

**Pound for pound, dollar for dollar, you get more
with a Creekmore.**

Creekmore 34 ***Creekmore 40***

***These boldly innovative designs
are now available in any
stage of completion up
to a sail-away kit.***

Not a kit recycled from some "last year's model", the Creekmore cruising designs are hot off the boards, bred from racing stock and frankly, years ahead of their contemporaries.



These cruisers are beautifully logical solutions to the problem of how to be fast and roomy and still handle like a true cruising yacht. The designs are proven successful, integrating concepts drawn from the latest advances in the designer's art and Lee Creekmore's racing, laboratory, and cruising experiences.

As kits they offer an alternative to the high priced production line boats of questionable quality and mediocre performance.

These yachts are for people who desire involvement in the design of their yacht, who want to know how she is built, that she can be relied upon, and for people who would draw satisfaction from having a personalized craft truly their own.

For you, we are proud to introduce the Creekmore cruising designs.

"I've been able to balance the and performance and come out with I think we've come cl

The Creekmore 34 and Creekmore 40 have similar design attributes based on the same conceptual innovations. They are everything the slow, bulky traditional designs are not: sleek, modern and fast, without sacrificing the traditional virtues of comfort and seaworthiness blue water sailors demand.

Creekmore 34

LOA	34'0"	SAIL AREA	570 sq.'
LWL	30'0"	DISPL.	17,000 lb.
BEAM	11'6"	BAL.	7,000 lb.
DRAFT	5'0"		

Creekmore 40

LOA	39'9"	SAIL AREA	810 sq.'
LWL	35'0"	DISPL.	24,000 lb.
BEAM	13'0"	BAL.	10,000 lb.
DRAFT	5'6"		

What's so good about a Creekmore Cruiser?

Cruising is more fun when you know you are making progress, so the Creekmore cruisers were designed not to sacrifice speed. This means you'll be doing more sailing and less motoring. You may not have considered it, but a boat that sails and handles well is safer too.

Profile

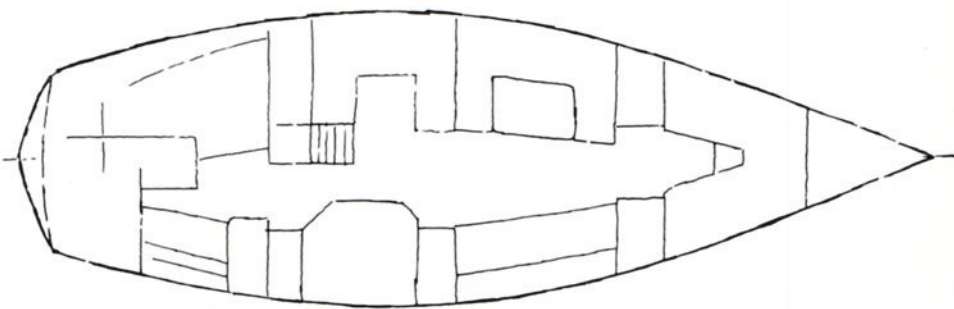
Notice our sharp entry. Our bow is designed for good windward performance. The shape

some of those nice places with shallow water. And a long keel gives good directional stability. That means she almost steers herself. You'll be glad for that on long cruises.

Beam

A myth that you may have heard is that a wide boat is a slow boat. Wrong. Wide beam does not slow down our cruisers. It does good things — notably more stability, easier ride . . . and lots more carrying capacity and room inside!

Our full sections aft make the



cuts thru waves better than others and loss of forward momentum due to weather is at a minimum. A short overhang also gives us maximum length at the water line, one of the prime factors for good speed.

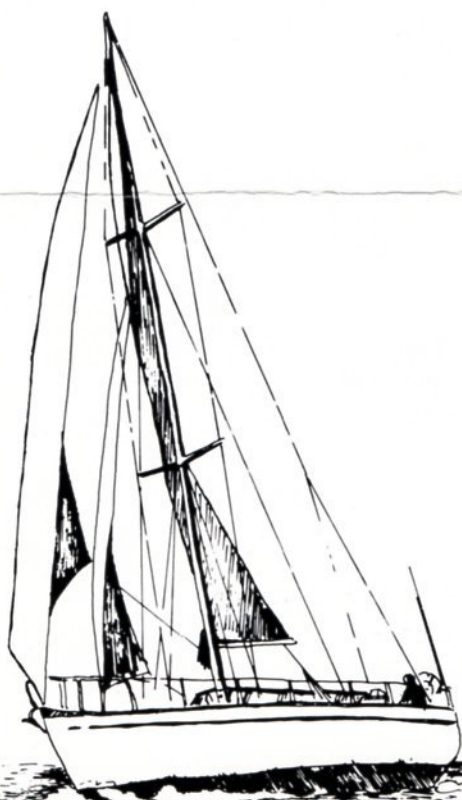
Our profile continues to a cutaway forefoot. Two benefits here: less wetted surface (less friction thru the water) and improved maneuverability.

