

LaFitte 44

Another Perry cruising success.



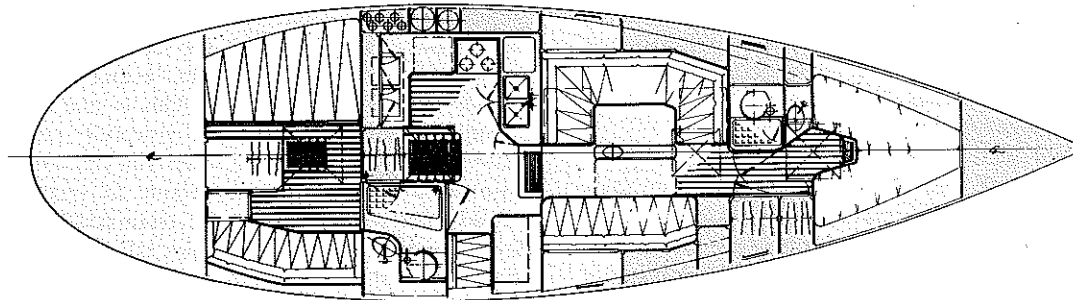
THE FIRST LAFITTE 44 to appear in the United States was the star of the Long Beach, Cal., boat show, where her teak decks and warmly finished interior drew the attention of all who boarded her.

Designed by the ubiquitous Robert Perry, the 44 is 44'4" x 35'5" x 12'8" and draws 6'4". Both her underbody, with fin keel and skeg rudder, and her canoe stern recall to some degree Perry's first great success, the Valiant 40. She carries 867 sq. ft. of sail in her cutter rig, and her displacement is 27,500 lb.

One balmy, light-weather day last summer Mike Lewis, president of Pacific Far East Industries, the partnership that builds and markets the 44, dealer Bob Babson and I took Babson's own 44 out for a sail. I found her performance impressive in the long swells and fluky breeze that prevailed off Newport Harbor. But the most impressive features of the boat are the luxurious interior and well-conceived after cabin arrangement. Perry has done a fine job of making a 44-footer seem much larger than her nominal size in terms of usable space, and he has also attended to fine finishing detail: drying racks over the engine, decorative Lucite-backed stained glass cabinet doors, teak and holly used throughout and molded fiberglass head units that make cleaning and maintenance chores easier. The layout plan below speaks for itself. It works well.

As for the rig, the Babson commissioning package includes a long list of options—a jiffy reefing system, upgraded winches, boom vang, mooring equipment and emergency gear, among others. Her cutter rig is a modern setup with boomless staysail, and makes for an easily handled, flexible sail plan, with a large foredeck for working or sunbathing.

