eleven on the coach roof. The electrical network includes two 110 V shore power inlets with cords and galvanic isolators, a 220 V shore power inlet with a parallel AV breaker, a Link 2000 battery monitoring system, a Heart Freedom 20 inverter/charger and a Truecharge 40 battery charger, while battery capacity is provided by a Group 31 starting battery and a house bank of three Lifeline AGM 8D batteries; charging is managed by an 80 amp alternator for the starter and a 200 amp Balmar alternator for the house bank with an emergency parallel switch for redundancy, and an additional bilge pump with float switch is mounted six inches higher than the primary pump for layered protection. Mechanical systems are engineered for offshore reliability and serviceability around a Yanmar 4JH-5E 56 hp diesel with six hundred hours turning a three-blade Maxprop, with a custom oil changing system, dual Racor fuel filters with fuel gauge and a generous complement of spare parts carried aboard; the LPG system comprises twenty-pound and ten-pound tanks with a remote solenoid, and bilge management includes an automatic electric bilge pump, a secondary automatic backup that trips at a higher water level and a manual bilge pump in the cockpit. Deck appointments pair minimal teak with stainless-steel handrails and a slotted aluminum toerail for durability and low maintenance, while a factory/custom reinforced wraparound stern rail provides robust support for the dodger and bimini; a Monitor self-steering vane eases long passages, cockpit cushions increase underway comfort and a rail-mounted LPG BBQ grill with dedicated supply line enables alfresco dining. Safety and utility gear include a Winslow six-person liferaft in a valise, four Wichard folding padeyes for dinghy tie-down and six stainless-steel padeyes for jacklines, a preventer and running checkstays, and a raw-water deck/anchor washdown keeps the foredeck clean alongside four Vetus dorade boxes/cowls for ventilation, a folding swim ladder, four cockpit coaming boxes, a cockpit shower, an outboard bracket on the stern rail and a Lexan-style companionway slider with solid teak dropboards plus additional screenboards. Ground tackle is

expedition-grade, anchored by a Lighthouse 1501 electric windlass with reverse circuit and the Pacific Seacraft signature stainless-steel and teak bow platform/sprit with dual rollers and bobstay; the starboard anchor is a 45 lb CQR matched to 300' of 5/16" G4HT continuous chain with custom oversize links and shackles, the port anchor is a Spade 100 with 25' of 5/16" G4HT chain with custom oversize links and shackles and 300' of 5/8" three-strand nylon rode, the stern rode consists of 20' of 5/16" G4HT chain with oversize links and shackles and 200' of 5/8" three-strand nylon rope rode with a stern roller/chock and a Danforth bracket, and a three-piece Luke storm (Fisherman) 55 lb anchor serves as a spare, completing a formidable anchoring suite.

# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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