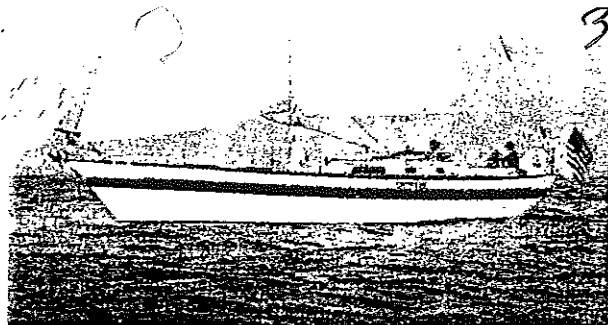
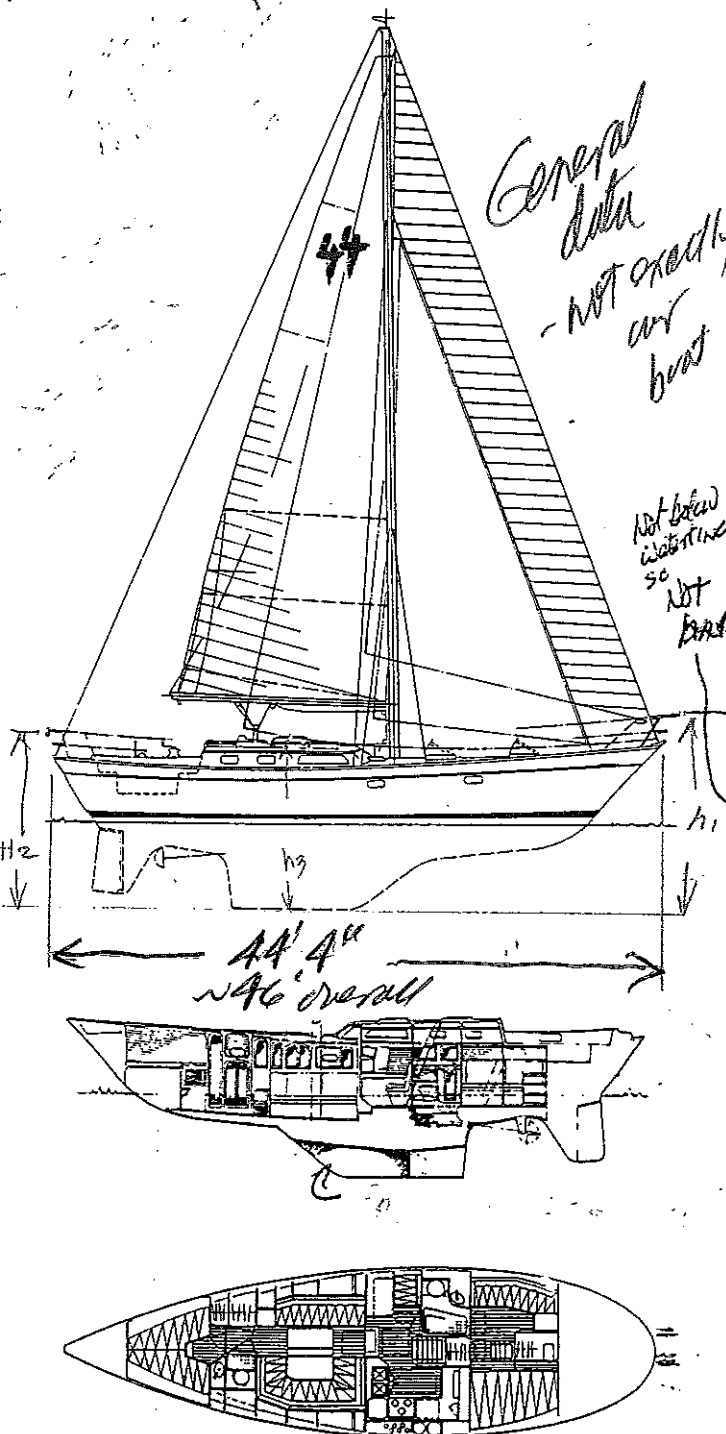


