

Pacific - Seacraft Crealock Cutter

117.955 €

📍 North Carolina

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The Crealock 34 has become almost legendary for its speed and balance under sail. She is a serious cruiser that's lean, agile, and responsive as well as comfortable! The Pacific Seacraft pedigree is evident everywhere from the solid bronze fittings and teak joinery to the hand laid-up hull and molded fiberglass interior. The Crealock 34 doesn't come up short below decks either. She's light, airy and exceptionally commodious with good headroom (6'3"), a spacious, versatile salon, U-shaped gourmet galley and bunk space for six. The perfect 34 foot cruiser!

Sundance Builder Pacific Seacraft Designer W.I.B. Crealock LOA 34 ft 0 in Beam 10 ft 0 in LWL 26 ft 2 in Maximum Draft 4 ft 11 in Displacement 13200 lbs Engine Brand diesel Engine Model Yanmar Engine Hours 536 Fresh Water Tanks (75 Gallons) Fuel Tanks (27 Gallons) Dimensions Ballast 4,700 Engines Total Power 34 hp Accommodations

The layout of the Crealock 34 is that of a traditional offshore cruiser. Starting forward she features a master cabin with a large V-berth that can be converted to a double berth with insert in place. There are lockers underneath the berth, full length storage shelves outboard on both sides, and a double hanging locker aft to starboard. Opposite to port is the head compartment with storage lockers above and outboard and below the sink. The shower pan is molded in and covered with a teak grate. There is a teak framed mirror and a towel rack. The accommodations area is finished out in a generous complement of teak and teak ply with teak and holly veneer sole, countertops are finished in teak and Mica, a gelcoat finished molded fiberglass hull liner is provided throughout, hullsides are lined in cold molded teak planking and Mica, the overhead is finished in padded vinyl with access zippers and cushions are covered with an upholstery-type material. The secure U-shaped galley is port aft, and the quarter berth is directly aft of the nav. station and it's forward end serves as the seat for the navigator. There's excellent ventilation with 10 SS opening ports and 2 hatches - one in the forward cabin and one centered in the main salon as well as the large companionway hatch. Wood finishes in good condition Upholstery materials good condition Full set of vinyl covered cockpit cushions Portable 120-volt heater Folding teak cockpit pedestal table and drink holder Sony MTL-ATA AM/FM stereo compact disc player Pair of Maxxima mini-cabinet speakers Galley The U-shaped galley is very efficient, making cooking simple and secure. There is plenty of storage, and drawers and lockers are easily accessible for items used daily, plus there are

deep bins for long term storage. She has enough counter preparation area to suit even the most finicky seagoing chef. There is a removable trash bin built into the counter top. Force 10 two-burner propane stove with oven and broiler Adler Barbour Cold Machine 12 volt air cooled refrigeration system Six gallon hot water heater energized off both engine heat exchange and 120-volt power sources. Electronics & Navigation Equipment The primary navigation system is based on a Ritchie pedestal compass with a plastic UV cover. Navigational lighting is fully operational. Horizon Intrepid VHF radio and submersible Ram Mic extension Furuno model 1721 16-mile radar with mast mount scanner Garmin 215 GPS plotter Autohelm Navdata remote display at cockpit Autohelm digital depth sounder Autohelm comb. apparent wind direct & speed indicator Autohelm digital knotmeter Electrical The primary electrical system is 12-volt DC in nature and is based on separate banks of batteries feeding via main selector switch to a Newmar 12-volt circuit breaker panel. Two West Marine group 24 deep-cycle six-volt conventional lead-acid units 120 volt shoreside system 30 amp shorepower cord Heart Freedom-10 1 kW inverter/charger Engine driven alternator Newmar 120-volt circuit breaker panel Deck & Hull Ideal underbody for a serious cruising boat, with a moderate fin keel, (the shoal version draws only 4'4" and thus can go anywhere but into a swamp) a well cut-away forefoot that makes tacking and handling in tight quarters child's play and a large, well-reinforced skeg that will give excellent directional stability and keep the rudder from stalling at extreme angles, and help support the rudder. A notable detail is the rudder is elevated a couple of inches above the skeg so that in case of grounding, the rudder won't be damaged. bow - double stainless steel platforms Simpson Lawrence Sea Tiger double action manual windlass Opening gates port and starboard and aft Woodwork cabinet top handrails, eyebrows, bulwarks cap rail Cockpit has multiple lockers Removable molded arch-style helmsman's seat Sails & Rigging All lines lead aft for safer sail handling. Dacron roller furling genoa with UV sun cover Hank-on dacron staysail Sunbrella canvas mainsail cover US Sails conventional four batten dacron mainsail with 2 jiffy reefs Bimini and dodger Matching pedestal cover Mechanical & Engine Equipment Propulsion machinery is based on a Yanmar 34 HP three cylinder freshwater cooled diesel engine. Racor primary filter Engine mount lift pump, secondary filter and injector pump Removeable overhead hatch Propulsion machinery & accessory equipment installed Engine in good condition Disclaimer The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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