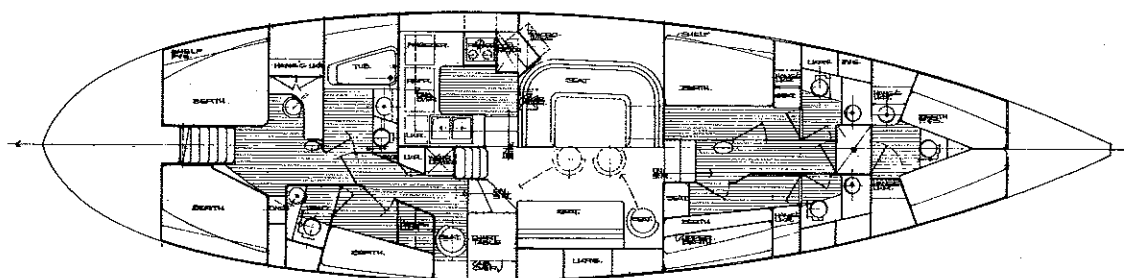
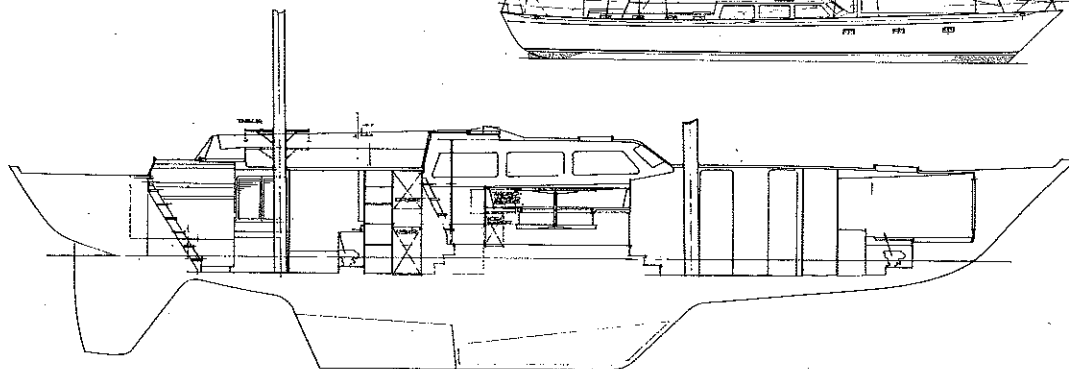
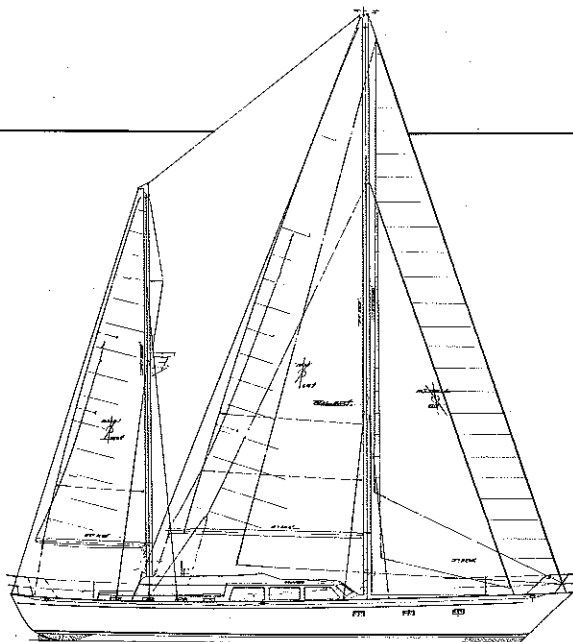
The LaFitte 44 seems to be an interesting choice in a size range that's becoming increasingly popular. Her base price of \$107,000, although breathtaking at first glance, is moderate for yachts of this size and quality. *Pacific Far East Industries, 2808 LaFayette, Newport Beach, Cal. 92663.* D.G.



Designs

LAFITTE 66 CRUISING KETCH BY PERRY

l.o.a. 66'0"/l.w.l. 52'3¼"
beam 16'8"/draft 6'9"/displ. 66,794 lb.
ballast 23,000 lb./1,623 sq. ft. of sail



BOB PERRY was commissioned by Lafitte Yachts Inc. of Newport Beach, Cal., to design the Lafitte 66 as a fast and weatherly ocean cruiser that would appeal to race-oriented skippers. The designer notes that the hull form is conservative, with slight flare in the bow, moderate deadrise amidships, and a canoe stern in which the buttocks flow smoothly past the rudder post and fair in, yet with ample volume provided for power and stability without a barrel-like appearance. He opted for a shoal-draft keel with ballast in the lower half for extra stability and the rest retained for extra tankage. The skeg and rudder are based on previous combinations he has found to give highly predictable steering characteristics.

Topside, the deck is nearly flush forward with a slight bubble for increased headroom below. The cockpit is large enough to have a foldaway table hung on the mizzen without offering interference under sail. Side decks are wide and the cockpit coamings

are set back to provide a convenient step up and reduce bulk in the superstructure. Port and starboard cockpit doors lend extra convenience. A double-headsail ketch rig was selected to ensure ease of handling. Both headsails are roller-furling.

The fiberglass hull has a $\frac{3}{4}$ " Airex core for lightness, strength and sound and thermal insulation. The floors and stringers are foam-cored fiberglass in non-loaded areas and cored with marine plywood in areas of extreme loading. The fiberglass deck is a balsacored sandwich.