Draft Standard keel 0.4 (1.9 m.)
 Sail Area 920 sq. ft. (86 sq. m.)
 Hull Airex-cored fiberglass
 Spars Aluminum
 Ballast 11,310 lbs. (5,130 kg.)
 Displacement 28,000 lbs. (12,700 kg.)
 Headroom 6'6" (2.0 m.)
 Berths 8
 Auxiliary 62-hp. Perkins diesel
 Designer Robert Perry

*owns
 39,000
 loaded*



3



see plugs - hull is thicker than 39

Not only is the LaFitte 44 of the finest materials and impeccably built, she is easy for a couple or family to sail, fast enough to win races, spacious above and below and a consummate world cruiser as well.

Her designer Robert Perry says: "I have been pursuing the Ultimate Cruising Yacht for some time; with the LaFitte 44 I am sure I have closed the gap significantly between my ideal and reality."

Hull is a full 3/4-inch Airex cored fiberglass, deck extra thick 9/16-inch clear Burmese teak, keel ballast external one-piece cast lead, and water and fuel tanks, engine mounts, mast step, keel fairings, rudderpost and propeller shaft stainless steel (the latter two solid Aquamet).

Standing rigging is Nitronic 50 with Norseman terminals, wiring is tinned copper, the extensive radio ground is laminated into hull, and lifelines are 316 stainless steel with Norseman terminals.

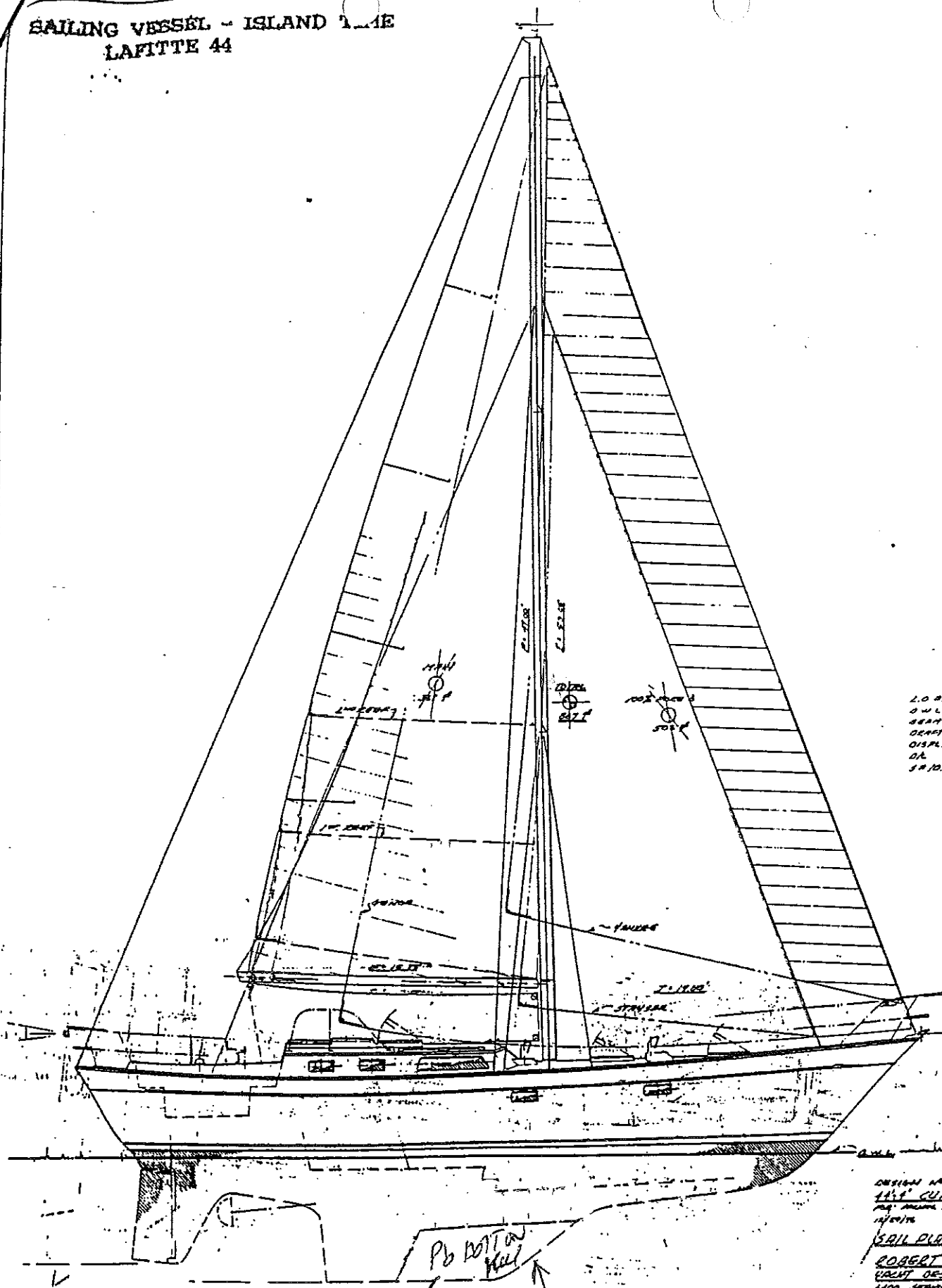
Equipment includes nine Lewmar winches (two of those self-tailing 55s), four Bomar hatches, nine Bomar opening ports, Nilsson electric anchor windlass and 12-volt washdown. Grunnert 12 cubic foot electric refrigerator/freezer, Allcraft stainless steel water heater, Perkins 62-hp. diesel, Entec 3.5-kw. diesel generator, Brookes & Gatehouse wind and depth electronics, Edson pedestal steering, Icom VHF radio, three Surrette deep-cycling, 220-amp-hour batteries and more.

