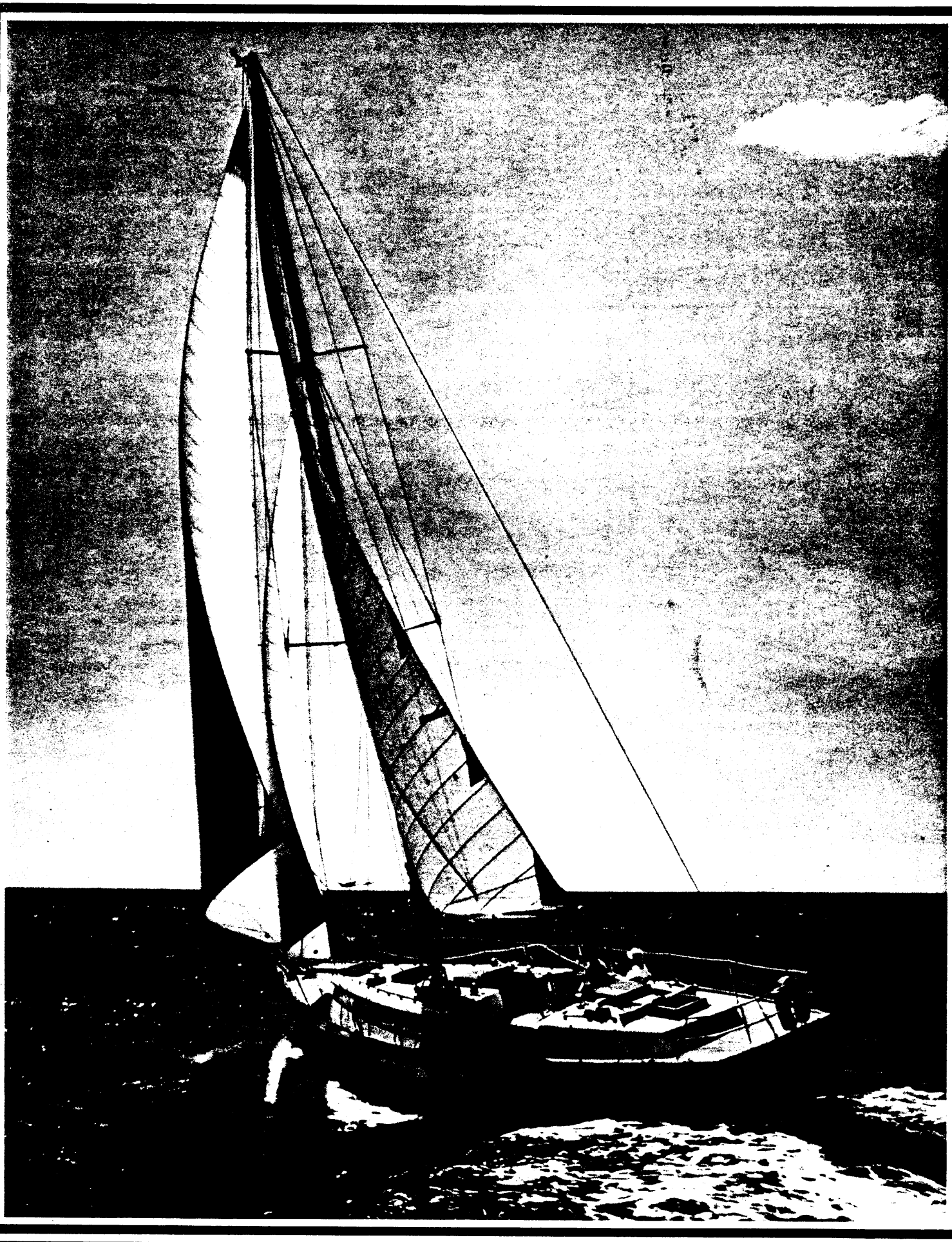
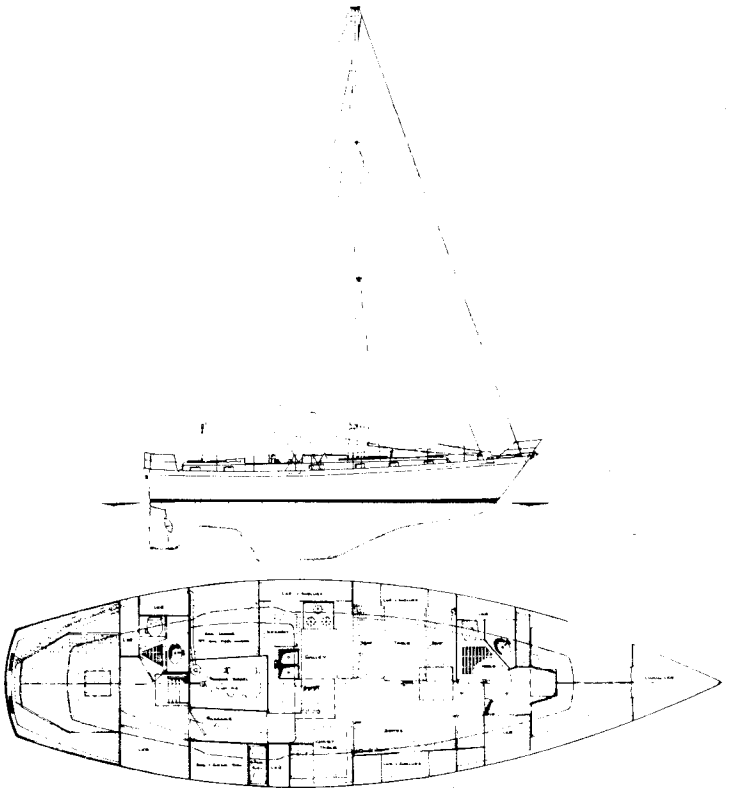