Our cruising keel is long so it doesn't have to be deep. Otherwise you couldn't get to

boat look longer to the water. Believe it or not, that helps with speed. Easier thru the water and more stability — that means we can handle more sail and more sail means more power.

Twin Headsail Rig

Our twin headsail "cutter" rig has all the efficiency of a sloop but it's much more versatile. This sail plan is easier to handle and can be simply adapted to a variety of conditions, from storms to light airs. It's safer too. Lee designed it



criteria between accommodations
in a more advantageous compromise.
closer to the ideal boat."

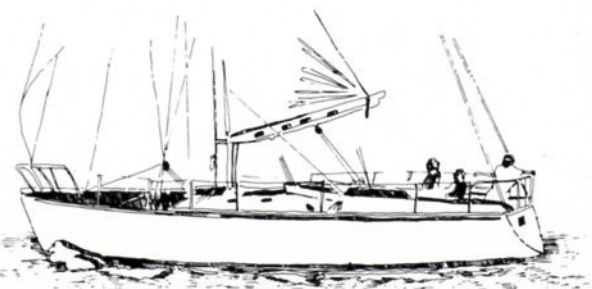
Lee Creekmore

so that if you lost one wire,
the mast would still stand.
Read what Hal Roth has to
say about this type of rig in
his book "After 25,000
Miles" and you'll never
want another.

Flush Deck

If safety is important to you,
consider the flush deck. Not
only is it safer and easier to
work on, but it is the most
seaworthy design there is.

Over half the structural
failures in boats are not
in the hull, but the deck.



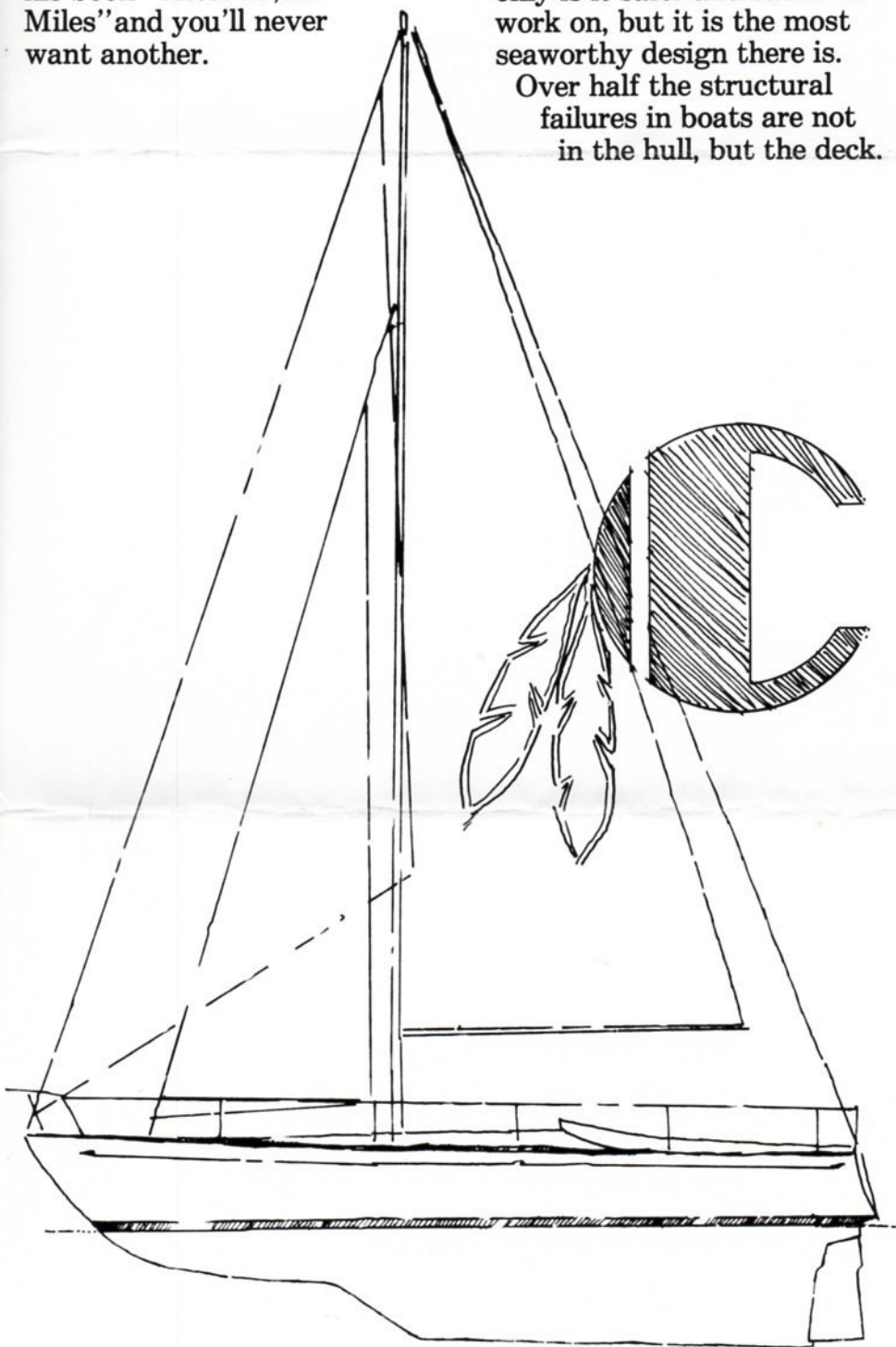
A deck with high cabin and
big windows will likely be
stove in someday during
heavy weather. Our deck, on
the other hand, is safer, af-
fords good visibility forward
and still allows 6'4" headroom
below.