Accommodations are plush, roomy and luxurious in hand-rubbed, satin-finish teak with full-width double stateroom aft, big U-shaped cruising galley, large nav station, two shower/heads, huge saloon and double stateroom forward.

LaFitte Yachts East (Annapolis)
 Route 1, Box 536 AA
 Grasonville, MD 21619
 (301) 643-3166

LaFitte Yachts West
 878 W. 18th St.
 Costa Mesa, CA 92627
 (714) 631-6017

SAILING VESSEL - ISLAND TRAE
LAFITTE 44



L.O.P.	41'-0"
O.W.L.	35'-6"
DEPT	21'-0"
DEPT	6'-6"
DISPL.	22,000 LBS
DR.	27'
S.P.D.	14.0

DESIGN NO 100
14' CUTER
 FOR RACING AND CRUISE
 14'0" x 4'10"
SOIL PLAN
ROBERT H. FERRY
 YACHT DESIGNER
 4700 JEFFERSON AVE. N.W.
 SEATTLE, WA 98107
 PHONE: 206-782-6458

Pb BOTTOM
 Hull

STANDARD SPECIFICATIONS

8

CONSTRUCTION

— $\frac{1}{4}$ " Alrax core. One-piece fiberglass, up by hand.
 der post—solid 2" Aquamet 17, 1/4" thick of rudder, terminating in bronze fitting at base of skeg.
 xm preparation—Complete prep, three s Epiguard anti-osmosis epoxy and coats of Interlux Micron.
 ist—External, 11,300-pound, one-lead keel with 2% antimony.
 ned with thirteen $\frac{1}{4}$ " 316 S.S. bolts S.S. back-up plates and bedded with 220 compound.
 ruction approval—A.B.S. (American of Shipping) "A1 Yachting ca."
 :—One-piece fiberglass. Cored with alk Contour Balsa Core.
 lo-deck joint—Full T-section toe stened every 2 1/2" with $\frac{3}{8}$ " S.S. bolts 3M 5200 compound.
 cabin top & cockpit— $\frac{1}{8}$ " kiln-dried Select Teak.

