

DAPHINE — PACIFIC SEACRAFT



Builder: PACIFIC SEACRAFT

Year Built: 1990

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 27' 3" (8.31m)

Beam: 8' 7" (2.62m)

Max Draft: 3' 10" (1.17m)

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If you would like to buy a yacht **DAPHINE — 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

Basic Information

Category: Cruising Sailboat

Model Year: 1990

Year Built: 1990

Country: United States

Dimensions

LOA: 27' 3" (8.31m)

Beam: 8' 7" (2.62m)

Max Draft: 3' 10" (1.17m)

Speed, Capacities and Weight

Displacement: 8000 Pounds

Water Capacity: 18 Gallons

Fuel Capacity: 40 Gallons

Accommodations

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 2GM20F

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

Courtesy bluewaterboats.org Overview Penned by the late great Bill Crealock and introduced by Pacific Seacraft in 1984, the Dana, at only 24 feet on deck, is perhaps the consummate pocket cruiser. The boat combines traditional styling with the kind of keen craftsmanship and solid construction upon which Pacific Seacraft built its reputation. Like all good boats, the Dana 24 is well balanced, fast for her size and seakindly. Her shallow draft allows for exploration in cruising grounds larger yachts cannot, and her design, now over 25 years old, is well proven with a number of ocean crossings to her credit. Yet for all her offshore capabilities she is one of a select few that can go home on a trailer. Although the Dana 24 has never been a cheap boat to buy, owners can console themselves with the lower maintenance bills from a blue water cruiser of diminutive size. Perhaps Crealock best sums it up, "It's a wonderful entry level, genuine go anywhere cruising boat". History It could be said that the Pacific Seacraft of yesteryear had an affinity for pocket cruisers. Right from the get go, the company introduced the Pacific Seacraft 25 and later the Orion 27, both strong and capable offshore cruisers designed by one of the co-founders himself, Henry Morschladt. However it's the Flicka 20 that we remember most when we think of small and capable. Pacific Seacraft acquired the Flicka 20 around 1977 and became a hit for the company. By the early-1980s the company was looking to augment Flicka with a larger boat of similar style. It was Bill Crealock, well respected for his seaworthy designs, who got the commission for the new boat and by 1984 the Dana 24 was introduced. She was fairly well received, in fact a respectable 222 boats were sold in the subsequent fifteen years before a booming mid-1990s economy shifted interest to bigger boats. "The taste went to bigger boats for a while and smaller boats just got put aside... The size of boats people get seems to vary with the square root of the Dow Jones average" - Bill Crealock Pacific Seacraft ceased production of the Dana 24 in 1997, but after a three year hiatus interest was reignited as the economy slowed. The company recommenced limited production in 2000 however only a few were sold. In 2007, Pacific Seacraft entered receivership before changing hands to its new owner, Stephen Brodie. Interestingly, the Dana 24 molds were not part of Brodie's acquisition. Instead the molds passed to a dealership in Seattle called Seacraft Yachts who have made the boat available once again (starting with hull number #351). In total at least 250 boats have been built. In this time there's been little to improve upon the little Dana 24, the boat remains almost unchanged, a true testament to the quality of Crealock's original design. Layout and Configuration The Dana 24 is a moderate displacement cruiser, below the waterline you'll find a full keel with a forefoot cutaway and a keel-hung rudder. Her sheerline is elegant and she has a memorably plumb bow with a teak bowsprit platform. Compromise on her size means that she is lacking the distinctive Crealock double-ended stern in favor of a wide and almost vertical transom. The boat retains the signature cutter rig, that's so popular among the blue water fraternity. Some have optionally been setup for single handing with sheeting and halyard lines led back into the safety of the cockpit. The cockpit provides good protection from the elements and there are two generously

