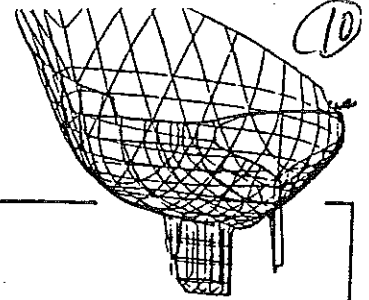


*Genius data*



LAFITTE 44 DESIGNER COMMENTS. — *From Bob Perry!*

Each time that I design a new yacht I go through a number of phases in my acclimation to the new design. I like it then I don't like it. Then I like it again, then I don't. I am happy to say that in the end, I usually end up liking the design. In the case of design number 100, I have liked it from the start. It has a very fresh look and a style that I am sure will be imitated in the future. The more I work with this design, the more I use it as a touchstone for the rest of the work I have in progress. I like design number 100 more as time goes on. There are a number of reasons that this design is becoming a favorite.

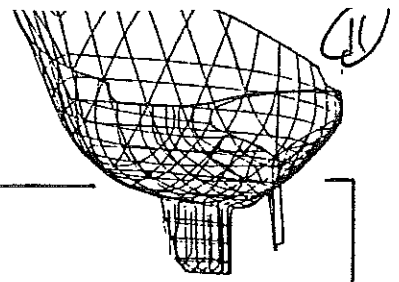
I have been pursuing the "ultimate cruising yacht hull" for some time now. With this design I am sure that I have closed the gap significantly between my ideal and reality. The hull features a long waterline and modest overhangs. The bow is moderately flared for dryness yet fine enough to help the yacht drive to weather. The stern is of a character that I have been striving for for some time. The stern has all the inherent saving graces of the double-ender yet it has a feeling of finesse that should give the yacht a graceful appearance. This stern should blend well with the lines of the bow to produce an unusually handsome vessel. The forefoot is deep and sharply V-ed. This fairs into a large fin keel. The area of the fin is more than is necessary for windward-ability, but I feel there is still some value in this extra area in regards to directional stability and ease of haulout. The rudder is set on a very generous skeg and is of a foil section similar to that used on most racing craft today. I have used the vertical rudder stock exclusively in the past and I still feel it is the best answer to control in "terminal" conditions. It has been my endeavor to give this yacht the performance of a racing yacht without sacrificing cruising virtues. Some of you will say that that is impossible, but believe me it is not. Design number 100 should go to weather within 30 degrees of apparent wind and should steer off the wind like a well balanced long keeled yacht.

I am quite proud of the interior layout design. It is not particularly original, in fact I gleaned most of the ideas from another well known yacht. I am sure that under the closest scrutiny you will not uncover a weakness of this layout that will limit its usability as a cruising yacht. In fact, it affords the best space allocation for offshore sailing and at the same time gives maximum privacy

The rig chosen was the cutter. If you are trying to combine performance with ease of handling, the cutter is the natural choice. The cutter has almost the versatility of the ketch while giving substantially better performance under almost all conditions. If it is really blowing, you can shorten the cutter down to a double reefed main and a staysail and you will be very comfortable and a lot more weatherly than a ketch under jib and mizzen. You should never underestimate the need to beat off a lee shore.

The deck has been laid out with two primary purposes: comfort and security in the cockpit, working space on deck. I am of the opinion that an offshore yacht should not have a huge cockpit. The cabin trunk is low with generous side deck width.

cont/d



Page 2.

Designer Comments.

Forward of that is unobstructed flush deck. This makes for a large sun-bathing area, room to carry a large dinghy and an easy deck to work on.

All in all, the combination of successful features of this design should make her a very popular yacht that can undertake any voyage with a high degree of crew confidence. You will reach your destination quickly and you will reach it comfortably.

# Lafitte 44: Double ended cutter

We are seldom given a chance to design the total yacht. Most builders or owners will have an area of forte that makes it prudent -- I chose my words wisely for once -- for them to handle certain aspects of the design, i.e. deck layouts, hull construction, interior design or interior decor. From the inception of the Lafitte project the client and I have had outstanding rapport. The result of this is that we are responsible for every phase of the design. Consequently, we have put months of highly enjoyable and rewarding work into the conception of this yacht. Again, the design is aimed at the cruising sailer who enjoys speed along with comfort or the IOR dropout who has realized that it is not impossible to have a fast yacht with a roomy interior outside the confines of a rating rule. As far as originality is concerned, I will have to admit that I was heavily influenced by the S & S designed Swan 431. I have always felt that if I were not bound by profession to only one of my own designs, I would buy a Swan. The fact that I can't afford a Swan has little to do with it. They have been to my eye the epitome of the racing-cruising yacht. The Lafitte was designed to take the Swan concept and put it further towards the cruising direction without regard to the IOR and without substantial loss of performance.

Probably the most unique feature of the Lafitte's hull is her stern. In the past I have done many canoe sterned yachts but I have never really designed a double ender. I hope, dear reader, that you are not waiting for a technical explanation of the difference between a double ender and a canoe stern yacht because I don't have one. I merely decided that the Lafitte's unique stern configuration was closer to a "peapod" shaped double ender than it was to an overhanging canoe stern. The contours in the stern are complex and the fairing to the appendages is very subtle. To be even more subjective, after studying the completed hull plug, I honestly feel that the Lafitte has an underbody very similar to that masterpiece of mother nature, the orca, commonly known as the killer whale. The entry is sharp and deep and you may notice a very slight reverse to the profile of the bow. The Lafitte has considerable spring to the sheer which I feel is necessary in any yacht that does not have a transom. The displacement to length ratio is 284. I think this will be a fast yacht. I have again used the mid length fin keel and skeg-rudder combination. The mid length keel allows me to use currently accepted foils to insure good performance on the wind.