EQUIPMENT

ines—316 S.S. stanchions & pulpits. chions are 28" high, 1" O.D., $\frac{3}{4}$ " I.D. (all). Double life lines, gate each side. is $\frac{3}{8}$ ", 316 S.S., vinyl-coated, and all nals are Norseman.
 lass—Nilsson H-700 electric.
 ing cleats—Six 10" S.S., thru-boltd backing plates.
 nes—Four opening, by Bomar, each $\frac{1}{2}$ " G.E. Lexan Margard.
 —Nine opening, by Bomar, each with E. Lexan Margard. Removable ns for each port.
 ing—Edson quadrant cable-type istal with 36" S.S. destroyer-type ll.
 gency filter—Teak & S.S.
 & throttle—Combination unit. Morse non-magnetic, single lever.
 ors—45-pound real CQR & 20H rith with 200' $\frac{3}{4}$ " BBB galvanized & 400' $\frac{3}{4}$ " nylon rode.
 ing lines—Six $\frac{3}{4}$ " x 40' nylon lines.
 nes—by Lewmar:
 #55 self-tail two-speed aluminum (noa).
 #40 self-tail two-speed aluminum (ysail).
 #44 self-tail two-speed aluminum (ainsail).
 #40 chrome (halyard).
 #24 chrome (reef & outhaul).

SPARS, RIGGING & SAILS

- Rig—Cutter rig is standard. Quick release sub-forestay lever.
- Mast—Lafite aluminum or U.S. equivalent.
- Standing rigging—Nitronic 50, 1 x 19 wire, Norseman Terminals & Navtec 316 S.S. Turnbuckles.
- Mainsheet Traveler—Ronstan.
- Sails (U.S.)—by Thurston, using Howe & Bainbridge cloth:
 Main—395 sq. ft., 9.25 oz., triple-slitched with slab reefing stations & cover.
 Yankee—453 sq. ft., 8.7 oz.
 Staysail—289 sq. ft., 9.25 oz.

GALLEY

- Galley stove—Mariner, 4-burner with over/ broiler. 1" O.D. S.S. safety guard.
- Refrigeration compartments—7-cu.-ft. refrigerator, 5-cu.-ft. freezer, each with five-inch (5") polyurethane foam insulation and vapor barrier.
- Refrigeration components—One dual holding plate in refrigerator, two dual holding plates in freezer. Grunert $\frac{1}{2}$ -hp, 110-volt air-cooled compressor and 1-hp engine-driven compressor.
- Fresh-water system—Single-control hot & cold fresh water. Manual-backup fresh-water pump and faucet. Seagull IV pure-water filter with special faucet. Manual salt-water pump & faucet.

HEADS

- Two heads, each with:
 Hot & cold fresh-water shower & sink.
 Wilcox-Crittenden "Skipper" marine toilet.

MACHINERY

- Engine—Perkins 4-154, 62-hp diesel, fresh-water cooled. Temperature and oil pressure alarms. Racor #500 fuel filter, S.S. exhaust muffler, 55-amp alternator.
- Generator—Entec, 3.5-kw diesel. Electric and hand start.
- Engine room insulation—Combination of $\frac{1}{2}$ " Barytol BM-1AY and 1" Conaflex UF-100 Y
- Engine mounts—Rubber on massive S.S.
- Engine oil-change pump—Manual, installed.
- Auxiliary fuel pump—Electric, installed.
- Propeller/Shaft—Two-blade bronze prop mounted on solid 1 1/2" Aquamet 17 shaft.