PETERSON CUTTER

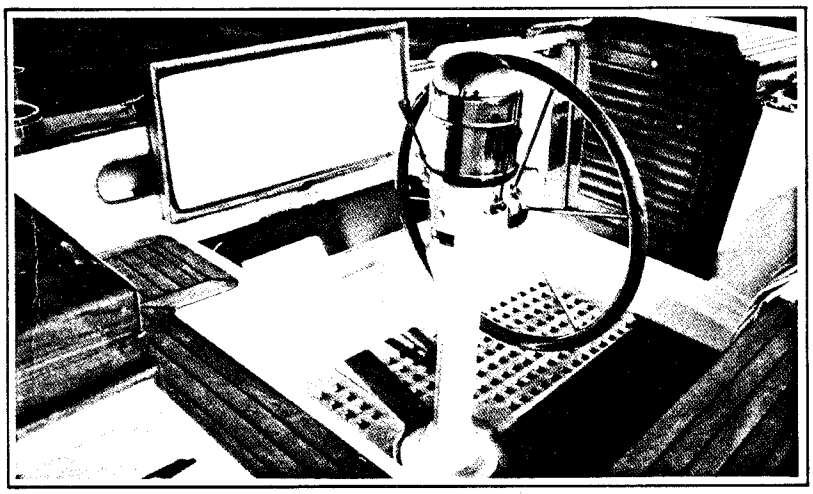
PETERSON CUTTER

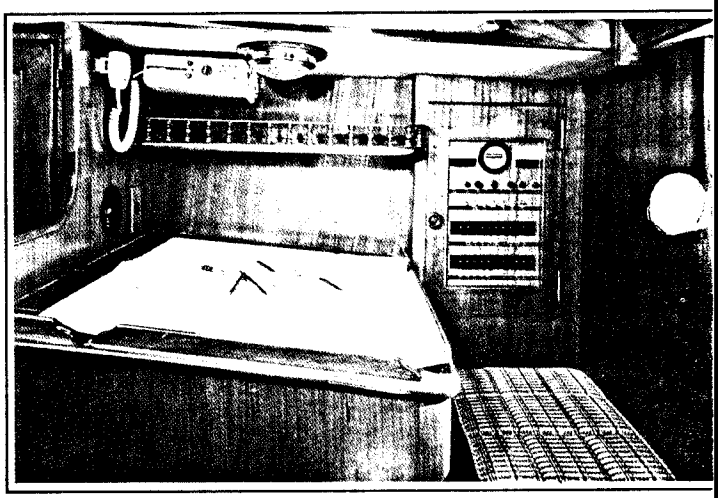


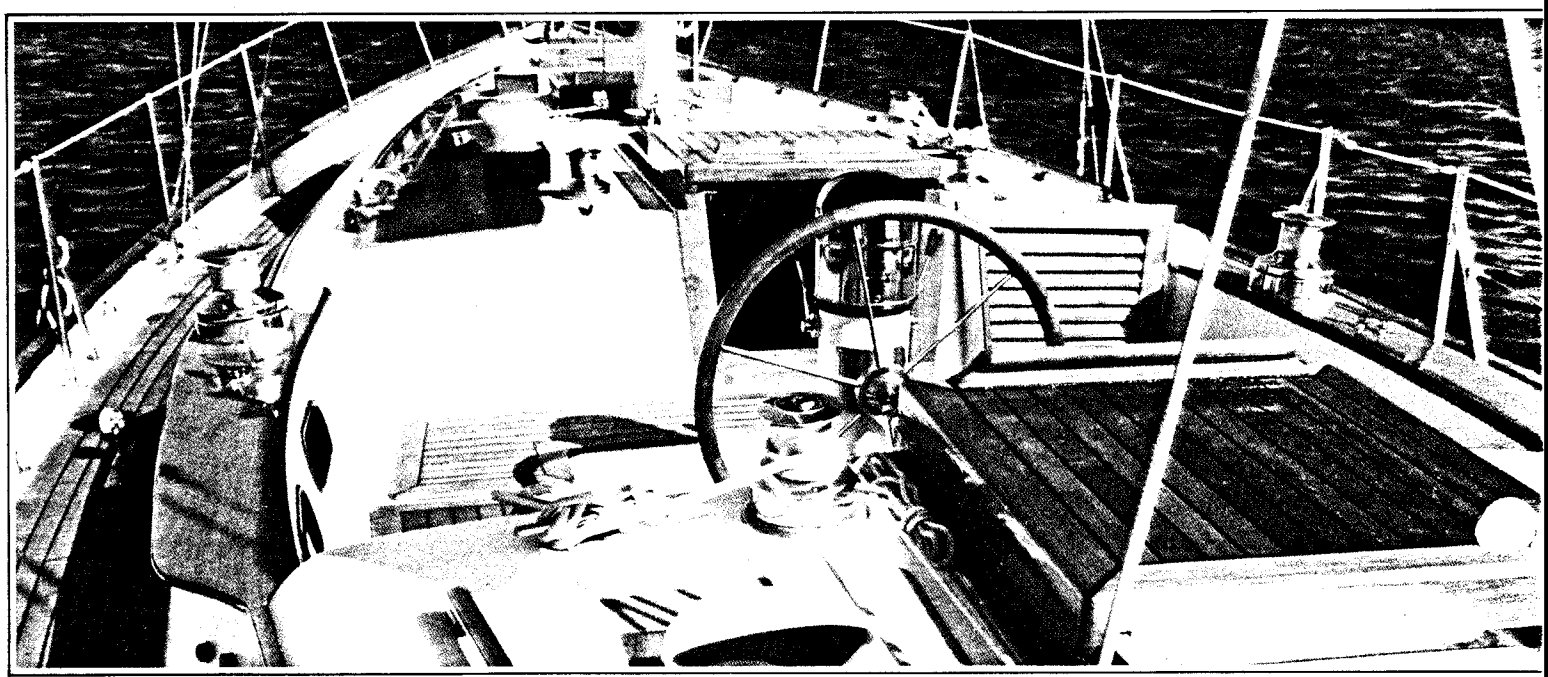
A fast sailing, comfortable, but capable offshore cruising cutter rigged yacht. The designer, Doug Peterson, who i known worldwide for his racing designs, has provided a cruising yacht with a new concept. This design emphasizes the ability to sail comfortably and safely to a destination regardless of the wind direction, yet has good handling characteristics and is sea kindly.