sized cockpit drains. The two cockpit seats are long enough to sleep on at 6' 3" in length, and have large lockers below. There's a watertight hatch on the cockpit sole to provide access to the engine. Down below you'll find 6' 1" of headroom and it's apparent that 8' 7" of beam has been plenty for Crealock to play with. The interior layout demonstrates excellent functionality and clever use of space. Her interior space is around 50% larger than other boats of similar length, making her feel like a much bigger boat. She has an open plan interior with hand rubbed oiled teak cabinetry, and a teak-and-holly sole that gives her a beautifully warm and inviting feel. As you descend the companionway, on the port side is a full galley with a gimballed two-burner propane stove, a large insulated icebox and a 10-inch-deep sink with hand-pump. A flip down cover over the stove provides extra counter space to work with, as does another in the seating area. To starboard there is an enclosed head with integral shower pan, hanging locker and sink with hand pump. The four available berths are generous and comfortable a V-berth that is 6' 8" long and 6' 9" wide, as well as two 6' 6" settees with cleverly placed foot room that tucks beneath the v-berth. Beneath the forward berth are two large drawers and a drop locker. The cabin shelving has removable fiddles and the hanging locker is louvered for extra ventilation. The dining table slides out from underneath the v-berth, above the two drawers, and is a particularly clever feature, having a hinged center which fits around the interior metal post and can be fully or partially extended. Construction True to Pacific Seacraft tradition, the hull and deck are solidly constructed from hand laminated fiberglass. The innermost layers are polyester and the outermost layers have utilized osmosis resisting vinylester resin since 1989. The deck is balsa cored with plywood core in high load zones. The hull to deck joint is a double flange bedded in high tensile polyurethane adhesive compound and through-bolted with stainless bolts. The interior module is also of vinylester resin and is bonded to the hull with fiberglass mat and woven roving. The interior fittings are white matte below counter height and teak above. Lead is used as ballast and is encapsulated in fiberglass. All through-hull fittings are solid bronze. Chainplates are through-fastened to the hull with stainless steel bolts and full backing plates. Since 1989 the boat has had eight rectangular bronze port lights in place of the original round bronze ports. Under Sail Like all Crealock designs, the Dana 24 integrates a good deal of comfort in a well controlled and balanced hull. She's a seakindly boat with a mellow motion through the water and her high ballast ratio (nearly 40%) no doubt helps her ultimate stability. The Crealock philosophy being comfort and stability translates to lower crew fatigue and faster, safer passages. Set up well and skillfully sailed, and in a breeze the Dana comes to life, she points well to windward and sails her best on a reach, while downwind her keel and hull form tracks well without a hint of squirming and with less roll than most. Expect a top speed around 6.5 knots, and we've heard reports that well set up examples can top 120 mile days during long passages. Not bad for a boat her size and displacement. Designer Comments The Dana 24 is conceived for cruising and designed for performance. She is built to the standards of excellence that have always set Pacific Seacraft yachts apart. Quality is evident in every detail, from carefully fitted teak joinery to husky bronze fittings and impeccable mechanical installations. Crealock is well-known for cruising boats with exceptional performance, and Dana is the culmination of all he has learned. Sophisticated hull design, high ballast ratio and efficient sail plan provide stability and power for the kind of windward performance that is so often lacking in other pocket cruisers. Her beautifully traditional hull encloses an extraordinarily spacious and functional interior that is innovative and inviting. Her 6-foot 1-inch headroom, fully enclosed head, honeymoon berth and

congenial main salon are but a few of her charms. A long list of standard features includes two-cylinder diesel power, winches, sails and full galley. Accommodations The first thing you notices is that the Dana may only be 24 feet long on deck but in every respect she feels much larger. The interior is a Crealock at its best, with a very open layout. The starboard head compartment is spacious with storage, a stainless sink, manual toilet and a shower with fitted tray. The galley is to port with a fully gimbling 2 burner stove and oven and an excellent, top loading well insulated ice box. Food storage and preparation at berth, anchor or underway is comfortable and safe. There is a table that can swing up, be deployed or stowed. Midship to port and starboard are settees for seating and additional sleeping that contain a variety of storage options. The V-Berth is forward with a second table stows under this berth which can seat 4 around it. There is storage in every spare space. It is incredible just how many stores can be packed away on a Dana. Enough supplies for a month can be carried with ease making the Dana much much more than just a weekender. This boat can go anywhere. She sleeps 4 very comfortably, two in the forward V berth and one either side on the saloon bunks, your feet go into a large space under the V berth. They are hidden behind the cushions at the end of the salon bunks. Hull, Deck & Tackle

