

## 40 1997 PACIFIC SEACRAFT — PACIFIC SEACRAFT



**Builder:** PACIFIC SEACRAFT

**Year Built:** 1997

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

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

**Beam:** 12' 5" (3.78m)

**Max Draft:** 5' 2" (1.57m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs 40 1997 Pacific Seacraft — PACIFIC SEACRAFT from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht 40 1997 Pacific Seacraft — PACIFIC SEACRAFT or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call +1(954)274-4435

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# SPECIFICATIONS

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## Overview

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- Model-Boat for Pacific Seacraft Brochure and Website Photos
- Rugged Pacific Seacraft construction
- Stored inside at the Pacific Seacraft factory (2011-16)
- Many recent upgrades and refits items
- Extensive recent maintenance
- Cutter rig \*\* AC/heat \*\* Ultraleather \*\* Recent B&G electronics \*\* Extensive sail inventory

The PS-40 was the last - and is widely considered to be the ultimate - design among the many famous collaborations between designer, WIB Crealock, and Pacific Seacraft. With the fastidious care and thoughtful upgrades from her owner, this 40 stands out among the many Pacific Seacrafts currently afloat.

## Basic Information

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**Category:** Cruising Sailboat

**Sub Category:** Cutter

**Model Year:** 1997

**Year Built:** 1997

**Country:** United States

## Dimensions

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

**Beam:** 12' 5" (3.78m)

**Max Draft:** 5' 2" (1.57m)

**MFG Length:** 40' 0" (12.19m)

## Speed, Capacities and Weight

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**Displacement:** 24000 Pounds

**Water Capacity:** 150 Gallons

**Fuel Capacity:** 70 Gallons

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## Accommodations

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**Total Cabins:** 2

**Total Heads:** 1

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## Hull and Deck Information

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**Hull Material:** Fiberglass

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## Engine Information

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**Engines:** 1

**Manufacturer:** Yanmar

**Model:** 4JH2E

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Overview

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### HIGHLIGHTS

- “Photo-boat” for Pacific Seacraft factory brochure and website
- Stored inside at the PS factory - 2011 to 2016
- Standing rigging replaced; mast awl gripped
- Engine rebuilt
- Updated sails and electronics
- Ultrasuede upholstery
- Many other upgrade and refit items completed at the PS factory (see below)

### REFIT and UPGRADES - at the PACIFIC SEACRAFT FACTORY

- Mast stripped and repainted with Awlgrip.
- Standing rigging replaced
- Engine rebuilt
- Additional 40 gal fuel tank added
- Dual Racor fuel lter system installed
- B&G electronics suite installed (GPS/plotter, autopilot)
- Icom VHF -w/AIS added
- Lifelines replaced
- Delta anchor added; Anchor chain replaced
- Upgraded 12V battery bank (Lifeline AGM)
- Five solar panels added
- Wind generator added
- LED lighting installed throughout
- 120amp “smart”alternator/charger installed
- Engine room fire suppression system

### ACCOMMODATIONS

Throughout: Reverse-cycle AC/heat, Varnished teak joinery, Teak & holly sole, Alpenglow lighting/ LED, Ultrasuede upholstery; Ample light and ventilation via 14 opening ports, 4 Bomar hatches, 2 dorade vents, Hella fans.

- Owner's stateroom forward, w/ spacious V-berth, and generous storage in drawers, lockers and shelves; Cedar lined hanging locker.
- Main saloon amidship features U-shape dinette (converts to double berth) to starboard w/ settee/berth opposite; Varnished double dropleaf teak table. Port settee converts to single berth. Custom/versatile lee-cloth system - for berths; Spacious nav-station to port in main

saloon; U-shape galley (described below) is to starboard

- Enclosed head aft to port -w/ vanity/sink and wet locker; Jabsco electric head; Separate stall shower
- Private guest stateroom aft to starboard, with double berth, -w/ cabinets, shelves and cedar-lined hanging locker.

## GALLEY

- Force-10 gimballed 3 burner LPG stove -w/ oven and broiler
- Seafrust 12V/110V water-cooled refrigeration ('11)
- Double SS sinks -w/ manual freshwater and raw-water foot pumps ('17)
- Spacious Corian counter tops - illuminated by three Alpenglow/LED lights
- Ample storage - in varnished teak cabinets and drawers
- Tilt-out trash bin

## SAILS and RIGGING

- Double-spreader cutter rig
- Mast and boom awlgripped ('16)
- Standing rigging replaced ('17)
- Harken roller furling for genoa and staysail
- Running rigging - updated as needed
- Halyards and reef-lines lead to cockpit (singlehander's package)
- Forespar telescoping whisker pole – stows on mast
- Forespar solid boom vang
- 9 Harken self-tailing 2-speed chromed bronze winches: 2 #53 primary, #42 mainsheet, 3 #40 halyard and reef, #16 (single speed) furling. On mast: #40 and #32 halyard

## Ullman Sails ('09) (used 3 seasons)

- Full-batten mainsail w/2 reefs - and "stackpack"
- 120% furling genoa
- Furling staysail
- Cruising spinnaker
- Storm trysail

## Additional (Doyle) sails:

- 100% furling yankee ('08)
- Mainsail,
- Furling genoa
- Furling staysail

I : 49.50 ft J : 18.42 ft P : 43.50 ft E : 18.00 ft Sail Area : 847.00 sq ft ELECTRONICS B&G Zeus electronics suite ('17):