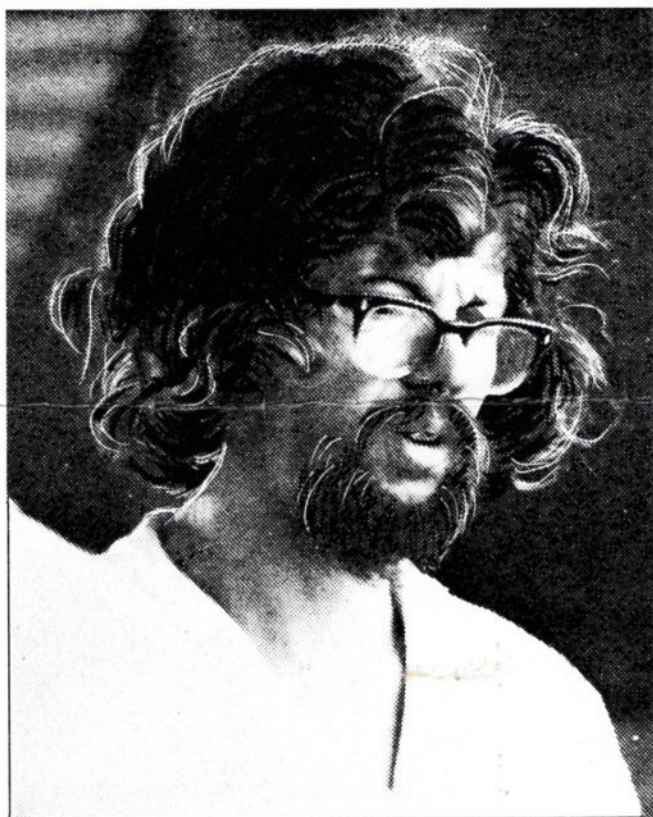
Options

One thing people like best
about our boats is the variety
of options available. For in-
stance, we have many interior
plans and will help you choose
or design your own.

There are also three available
keel configurations, each with
its own advantages. And even
tho we prefer a flush deck, our
deck mold was designed to
provide for modifications. Lee
is willing to help you create a
personalized feel to your boat,
yet will always insure that she
retains the seaworthiness and
quality of construction our
reputation is founded on.

In fact, barring the unsafe,
any modification you deem
suitable for your yacht — from
sail plan to interior layout to
color — is yours to create.
And what you sail away in
will be distinctly . . . yours.





Lee Creekmore has been building and designing boats all of his life. He is the son of Ray Creekmore, designer of more than 50 boats and pioneer in fiberglass boatbuilding, who began the Creekmore boat yard in South Florida.

"I know what makes boats go fast."

Lee built his first boat at age 12. He went on to win his first National Championship in a Moth boat which he designed, built, and made the sails for. Since then, Lee's boats have won the Quarter Ton North Americans, Antigua Race Week, Miami-Nassau Race, SORC class events, and many MORC championships. He is considered by many to be the foremost designer of MORC boats in the country. This year his 22' design, "Linoleum," captured the 1978 MORC Internationals.

Both prolific and widely imitated, Lee has completed 15 successful designs from which more than 100 boats have been built. Currently, three independent manufacturers are running authorized production versions of his designs.

Lee has had extensive cruising and racing experience from eleven foot dinghys to twelve meters. He has delivered many boats and is well aware of the sailors' needs and problems.

His designs for cruising have emerged from this experience. The 34 started out to be Lee's own personal yacht — fast, but comfortable enough to cruise for a year or two at a time. Then a friend wanted one. The project mushroomed from there by popular demand. Now more than twenty hulls have been produced, and with the operation's recent emergence into the public view by way of a feature article in *Sail* magazine, more can be expected.

Message to potential boat builders

The essential prerequisites to building a boat are determination, patience, and time. Given the above, many people who have never performed an operation more sophisticated than turning a screw or wielding a paint brush can become a successful boat builder...

Because we provide the guidance and experience you may lack.

You can work at the Creekmore boat yard, where Lee Creekmore and experienced boat builders are available to lend a hand, or give advice. We are dedicated to your successful completion because our reputation is resting on how well your boat is finished off.

To quote one of our customers: "If you're conscientious, Lee won't let you screw up."

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