- Original gelcoat over fiberglass
- Factory teak decking
- Teak bowsprit and platform with stainless steel pulpit
- Molded fiberglass fin keel
- Tiller to fiberglass rudder
- (2) Plow Anchors with chain and rode
- Stainless steel transom mounted swim ladder
- 7 AMP Solar Panel

Sails, Rigging & Canvas

- Aluminum mast, boom and spreaders
- Stainless Steel vinyl coated lifelines
- Backstays, forestay, upper and lower shrouds : 1X19 Stainless Steel
- (2) Lewmar 30 winches and (2) Lewmar 16 winches
- Traveler
- Jiffy reefing system with one reef
- Fully Batten Mainsail, 2 reefs (Serviceable)
- 130% Roller Furling (Good condition)
- Roller Furling Yankee (Like New)
- Staysail (1 reef, only used one season, excellent condition)
- Storm Jib (Never used, from a Flicka)
- Anchor Riding Sail (Very Good condition)
- Cockpit cushions

Electronics, Navigation, Audio & Entertainment

- Garmin GPSMAP 498
- Sea Range VHF

- Raymarine Autopilot
- Raymarine Knot, Wind, Depth
- Ritchie Compass
- Jensen CD/AM/FM Sirius Capable Stereo
- West Marine Speakers

Electrical

- 110V Shore Power
- (2) 12V Deep Cycle 27 GMShip's Batteries
- Pro Sport 20 AMP Battery Charger
- AC and DC Switchboard Panel

Galley

- Force 10 (2) Burner Propane Stove with Oven
- Stainless Steel Sink
- Built in Ice Box
- Ample Storage, Preparation and Work Space

Cabin Equipment

- Wheems & Plath Ships Clock & Barometer
- Wheems Yacht Lamp
- (2) Fans
- Breeze Booster

Owner's Work Log2015

- Replaced fuel shut off valve
- Installed 2 electric bilge pumps located rear of fuel tank : 1 higher than the other and wired to switch in head
- Replaced all zincs
- Replaced all porthole screens
- Replaced all lifelines
- Installed 2 three-speed marine fans
- Rebuilt head : replaced all discharge hoses from head to tank with new Y valve
- Replaced dock lines and fenders
- Installed clutch repair kit
- Purchase chart kit : Chesapeake and Delaware Bay with holder and plotter
- Replaced lifesling
- Installed 2 gear hammocks
- Installed Breeze Booster
- Installed folding pad eye in cockpit
- Replaced shower thru hull drain to new drain line and diaphragm pump to over thru hull switch in head

- Replaced lav-drain line to thru hull with double clamps
- Replaced kitchen sink drain line to thru hull with double clamps

2016

- Replaced staysail stay and new staysail bag
- Replaced anchor chain and rode
- Installed mainsail vang
- Replace 2 batteries : Group 27
- Installed single line reefing for number 1 and number 2 reefs, with turn blocks and lines

Description

DAPHINENEW PRELIMINARY LISTING ~ MORE PHOTOS TO COME AND UPON REQUEST This Bill Crealock-Pacific Seacraft Dana 24 is a compact bluewater yacht capable of leisurely or long range cruising. One of the most popular Pacific Seacraft models, she is full of amenities and outfitting found on vessels larger in size. Daphine has a nice suite of sails and an assortment of outfitting and gear. She is ready for her next owner and new adventures.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS





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