The yacht has a four-cabin layout with forward accommodations for two paid hands and a cabin aft for a captain. The owner's after stateroom is large enough for a double and a single berth. His head includes a tub. A navigator's station is convenient to the companionway and the captain's cabin.

For details, contact Lafitte Yachts Inc., 2729 W. Pacific Coast Hgwy., Newport Beach, Cal. 92663.

LAFITTE 66

Specifications

| | |
|---------|---------------|
| l.o.a. | 65'7" |
| l.w.l. | 52'3" |
| beam | 16'8" |
| draft | 6'9" |
| displ. | 67,000 lb. |
| ballast | 20,000 lb. |
| s.a. | 1,825 sq. ft. |

It's tempting (and romantic) to believe that the LaFitte 66 was named after the swashbuckling pirate Jean Lafitte, who operated out of New Orleans in the early 19th century. But as genial Bernie Wahl, owner of LaFitte Yachts tells it, that is not the case.

It seems that some of the company's original founders were sitting around drinking wine one evening trying to think of an appropriate name for their new Bob Perry-designed 44. The more wine, the fewer the choices, until someone noticed the name of the wine: Lafite. Voila! (No one recalls how the spelling changed.)

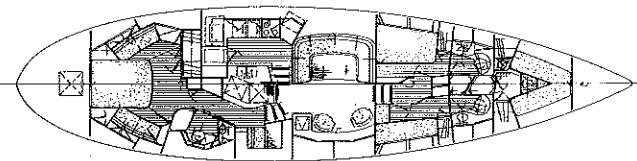
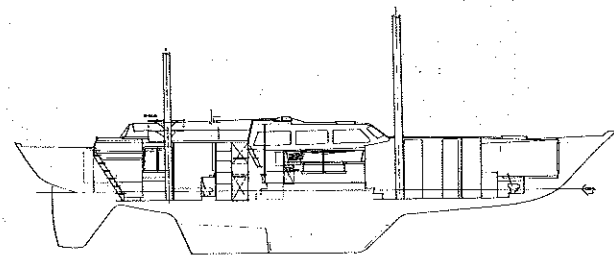
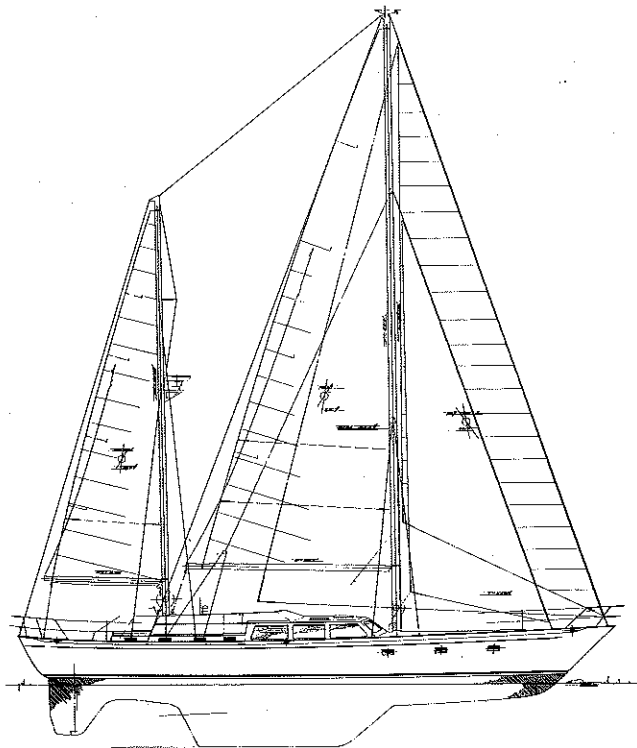
Bernie Wahl had been a sailor all of his life. Success in business gave him the time and the money to look at large yachts, but he couldn't find exactly what he wanted—until he saw a LaFitte 44 and Perry's plans for the 66. "If you can build me a 66 the way you built the 44," said Bernie, "you've got a deal." "Well, we can't do that right now; we're short of cash," the owners responded, "but we'll sell you the company." "Sold!" And the LaFitte 66 program was born.

