PACER YACHTS

Power Precision Passion

Pacer 376
Specification

MAY 2009

TECHNICAL INFORMATION

Length Overall	11.46m
Length WaterLine	10.48m
Beam	3.75m
Draft	2.4m
Displacement	5400kg
Engine Size (STD)	20hp

SAIL AREAS

Mainsail	48.6m
Code 1 Jib	36m2
Code 2 Jib	36m2
Code 0	95m2
Spinnaker Masthead	129m2
P	15.4m
E	5.25m
I	15.32m
J	4.3m

CE – SPECIFICATION

The Pacer 376 is built in accordance with CE-Certification and meets the requirement for Cat A (ocean) for recreational craft.

HULL

The Hull is built using vacuum bagged hand lay-up before the hardening process starts, and is post cured after it has left the mould. The laminated construction consists of hydrolysis - proof epoxy resin, multidirectional fabrics and foam as sandwich material. Internally the laminate is sealed using topcoat.

DECK

The Deck and Hull are bonded together using epoxy, providing a neat joint. The laminated construction consists of hydrolysis-proof epoxy resin, multidirectional fabrics and predominantly foam core with end-grain balsa used in certain areas.

In addition to Aluminium reinforcements laminated into the deck for the standard deck layout, Hard spots for post O.E.M fitment of deckgear are integrated in the deck.

The Pacer 376 offers a factory developed non-skid surface which is white in colour.

SAFETY LINES AND PULPIT PUSHPIT

Stainless steel Pushpits and Pulpit are fitted, together with 610mm stainless steel stanchions with two safety wires, the bottom-most raised slightly to aid hiking.

TOE RAIL

The deck has an integrated toe rail extending from bow to mast.

INTERIOR UNITS AND DESCRIPTION

With ease of use, maintenance and cleaning in mind, the Pacer 376 employs the use of GRP moulded interior modules, interior hull liners where applicable offering superior

finishes, and a full-length ceiling liner with integrated down-lighting.

Structural integrity is assured via marine-plywood bulkheads, each bonded to hull and deck.

The cabinetry is of the highest quality light Cherrywood with a matt protector finish. There is a good balance between functionality and aesthetics.

The floorboards are Marine Plywood finished with a hardwearing synthetic Walnut composite material.

Companionway:
The washboards consist of a two-piece translucent removable system, which when in place locks to the translucent sliding cover. A stainless steel sill protector leads you down the ladder/stairs which are integrated into the engine cover.

Engine Cover:
GRP moulded unit with sound damping, fixes to rear bulkhead, light and easily removable for excellent access to the engine.

Aft Cabins:
Both cabins offer double berths with lockers positioned against the back bulkheads and ceiling. Optional shelving available fitted to the midships cabin devider. Lighting in the form of bulkhead adjustable spots for reading. Hull liner gives a smooth easy-wipe finish, and ceiling liner screens all through-deck fittings. High density Mattresses are covered in removable wear resistant fabric.
Natural light and fresh air is accessible through a port light which opens to the cockpit. Also available is an optional 'cabin' enclosure which extends from the line of the Navigation table seat across to the companionway steps and back to the main aft bulkheads. This option affords privacy to the aft stbd berth, and includes an opening portlight which gives natural light and fresh air to the cabin – the door opens outwards.

Galley:
Positioned on Port at the foot of the companionway, the Galley is L shaped to offer best sea-going attributes. Fitted with a single deep stainless steel sink, pressurized cold water with faucet as standard and hot and cold as an upgrade. The 41ltr compressor cold box has a hinged lid with recessed fold-down handle. The worktop is finished in Anthracite Corian and has a solid light Cherrywood fiddle on all sides. A 2 plate, semi-gimbaled, stove with oven, is fitted as standard. Lockers for pots, pans and victuals are located above the worktop, with lockers under of which one includes an integrated waste bag holder.

Navigation Station:
Adjacent to the galley and positioned fwd of a wet-locker which is ideally positioned at the foot of the companionway, is the Chart Table and Nav Station. With its own seat (locker under) the desk has an opening lid, and fiddles. The Panel for instrumentation and Electrical Switchboard is located at head-height when seated and is easy to access. Both a 12v socket and 220v Socket is located at the Nav Station.

Saloon:
A spacious saloon with 2 linear couches adjacent to each other and a double-leaf fold down (removable) table (with centre storage for wine) compliment the saloon. Cabinets run either side of the saloon to the fwd bulkhead, behind the couches. The couch cushions are designed to lift individually, thereby enabling quick and easy access to the storage under.
A stainless steel grab-handle is fitted to the underside of the coachroof (midships) to aid access to the saloon whilst at sea.

A ceiling liner with recessed halogen down-lighting affords a high quality finish to the saloon.

Heads:
Positioned fwd of the main saloon bulkhead and mast and accessed via the single forward berth bulkhead door, the head offers standing headroom, a wash-basin with cold water faucet, manual pump toilet, integrated shower head with electric shower sump pump and storage lockers. A hatch provides fresh air and natural light. A Halogen light is also fitted. An option is a second Heads door which will give access through the saloon fwd bulkhead (port side), thereby affording the forward cabin extra privacy. (must be confirmed at time of order)

Forward Cabin:
High quality double V berth mattresses with removable covers. Smooth, easy-wipe hull liner as well as a ceiling liner with recessed halogen downlights. Single cushioned seat alongside a locker adjacent to the heads door.

KEEL

The keel consists of a combination of welded steel plates forming a deep draft foil – encapsulated in GRP to give a perfect profile, with a cast antimony hardened lead bulb. The low centre of gravity keel is fastened to the hull recess by a series of stainless steel bolts with loads being distributed via the floor beams evenly through the laminate construction of the hull.

