

44' & 45' Cat Ketches

Designs Number 184, 218, 219 & 192

1979, 1984 & 1980

The Boundary Bay 44 hull form has excellent form stability. Her firm bilges can be seen in the body plan, plus the long foil shape of the keel. We use this same foil shape for shorter fin keels, merely stretched out, and it gives good flow characteristics. I've used this shape with success on previous designs and found that it provides good windward performance on a boat with shallow draft. The modest draft will be well appreciated in gunkholing.

The forefoot is cut away to provide good response in maneuvering. Keel area is maintained aft to provide for good tracking and course keeping. The rudder area is ample and will provide for keeping her on course with small angles, thus minimizing the drag encountered by smaller rudders which have to be cranked over to much greater angles to steer the boats, with these large angles making the rudders act like brakes.

The stern is my favorite, giving a graceful and elegant appearance. It will also give a good account of itself in a seaway, lifting over the seas and parting them like a double ender. There is plenty of stern deck space and the deep bulwarks slope to make a nice backrest for lounging on deck.

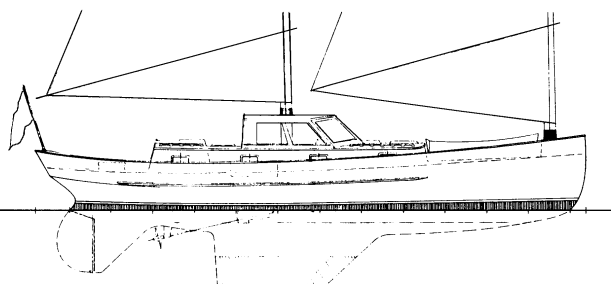
The midships cockpit is also shaped for comfort. The backrests are all high enough to give good support, and are well sloped for comfort. The seats are fitted with drains that direct any accumulation of rain or spray down to the cockpit scuppers, instead of leaving puddles to be sat in.

Down below, the accommodation plan provides comfort and privacy for two couples, with space for more on the settees and quarter berth. With the staterooms at each end of the boat, there is good separation, and the head and galley are accessible without disturbing the occupants of the other stateroom.

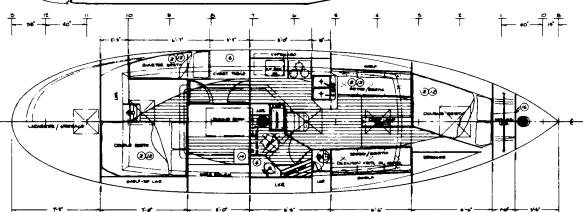
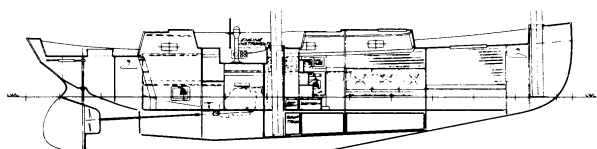
The head and galley, as well as the navigation area, are directly off the companionway. This easy access from the cockpit will mean that the settees and salon won't get soaked with seawater every time someone comes off deck for something from the galley or the head.

Three variations on the 44 have been worked up. The first was the steel 45-footer, with some revisions to the interior as well. Next came the cold-molded, fin-keel version, using the original interior. Then, there is the double chine Airex® version, also using the original interior.

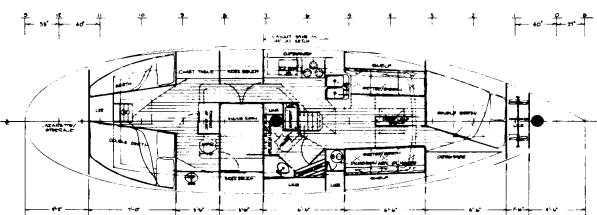
Another variation possible with these boats is the use of a cutter rig for those wanting a more conventional rig. Part of the fun of the design business for us is working on variations — doing a variety of boats and types keeps it interesting.



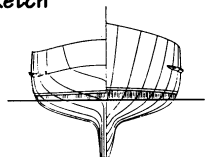
Fin Keel 44



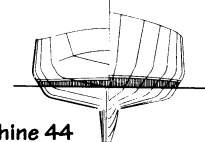
Boundary Bay 44



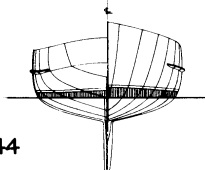
45' Cat Ketch



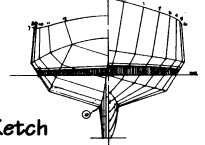
Boundary Bay 44



Airex® Chine 44



Fin Keel 44



45' Cat Ketch

Particulars :

	BB44	Chine 44	Fin Keel 44	45' Cat K.	— Argonauta —	
					Wood	Steel
Length overall	44'-0"	44'-0"	44'-0"	45'-0"	45'-0"	45'-0"
Length designed waterline	40'-0"	40'-0"	40'-0"	40'-0"	37'-6"	37'-6"
Beam	12'-0"	12'-0"	12'-0"	12'-0"	12'-3"	12'-6"
Draft	4'-6"	4'-6"	6'-0"	5'-0"	5'-0"	5'-0"
Freeboard:						
Forward	6'-0¾"	6'-0¾"	6'-0¾"	6'-2½"	6'-6"	6'-6"
Least	3'-9¾"	3'-9¾"	3'-9¾"	3'-9¾"	4'-6"	4'-6"
Aft	4'-9¼"	4'-9¼"	4'-9¼"	4'-9¼"	5'-3"	5'-3"
Displacement, cruising trim, lbs.	22,850	25,100	19,800	30,420	24,475	29,400
Displacement-length ratio	159.5	175	138	212	207	249
Ballast, lbs.	8,000	8,000	6,500	7,600	8,000	8,000
Ballast ratio	35%	31%	33%	25%	33%	27%
Sail area, square feet	920	920	920	920	900	900
Sail area-displacement ratio	18.3	17.16	20.11	15.1	17.08	15.11
Prismatic coefficient	.526	.55	.544	.532	.536	.594
Pounds per inch immersion	1,450	1,450	1,450	1,540	1,352	1,514
Entrance half-angle	19°	20°	19°	20°	22½°	26°
Water tankage, gallons	160	160	160	160	90	150
Fuel tankage, gallons	75	75	75	75	100	150
Headroom	6'-4½"	6'-4½"	6'-4½"	6'-5"	6'-3"	6'-2" to 6'-8"