- Chartplotter

- Radar
- Autopilot
- Knot/log, depth, windspeed

#### VHF and SSB:

- Icom M502 VHF transceiver w/AIS ('19) - with dedicated antenna
- Icom VHF transceiver in cockpit
- Icom M702 SSB transceiver
- ELECTRICAL
- "House" 12V system: Four 4-D Lifeline AGM batteries
- Engine-start battery.
- Upgraded 120amp "smart" alternator/charger
- LED lighting throughout
- 5 Solar panels - 3 on bimini; one each on dodger and arch '16)
- Airex wind generator -w/controller ('16)
- 110V shorepower -w/cord

#### ENGINE

- Yanmar 4JH2E 4 cyl 54hp diesel (300 hours since rebuild in 2016)

#### MECHANICAL and PLUMBING

- Jabsco 34600 electric bilge pump
- Whaler manual bilge pump
- Hot and cold pressure water
- Manual freshwater footpump
- Manual raw water footpump
- Jabsco electric head -w/ fresh water flush
- Two 10# LPG tanks
- Plumbing in place for future watermaker

#### DECK GEAR and OTHER EQUIPMENT

- Custom stern arch (Nigel Calder design) - for antennas, solar panel, etc
- Varnished teak bright work
- Varnished teak dorade boxes -w/ chromed cowls
- Dodger (canvas replaced '17)
- Bimini (canvas replaced '17)
- Cockpit cushions
- Sunbrella covers for : pedestal, dorade boxes, handrails, teak on bow platform
- 1x19 1/4" SS lifelines -w/gates
- PS signature 30" lifeline stanchions
- Bow and stern pulpits
- 1.5" SS mast pulpits



## GROUND TACKLE

- Delta anchor -w/ 150' chain plus 150' nylon rode
- 45# CQR anchor - w/ 150' chain plus 150' nylon rode
- Fortress stern anchor (stowed on arch)
- Lighthouse windlass
- Raw water anchor/deck washdown
- Dual anchor rollers on signature Pacific Seacraft teak and SS bow platform
- Halse pipe
- Divided chain locker
- PS signature stern anchor roller; halse pipe to aft chain locker

## OTHER EQUIPMENT

- Docklines ('19)
- Fenders ('19)
- USCG gear
- Signal strobe
- Liferaft
- Lifesling
- Sea Anchor

## RECENT MAINTENANCE AND REFIT - 2016 and later

- Thru-hulls serviced
- Complete steering overhaul
- Bimini and dodger canvas replaced
- Stainless mixing elbow installed
- Most hoses replaced.
- Galley fresh water and raw water pumps replaced
- Replacement water heater installed
- Refrigeration water pump replaced
- LPG tanks recertified ('19)
- Windlass serviced ('19)
- Docklines and fenders upgraded ('19)
- Outboard motor serviced ('19)
- Deck/ anchor washdown pump replaced ('19)

## TENDER

- AB 9' RIB dinghy
- Honda 8hp outboard (four stroke)

**MANUFACTURER'S COMMENT** The Pacific Seacraft 40 maintains the form, function, and esthetic that has produced safe and attractive Pacific Seacraft sailboats since 1976. The hull shape has a moderate freeboard and graceful overhangs fore and aft. While the waterline and

beam are proportionally larger than previous Pacific Seacraft - Crealock collaborations (translating into greater interior volume), the hull retains the sensible dimensions and proportions essential to upwind performance, directional stability, and the hydrostatics which effect ultimate stability. The keel is a long fin of external lead ballast bolted on and bedded in epoxy. This joint is extremely strong and resistant to impact with underwater objects. The difference between the shoal-draft and standard keels has been increased to take greater advantage of the respective characteristics of each. The combination of the keel plan, skeg-mounted rudder, deep hull sections below the waterline forward, and a carefully positioned rig plan all contribute to exceptional directional stability and handling. The interior maintains the function and form that feels comfortable and works. Passage through the cabin is straight and unimpeded. Visual space opens from the galley forward. An aft head is located for easy access from the companion way. The galley is configured to provide hands-free support on either tack. On deck, a spacious foredeck with centerline king plank for footing features an extended bow platform and windlass boss. The headsail and staysail are equipped with roller furling. The double-spreader keel-stepped mast includes two self-tailing winches for halyards. The solid boom vang is self-cleating. All sail controls, including the main halyard and two sets of reef lines, are led aft to the cockpit through deck sheave organizers and rope clutches to self-tailing winches. There is a special molded-in shearwater designed for dodger attachment. The mainsheet system includes a traveler forward of the companionway and a dedicated self-tailing winch. The primary winches for the headsail can be reached from the helm. The deck quickly sheds water through bulwark hawse pipes and through deck drains that exit at the waterline. The cockpit is self-bailing and includes safety harness padeyes. Pedestal steering with single-lever control and pod-mounted instruments provide fingertip control. Extensive mooring cleats simplify docking. The Pacific Seacraft 40's deck and cockpit take into account the importance of safety when anchoring, docking, maneuvering, and sailing.

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## Exclusions

Owner's personal belongings.

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## Disclaimer

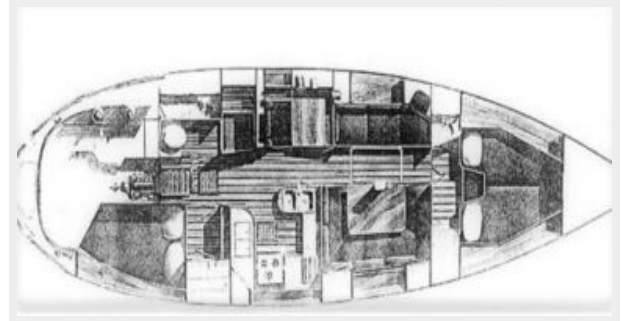
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# PHOTOS

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# CONTACTS

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## Contact details

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