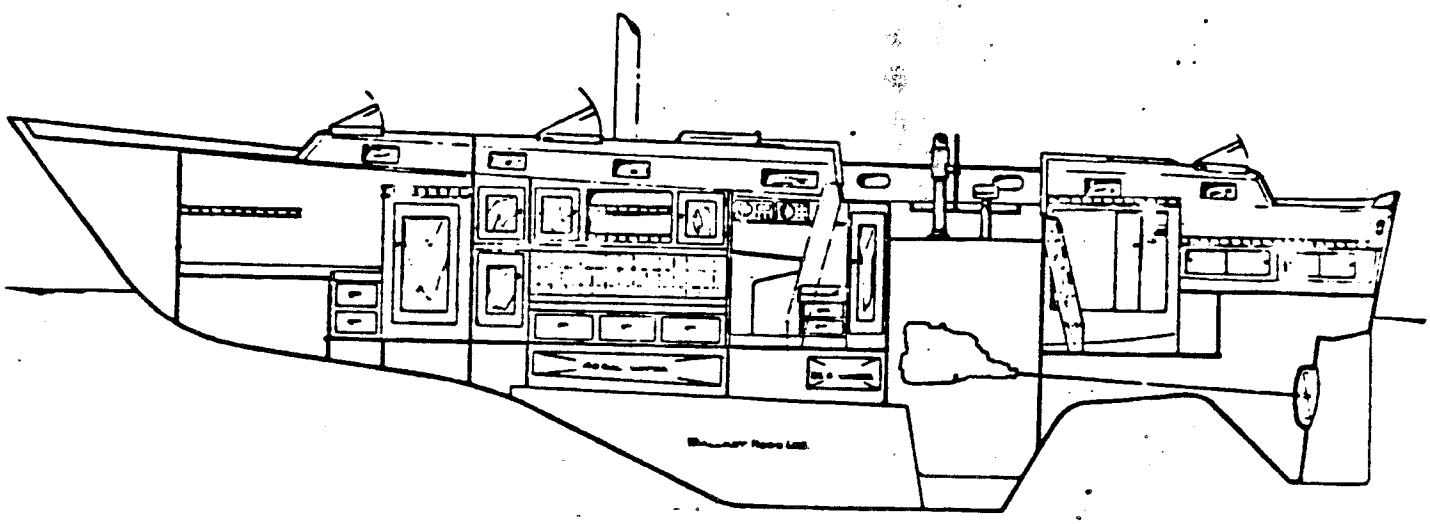
The construction of the Peterson 44 is rugged and strong yet the lines of the hull and the low profile appearance give a beautiful impression of speed and comfort. Extensive use of teak in the mid cockpit, on the opening hatches and trim provides a rich yet clean and sharp appearance that is easy to maintain. The interior hand rubbed teak panels and trim maintain the warmth of wood found only in the old world sailing ships. However, the modern interior layout provides the privacy of two separate double cabins, each with private head and shower, large dining facilities, navigator's station, U-shaped galley and a feeling of spaciousness throughout.

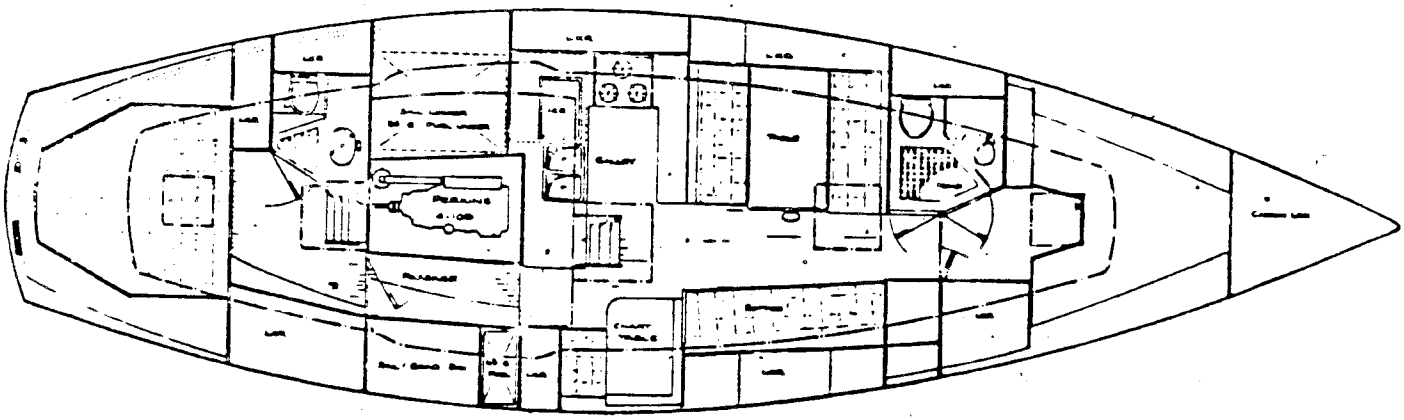
No port touched by the blue seas is beyond reach in safety and comfort with the Peterson 44.