PLUMBING & PUMPS

- Hose—U.S. Coast Guard-Approved, color-coded hose by Nautical Rubber Corp. (U.S.).
- Hose clamps—A.B.A., 100% type 316 S.S. Smooth inside, will not chew up hose, and flared edges will not cut hose.
- Fresh-water system—Lewco system with dry shut off. Eco bronze rotary pump with monel shaft. Pressure gauge & one-gallon accumulator tank.
- Water heater—Aircraft 9-gallon S.S. with 110-volt element and heat exchanger.
- Hot water loop—With electric pump, for water conservation.
- Through-hulls—Bronze seacocks with grease fittings for all through-hull fittings.
- Head discharge—Either direct overboard or to holding tanks. Flush deck fittings for station pump out, or offshore discharge through installed pumps.
- Sump (gray water)—5-gallon tank for all sinks, showers, fridge and freezer drains. Automatic overboard pump. High-water warning light. Back-up manual pump.
- Bilge pumps:
 Rule 1750 Automatic.
 PAR, extra-heavy-duty model 34600.
 Guzzler 600 manual bronze, accessible to helmsman.
- Salt-water pumps—Manual in galley.
 12-volt Groco for foredeck washdown.

TANKAGE

- Water—160 gallons in three S.S. tanks.
- Fuel—120 gallons in two 316 S.S. tanks.

~ 120 gallons
~ 110-120

ELECTRICAL

- Electrical panel—Bass (U.S.) with 11 AC and 33 DC breakers.
- Batteries—3 Surrette, HR-8D, deep-cycling, 221-amp-hour, heavy-duty marine batteries in FRP boxes with nylon straps.
- Wiring—Properly sized tinned copper wire (U.S.) used throughout. Wire is color-coded and number-coded.
 110v AC—From 3.5kw gen. set or shore plug and fifty-foot 30-amp shore cable provided. Seven 110v outlets.
- Battery charger—Lewco 40-amp, 110-volt AC automatic battery charger.
- Bonding system—All seacocks, rudder fittings, prop strut, mast step, keel bolts, chainplates, winches, toe rail and deck hardware are bonded through the engine.
- Radio ground—Integral radio ground for SSB or Ham. Over 100' of copper strap laminated into hull.
- Interior lighting—Ten teak-framed, two-bulb fluorescent fixtures, including night lighting. Ten double-spot, U.S.-made reading lights.
- High bilge-water alarm—Bell sounds when Par backup pump kicks in.

NAVIGATIONAL INSTRUMENTS & RADIO

- Brookes & Gatehouse Hornet 4 system.
 Nav station and Cockpit log, speed, wind direction, wind speed and depth.
- VHF radio—Icom, Model M80C.

INTERIOR

- Material & finish—Burma select teak, varnished and hand-rubbed to satin finish.
- Headliner—French Somvyl, easy maintenance & good sound absorption. All panels removable.
- Cabin sole— $\frac{3}{4}$ " teak & hanoki over $\frac{1}{4}$ " marine ply.
- Cabin sole lifts—Flush, S.S., electropolished. No visible screws, no key required. Retract automatically. Strength over one-ton test. *TEST OK!*
- Interior upholstery & foam—U.S. custom-made fabrics & 4" foam or \$2,000 allowance.
- Cupboard latches—Positive-type, each protected against shifting provisions.
- Music system—Regency MS5000 component marine stereo by Blaupunkt. Stereo speakers in saloon and aft cabin.

MISCELLANEOUS

- Hot and cold fresh-water shower in cockpit.
- Two 20-pound aluminum propane tanks in molded all compartment vented overboard. Manual by-pass with shut off, in event of solenoid failure.
- Teak fold-out cockpit table with removable fiddles. Table size is 13 1/2" x 25" for snacks and 27" x 25" with leaves out for dinner.
- 5' teak flag stall & 4 large fenders.

Specifications subject to change.

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