We sailed the yacht one hazy October afternoon out of Mears Point Marina on Maryland's pastoral Eastern Shore. One's first impression is of a massive, high-quality yacht—she's approved by ABS under its Maltese A1 Yachting Service standards, is constructed of Airex-cored fiberglass with a Baltek balsa-cored deck, and features an ABS-certified forward collision bulkhead. Fully loaded she's a 75,000-lb. yacht, yet in 12 knots of southerly evening breeze, the 66 showed us 6.5 knots of boat speed on the wind, and tracked easily.

Below you'll find a true second home: from the twin double staterooms forward, each with its own head and shower, to the huge owner's stateroom aft featuring five big opening ports and a big hatch; full head, desk with swivel seat, more-than-adequate stowage, and twin settees on either side of the center-mounted double berth.

But the saloon is, to me, what makes the 66 such a big winner: lots of room and headroom everywhere: from the wide companionway to her hotel-size galley.

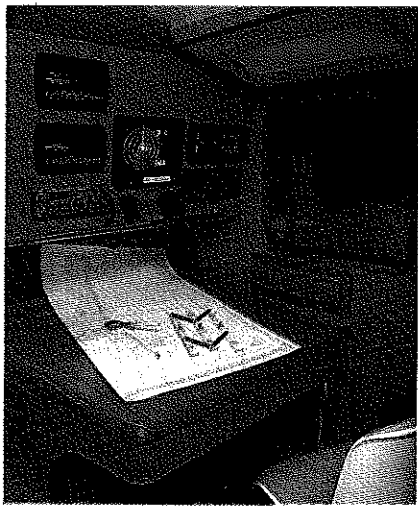
LaFitte builds the 66 at the Chung Hwa yard, in Taiwan.



She comes with nine opening hatches and 17 opening ports by Bomar, six stainless dorades, a Vetus Titan B windlass, 16 self-tailing Lewmar winches, 12- and 24-v. dc. and 120- and 240-v. a.c. service, 650-gal. monel fuel tanks and 675-gal. water tanks. All interior teak is hand-rubbed.

Standard machinery includes a Perkins 6-354 diesel with a Borg-Warner series 72 1.9:1 reduction gear, a 23x18 two-blade propeller, Kohler 12.5-kw. generator, reverse-cycle air conditioning by Aqua Temp, and a 20-cu. ft. refrigerator. The LaFitte 66 is everything one could want in a big, comfortable yacht. She is so special, in fact, that only two will be built per year.

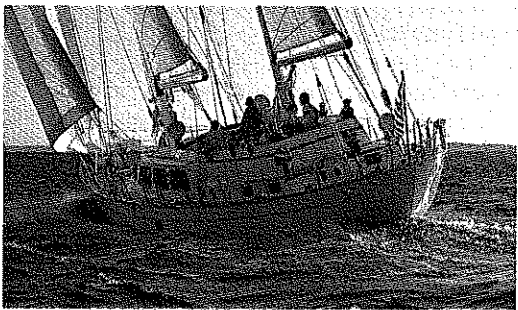
—Ed Muhlfield
For more information contact LaFitte Yachts Inc., Suite 33, Yacht Haven, 326 First St., Annapolis, Md. 21403.