RUDDER and STEERING GEAR

The elliptical balance rudder has a shaft of sea-water resistant stainless steel with an integrated high-strength framework within the GRP foil shape. Self-aligning rudder needle bearings provide the lowest possible friction and ultimate control for the helmsman.

The steering system is 'Jefa' type, consisting of a quadrant connected to the shaft, with the gearing offering responsive steering by way of the 'Jefa' style 1700mm diameter wheel.

COCKPIT

The Pacer 376 offers a large modern self-draining cockpit with open transom, all very well laid-out for ease of sailing and the cut and thrust of competitive racing. Seats are covered in Teak.

The Gas locker is easily accessible on the port side of the cockpit, and the engine throttle control on the starboard side of the cockpit within reach of the helmsman.

A self draining locker (designed for life raft or general use) is provided, and access to the lazarette (steering gear and systems) is via a waterproof frosted-glass deck hatch.

The coamings are contoured for comfort and the deck surfaces have the factory developed non-skid.

COCKPIT DECKGEAR

All lines lead back to the cockpit. Halyards and sail trims lead to a series of power clutches and fairleads on the companionway garage, each leading to a respective Winch on the coachroof.

Winches: Lewmar

- 2 x Coachroof Halyard and spinnaker Winches – 2 x 46AST
- 2 x Primary Winches 48AST
- 2 x Mainsheet Winches 48AST

2 Winch handle pockets and 2 winch handles are supplied.

The Lewmar 'German' mainsheet track system is positioned fwd of the steering wheel pedestal, with car

position controls leading to port and starboard for easy of trimming.

The Backstay controls are brought forward from the transom to port and starboard positions adjacent to the wheel so affording ease of trim to either the helmsman or mainsheet trimmer.

The Jib car controls lead back to the cockpit.

Two recessed deck lights are installed on port and starboard just fwd of the open transom.

The Shore-Power plug socket is installed below the starboard coaming aft of the steering wheel.

The exterior manual bilge pump point is positioned on port, aft of the steering wheel affording the helmsman easy access.

BLOCKS & CAR TRACKS

All blocks and tracks are Lewmar with bearings, and tracks have control lines leading back to the cockpit.

PORT LIGHTS & HATCHES

Portlights:
Aft Cabins: 1 each opening to cockpit

Hatches:
Heads: 1 opening to deck
Fwd Cabin: 1 opening to deck.

INSTRUMENTATION & COMPASS

An instrumentation pod is positioned on the coachroof, just forward of the companionway, affording good visibility from all positions in the cockpit.

A Silva compass is fitted midships below the companionway sill.

RIG

The rig is keel stepped Southern Spars / Selden, in aluminium, with a natural anodized finish, offering;

- Masthead taper
- Aluminium Boom
- Two pairs of Spreaders
- Track on mast for spinnaker pole
- Fixed boomvang
- Windex (manual)
- Forestay Tuff-Luff or similar

STANDING RIGGING

Dyform stainless steel wire shrouds and stays with roll-formed terminals and bottle-screws.

The backstay is adjustable via a Lewmar cascade and purchase system (48:1), adjustable from both sides of the cockpit adjacent to the steering wheel position.

RUNNING RIGGING

The mainsheet system offers 2 conventional reefs, both controlled from the cockpit.

The mainsail and jib halyards are dyneema. There are 2 masthead spinnaker halyards.

The mainsail outhaul, and Cunningham, is adjustable from the cockpit.

SAILS

North Sails Mainsail 48.6m2 crosscut Dacron 430 with two reefing points, two full battens and 2 short battens – with a non backstay-overlapping roach.
North Sails Jib, 108%, 35.85m2 8.4oz Premium Nordac.

PLUMBING

Standard Pacer 376 is fitted with a cold water pressurized fresh water system, upgradable to hot water. Faucets in Galley and Heads.
Black Water Tank is fitted under fwd V berth bunks with extraction via the deck.

2 x Manual Bilge Pumps
1 x Electric Bilge Pump

ELECTRICAL SYSTEM

Batteries: 1 x 12v/55ah Starter
1 x 12v/100ah House

Mastervolt or similar Main Battery Switches.

Circuit Breakers for all electrical components.

Philipi or Similar Control Panel for Electronics.

25ah Battery Charger

Shore-Power and Plug & Cable. 220v Plug point at Nav Station.

NAVIGATION EQUIPMENT

VHF Preparation (wiring and antenna)

LIGHTS

Interior general:
Halogen downlights in saloon & Galley, aft and fwd cabin, as well as heads.

Nav Station:
Working light at Nav Station.

Reading Lights:
Adjustable reading lights in Aft and fwd cabins.

Outside Lights:
Pulpit Fixed Port and Starboard Navigation Lights

Pushpit fixed White stern light.

Combined three-colour masthead light and anchor light.

2 x Cockpit lights.

ENGINE

20hp Volvo Penta compact diesel engine D1-20, 3 cylinder.
Saildrive with 2 blade folding propeller.
Alternator – 14v / 115a

CAPACITIES

Fuel: 110ltr
Water: 110ltr

OTHER EQUIPMENT

4 x Mooring Cleats

Safety Boarding/swim Ladder

Filler Nozzle for water tank on cockpit floor.

Filler Nozzle for fuel tank on cockpit floor.

NOTE:
Specifications are subject to change at the discretion of Pacer Yachts and will be confirmed at time of order.

REVISED 12th May 2009