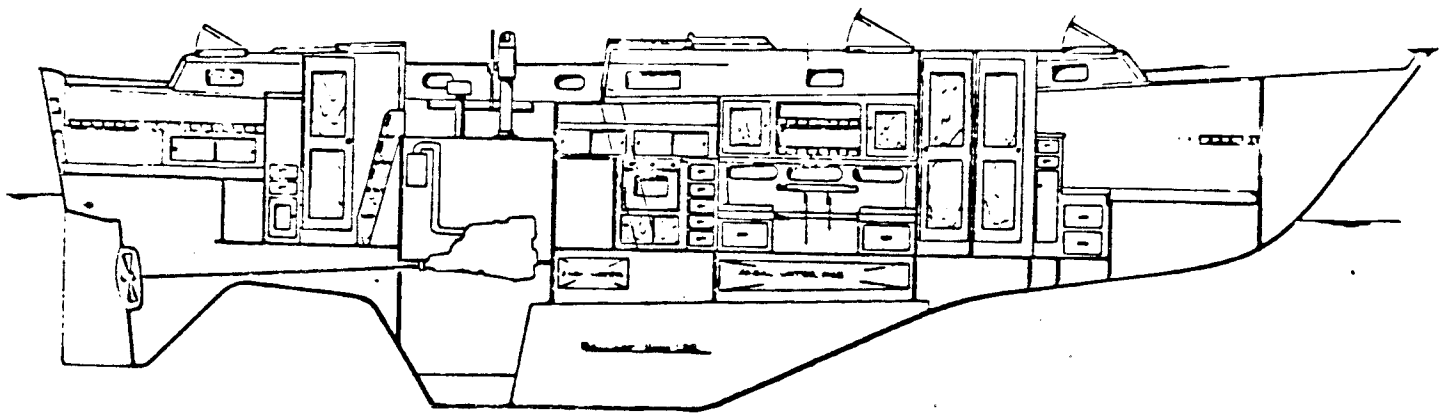












Peterson 44 Cruiser

PETERSON CUTTER
SPECIFICATIONS

DIMENSIONS:	LOA	43'10"		BALLAST	10,000 lbs.
	LWL	38'8"		DISPLACEMENT	30,000 (Est.)
	BEAM	12'11"		SAIL AREA	1011 Sq. Ft.
	DRAFT	6'4"			

HULL: Hand lay up molded fiberglass using woven roving and mat. Minimum taper thickness of ¾" in keel and bilge area, to ½" thickness above water line, to ⅜" thickness at deck. Meets or exceeds safety standards.

DECK AND HOUSE: Hand molded fiberglass lay up with internal plywood for extra strength. Non-skid pattern on main deck and cabin top. Option is teak overlay on main deck.

COCKPIT: 6'6" x 7'6" area with seat lockers each side. Cockpit seat hatches constructed of wood with teak overlay. Pedestal steering with controls. This mid cockpit design offers access to either aft or forward cabin areas. Access to engine by removing cockpit sole.

HATCHES AND PORTS: Two entrance hatches. Three opening Plexiglass hatches: forward stateroom, salon and aft stateroom. Ten opening bronze ports, two fixed. Three dorade ventilators (one in each head and one in galley).

GALLEY: Entry from cockpit with U-shaped galley on port side. Double stainless steel sink, ice box, three-burner propane stove with oven and generous counter area (formica tops) and ample storage. Pressure hot and cold water. Freezer box.

LIGHTING: Convenient 12 volt light fixtures in all areas. 110 volt receptacles located throughout boat.

SALON AND NAVIGATOR'S STATION: Galley located on port aft area of salon, with dinette forward. A "hi-lo" table converts dining area into a double berth. On starboard side opposite galley is sit-down chart table with ample room for radios and equipment.

FORWARD CABIN: Two V-berths with hanging lockers and drawers for stowage. Private entry to head.

AFT CABIN: King size double berth, large hanging locker, drawers, shelves and private head. Walkway through engine area for access to main salon, in addition to hatch into cockpit.

HEADS: Two enclosed heads, one in aft cabin, one for use from main salon or forward cabin area. Each has shower, mirrors, drawers, stowage for all needs, and formica counter tops. Hot and cold pressure water, sump pump and 110 volt receptacles in each head. Manual heads with anti siphon on outlet. Holding tank.

GENERAL: All interior of teak veneer. Teak cabinets, doors and drawer faces with teak trim. Interior finish is hand oiled. Varnish finish is an option. Painted areas inside lockers and exposed hull. Padded vinyl overhead throughout boat. Teak and holly cabin sole with hatches for bilge access. All cushions fabric covered.

STANDARD AND OPERATING EQUIPMENT:

Diesel engine, 4 cylinder, 154 cu. inch, 60 H.P. Complete engine access from passageway below cockpit. Access also available thru cockpit sole.

Fuel 117 U.S. gallons, water 132 U.S. gallons.

30" diameter steering wheel is stainless steel destroyer type with teak grip.

Stainless stanchions, bow pulpit and stern pulpit. Double lifelines with port and starboard gates.

Two primary sheet winches, two staysail winches, one main-sheet winch, three halyard winches and one reef and outhaul winch.

Stainless steel genoa tracks and main sheet traveller track with slide cars. Stainless steel chain plates for mast.

U.S. custom made aluminum mast, boom and spreaders with three internal halyards.

45 pound anchor (CQR type).

Ritchie 6" compass with binnacle (or equivalent).

Gusher hand bilge pump mounted in cockpit, one 12 volt bilge pump (automatic) in engine room.

Water heater—heats from engine fresh water cooling system when powering or 110 volt at dockside.

Batteries (two) with master switch and circuit breaker panel for all accessories. Electrical panels all U.S. made.

Port, starboard and stern running lights mounted on pulpits. Bow, anchor and deck lights.

Four dock lines, two fenders.