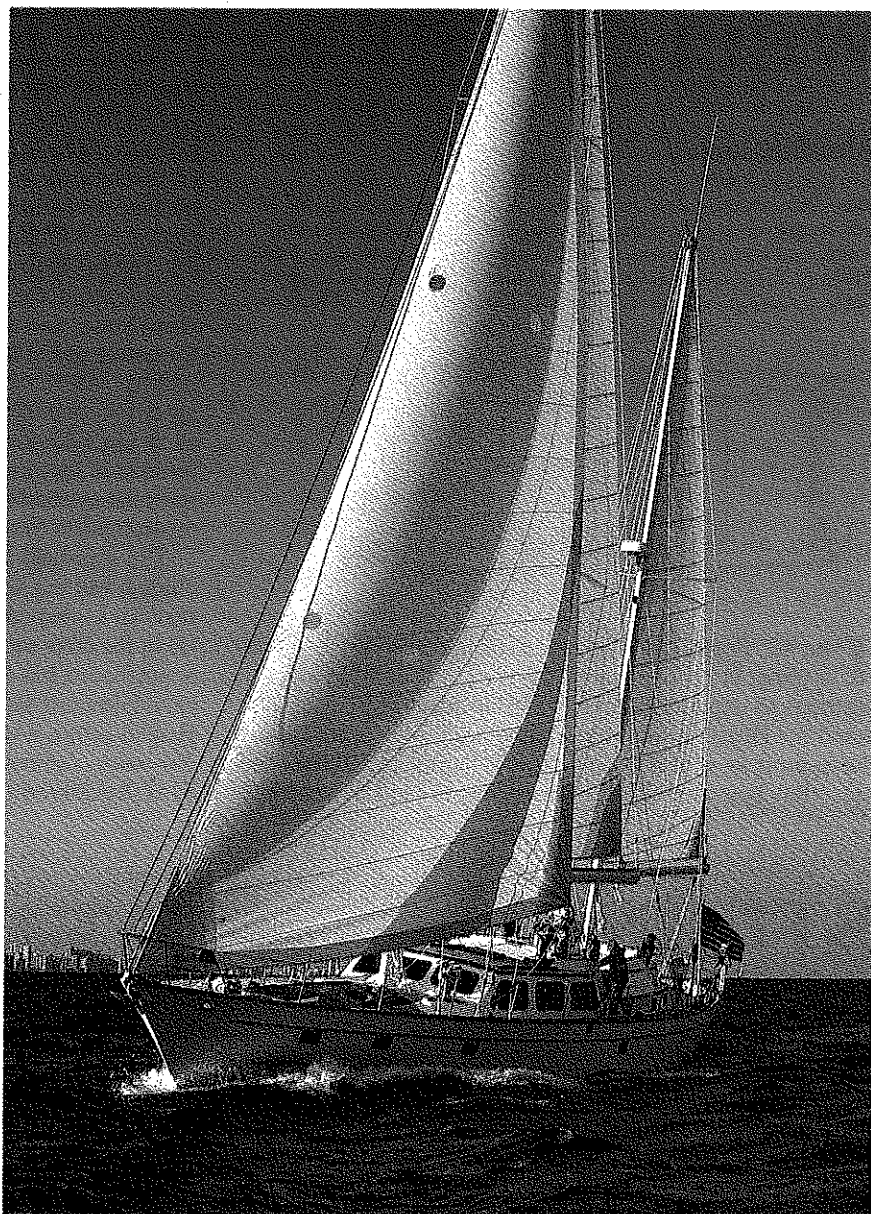
Nav station: efficiency and fine wood.



Galley is enclosed on three sides.



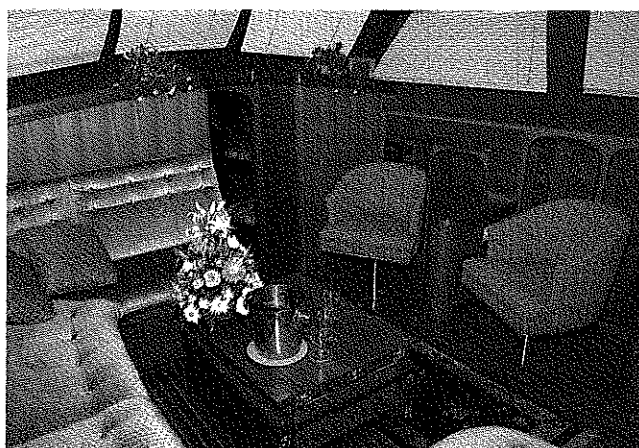
Seakindliness from a Perry canoe stern.



LaFitte 66: A yacht designed for safe, fast ocean voyaging and comfort in the harbor.



Ample beam aft invites a spacious, open owner's stateroom.



Saloon, with standard furnishings, resembles a living room.