With 900 square feet of sail and ruling out the ketch rig, I felt the Lafitte deserved the cutter rig. The sail area to displacement ratio of the Lafitte is 15.44. When dealing with this size of

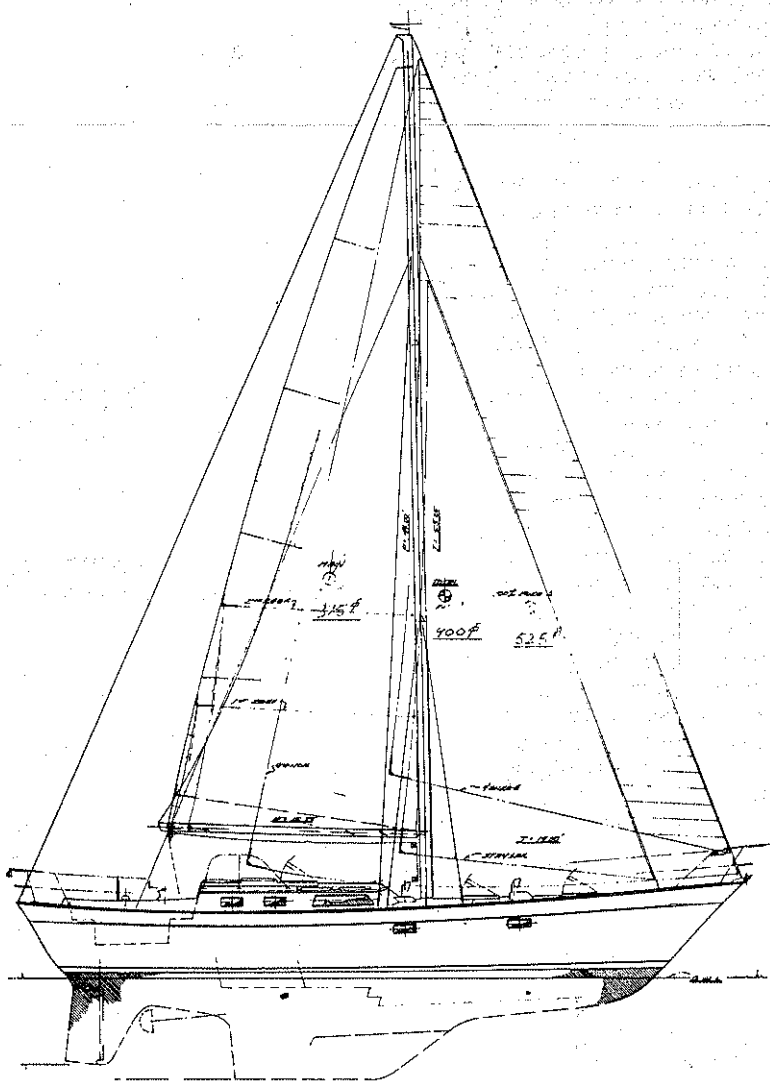
yacht a figure much higher than this would result in head sails too large to be easily managed. An I dimension (height of mast above deck) of 55 feet, coupled with a J dimension (base of foretriangle) of 19 feet, gives the Lafitte a rig larger than most two tonners. To my eye this is about all a crew of two can comfortably handle without splitting the rig into a ketch configuration.

In surveying the interior of the Lafitte 44, you should immediately notice that there are two companionways. The aft most companionway leads directly to the aft owner's stateroom. This stateroom consists of a double berth to port, single settee berth to starboard, ample sized hanging locker and a vanity area. Access to the forward areas is through the adjacent head to starboard. There is a shallow bath under the cabin sole in the aft head. The forward companionway leads directly to the galley-navigation area. The galley is huge with bulkhead lockers aft over the refrigerator-icebox and good sized drawers. Our pride and joy in the development of this interior is the navigation area. The whole nav area is molded from fiberglass and incorporates appropriately angled facets for the navigator to have easy and natural vision of all gauges and sailing instruments. The navigator's seat was designed based upon information taken from the book, "Sitting Posture," compiled by the Swiss Federal Institute of Technology. (Wow!) In short, I can honestly say that this should be the finest navigation area in any 44-foot yacht. The main cabin includes an extra large U-shaped dinette to port and a settee berth and low-boy bureau to starboard. Forward of this area there is an additional head and a V-berth stateroom.

The Lafitte 44 features Airex foam hull construction and a balsa cored deck. Hatches are Bomar aluminum and the toerail is a black anodized extrusion provided by C & C. This extrusion allows the stanchion bases to be mounted on it without any through the deck bolts. It is the best I have seen. Steering gear is by Yacht Specialties. Ballast is 11,300 pounds of external lead hung below a deep molded in sump. The standard auxiliary engine is the Perkins 4108. The spars are aluminum. There will be the option of a teak overlaid deck or an English Treadmaster nonskid.

It's obvious that I could go on forever talking about this design. It would be silly to deny deep personal involvement. My client, Pacific Far East Industries of Costa Mesa, California, and I have done our utmost to insure that the Lafitte 44 will be one of the finest of its type available.

**Pacific Far East Industries, 1001 W. 17th St. "J," Costa Mesa, CA. 92627.**



**LOA 44' / DWL 35'6" / BEAM 12'8" / DRAFT 6'2" / DISPLACEMENT 28,480 LBS. / BALLAST 8,700 LBS. / SAIL AREA 900 SQ. FT.**