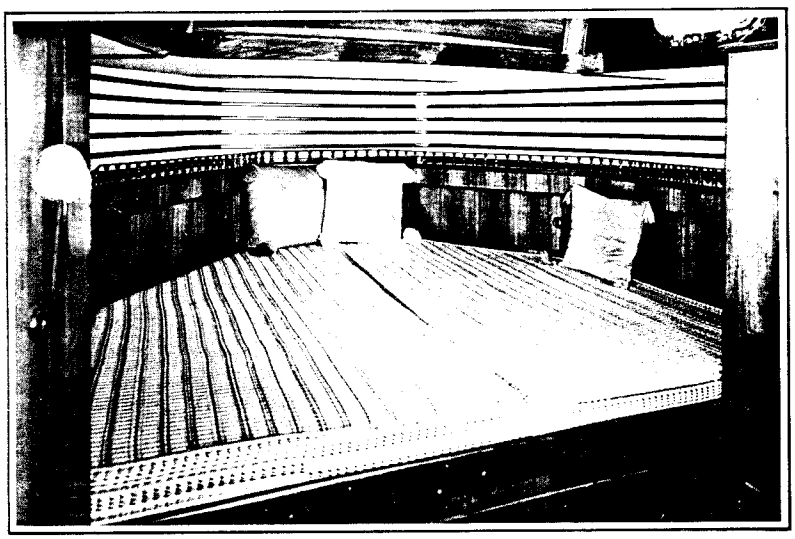
Three fire extinguishers.

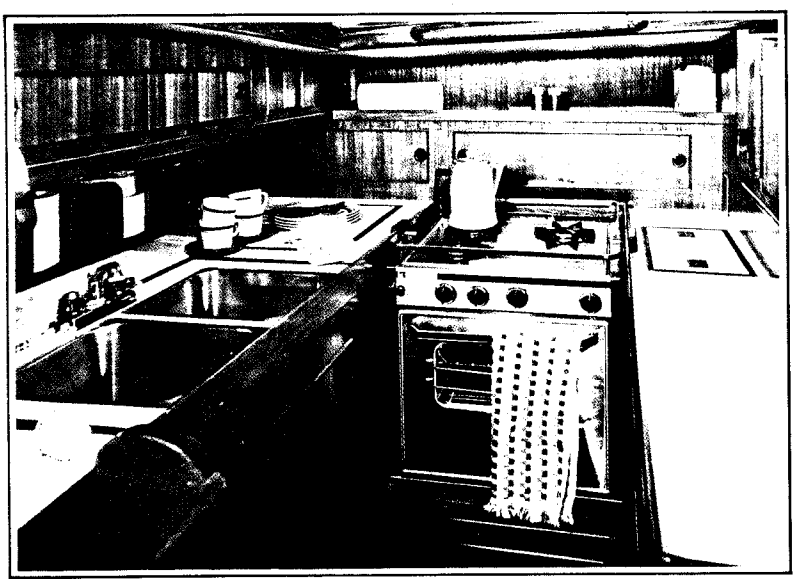
Sails: Main, staysail, topsail. All U.S. made.

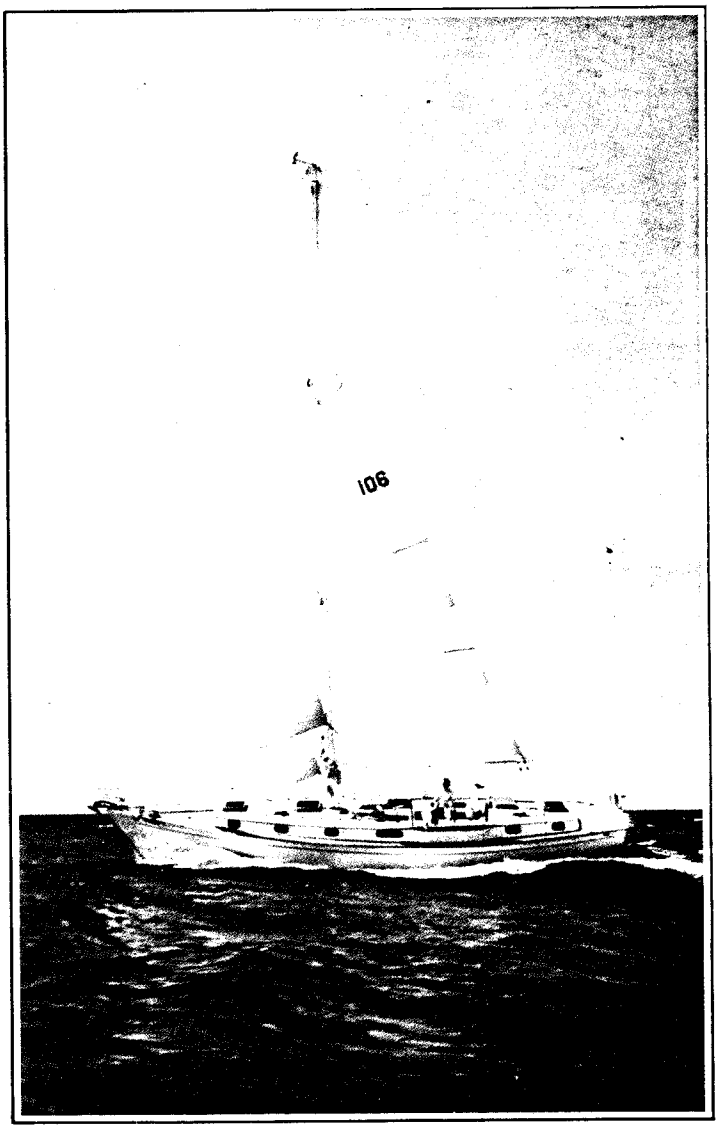
DEALER:

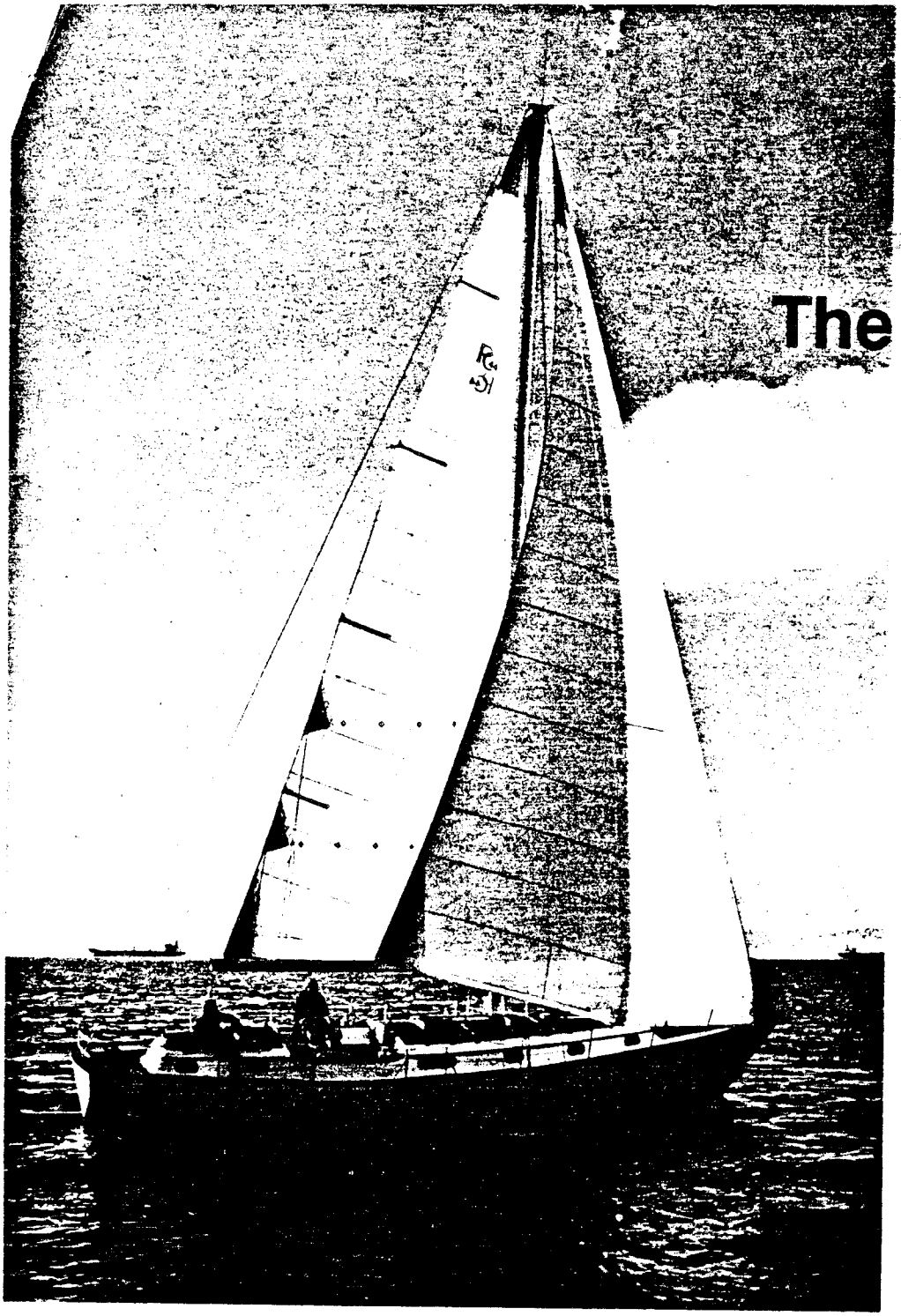
JACK KELLY YACHT SALES, INC.
1273 Scott Street
San Diego, California 92106
(714) 225-9596

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE, TO CONFORM WITH NEW OR IMPROVED BUILDING METHODS.









The Peterson 44

Can today's hottest yacht racing designer bring off a weatherly, fast, and seaworthy offshore cruising sailboat?

By Graeme Matheson

One of the healthier trends in yacht design today is the close attention given to improving cruising boats with hulls tested on race boats en route to the windward mark.

It is significant that Doug Peterson and Jack Kelly, the San Diego entrepreneur who builds the Peterson 44 in Taiwan, had fully discussed the concept of this cruiser before Peterson designs, in 1973, began making off with a hefty share of the world's racing silver.

At the time, the design was called the Yankee Cutter 44, but that was before the Peterson name became a more valuable property than any substitute a creative marketing man could come up with.

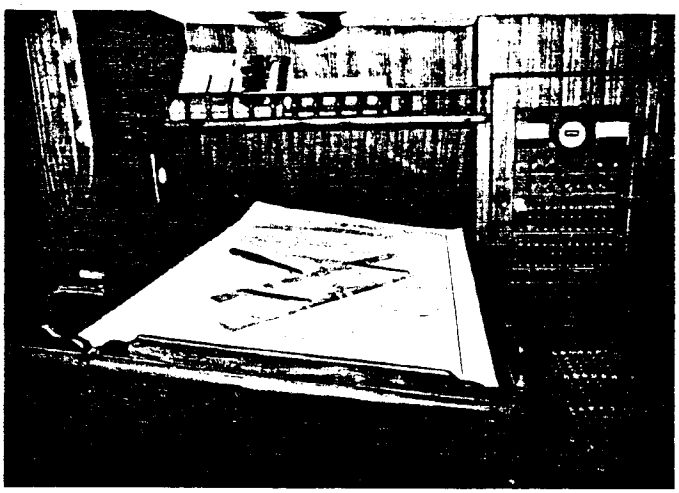
It was also before *Ganbare*, the first Peterson boat ever launched, took the North American One Tons and placed second in the Worlds at Sardinia. Since then, of course, Peterson designs have taken some of the world's most prestigious trophies, including four of the first six places in the 1974 One Tons, first One Tonner in the 1975 SORC events *(Stinger)*, first Class B *(Hurrican Deck)* and first Class C *(Vendetta)* in the 1975 PORCs, second in the Admirals Cup *(Yeoman XX)*, etc., etc.

The prolific Peterson has seen about 40 of his boats in the water in just three years. They are so similar in underwater configuration you might wonder whether there are 40 Peterson designs or only one, scaled up or down to meet the requirements of everything from Quarter Tonners through Two Tonners.

It's a formula, but it's a winning formula, and the pedigree runs true in the Peterson 44. However, judicious differences between the cruising and racing hulls cater to the needs of the passagemaking sailor.

For example, displacement of the 44 is moderate to allow for the gear and supplies and comforts carried by cruising crews, whereas the racing designs are all of light displacement.

Like the racing Petersons, the 44 is basically a double-ender with the stern chopped off above the waterline, bal-



A large, angled chart table is the centrepiece of the navigator's station. Meters on switch panel keep track of electrical output.

The galley, which has fiddled shelves for plates, and stowage all around, gains extra working surface under the companionway.

lasted with an aerofoil section fin keel deeply notched between the fin and the substantial skeg and rudder. On the cruiser, the fin is moderately longer.

Like the racing boats, the 44 has a fine entry, buoyancy in even distribution at the ends, a large spread of sail on a fairly wide beam, and a long waterline.

The strategy is to make her close-winded, seaworthy, and fast. Even so, it can be expected that the "lift" that *Ganbare*-like designs gained from the dead-flat bottom sections will be missing, or at least less pronounced.

In the 44, the bilge turns into the keel in the classic triangular sections that give great strength to the keel area. Asked why, Peterson said that on the racers "the problem is what to do with all that bilgewater."

In reality, this keel section is an inevitable concession to cruising, in which a boat may beat for 3,000 miles. Flat, *Ganbare*-type sections test modern materials very near the limits of their structural capabilities, and couldn't be built at all in say, wood.

The cruising boat gains easier motion by the difference as well as a place from which to pump bilge water, while the close-windedness, the double ended shape and notched heel trace their origin directly to the racing boats.

But the similarity to stripped out, Spartan racing machines ends at the waterline. From the topsides up she is pure cruiser, and one of the handsomest centre-cockpit vessels I have seen. By making the full length of the cabin top an uninterrupted line, save for notching out the cockpit, the Peterson 44 avoids the wedding cake look.

The teak-topped coamings are low and wide, making suitable pads for Genoa winches and cleats, comfortable to lean against and step over. Bulwarks rising several inches above the deck increase the security of the crew and provide excellent anchor points for the lifeline stanchions.

Displacing 28,000 lbs., the Peterson Cutter 44 is on the light side of the moderate displacement scale, and her 894 sq. ft. of sail, peaked up on a mast truck 64-ft. above the waterline, should provide plenty of drive in light airs; which is to say, for three quarters of the sailing that cruising people do. When the breeze pipes up, the cutter rig and slab reefing make it simple to reduce sail.

She appears to be a beautifully balanced boat. One sunny, chilly afternoon, Tom Murphy, Ray Thordarson and I chatted in the cockpit while their Peterson 44 steered herself across English Bay. Airs were light-to-moderate and the wheel light and responsive, when we did bother to steer. As Quadrant Yachts, Murphy and Thordarson import the Peterson 44. (Both are dentists when they're not sailing).

Their boat, as yet unnamed, is undoubtedly close winded, but how close was awkward to judge since there was no compass available when we went out. The arrangement of the deck hardware is handy and efficient for a cruising crew, with jib winches so placed that the helmsman can work them in a pinch. A long Genoa track mounted on the cap rail goes all the way aft allowing the widest possible range of angles for sheet to meet sail. The mainsheet traveller is out of the way on the after coach roof.

The club footed staysail, which is self-tacking, hanks to a baby stay which is well chainplated to the forepeak bulkhead below.

Hull material is hand laid fibreglass which tapers from 3/4-in. at the keel to 1/2-in. at the waterline to 3/8-in. at the deck. Hull and deck are fastened with a lip-and-tongue connection which is glassed over and bolted through the cap rail at what I guess are four inch intervals. The cabine sole and stringers help to stiffen the hull.

The deck, also of hand laid fibreglass, is stiffened with a core of 3/4-in. plywood. Teak is offered as an alternative to the standard molded non-skid pattern of the deck and cockpit.

Roy Thordarson and Tom Murphy discuss the galley arrangements. Vinyl painted mast by Pacific Spar is keel stepped, and adds a salty flavour to the main saloon.

Pedestal steering is standard with the throttle and clutch on the pedestal. There are two #28 winches on the cockpit coaming, a #22 main sheet winch, and two #22 halyard winches, all stainless steel.

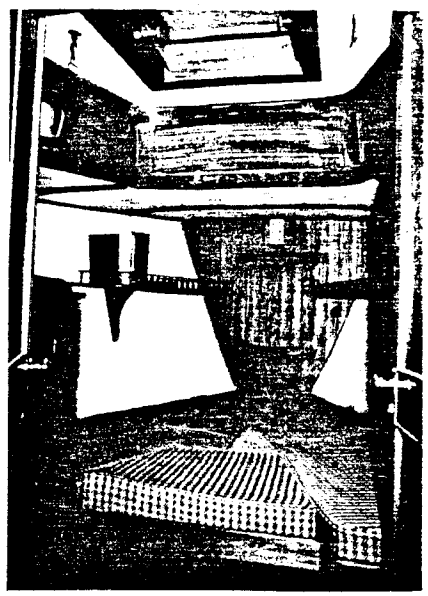
Another deck feature, unusual as standard equipment, is the hand-operated anchor windlass, which accepts 3/8-in. chain as well as warp. The anchor is a 45-lb. CQR plow, which stows in the forepeak.

Below, the Peterson Cutter 44 is finished in the teak that Taiwanese craftsmen are justly renowned for. Even the lockers are lined with it, their backs removing for ease of access to wiring and the hull. The deckhead is lined with foam backed, glass woven vinyl in a light colour that keeps the interior from gloom, while the cabin sole is teak and holly throughout.

The layout is that of a conventional centre-cockpit boat, with the aft cabin accessible from the cockpit by a companionway, and by the passage to starboard from the main saloon. It includes a private head with a vanity and shower installed, a large hanging locker, drawers, and a wide double berth.

A thoughtful touch in the forward cabin is to limit the length of the shelves over the V-berths to three or feet, so that if the occupants want to read or sit up on their bunks, they can lean against the hull at a comfortable angle. The forward head, between the forecastle and the saloon, is entered through either of two doors, and has the same amenities as the head in the owner's cabin.

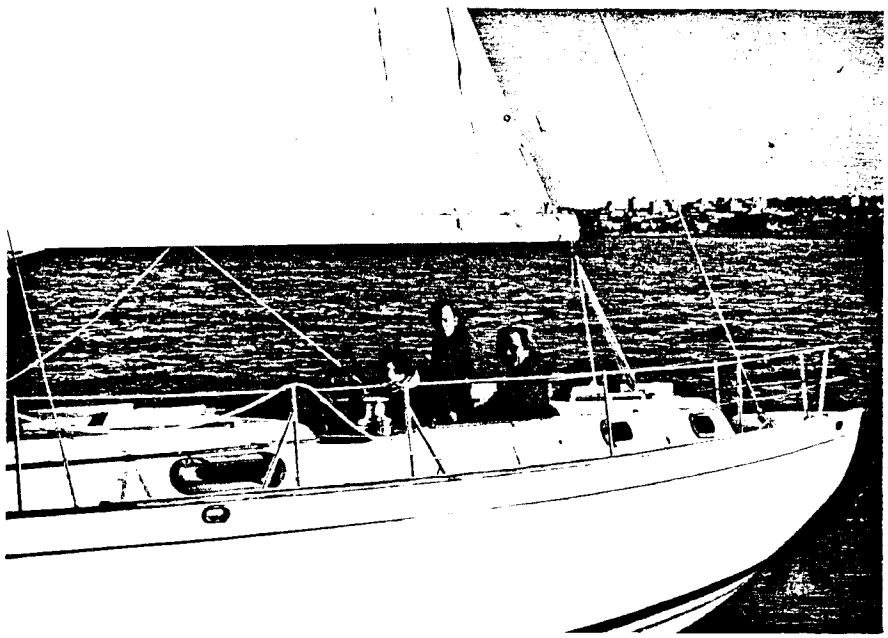
The main cabin has a dinette to one side and a settee on the other. The galley, which is U-shaped, has been placed to the port of the companionway and has double s/s sinks, an ice box, and a counter that extends under the interrupted companionway steps, which adds a lot of working surface for the cook. Because decisions on which stove is best differ from skipper to skipper, the choice is left to the buyer, with a large gap left for his selection to swing in.



The forward cabin, lined with vinyl, has its own hatch. Chainplate on the forepeak bulkhead secures the baby stay for cutter rig.

To starboard, the navigator sits at an athwartships chart table large enough to lay most charts flat on, with space provided for electronic gear, charts, instruments, etc. The switching panel is beside the navigator and gauges on it continuosly monitor the electrical output.

A 60 hp BMC diesel engine under the cockpit supplies auxiliary power. A shelf on the port side of the engine



Well-balanced under sail, the Peterson 44 steers herself across English Bay. Low coamings make for an esthetically pleasing centre-cockpit.

room holds the hot water tank and the pumps that deliver hot and cold fresh water under pressure to the galley, wash basins, and showers. The hot water is heated by the engine under way, and by 110 volt AC shore power in port. The chamber still leaves ample room for a generator if an owner cared to install one.

The plumbing pipes are copper, and the valves have been placed with decent concern for ease of access. All the plumbing and wiring, in fact, is neatly and conveniently laid. The wiring is heavy gauge, properly secured, and led from place to place in conduits as protection from moisture.

The portlights, which are of cast bronze, appear to seat well and keep water out. They also look good.

The Peterson 44 is one of the new

SPECIFICATIONS

LOA	**43'10"**
LWL	**38'8"**
Beam	**12'11"**
Draft	**6'4"**
Displ.	**28,000 lbs.**
Ballast	**10,000 lbs.**
Sail Area	**894 sq. ft.**
Water	**132 gal.**
Fuel	**117 gal.**
Power	**60 hp BMC diesel**

breed of cruising sailboats built to the philosophy that getting there quickly and efficiently is essential to seaworthiness, just as is the ability to withstand a blow.

She will be of special interest to the man who wants to take up serious cruising, or coasting, after acquiring go-fast habits on the racing circuit. At $86,000 in Vancouver, or $65,000 delivered offshore, she's a boat for experienced skippers who know what they want. With a waterline 39-ft. long on a 44-ft. LOA, with her close windedness and double-ended underbody she appears to be a boat likely to deliver the speed and excitement found only rarely on a vessel intended as a cruiser, that will also track well in a following sea.

Quadrant Yachts, at the new marine offices at #107 - 1601 Granville St., are eager to show her off and provide further information.