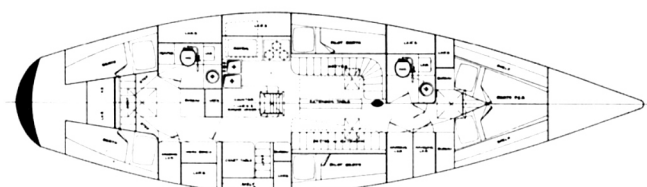
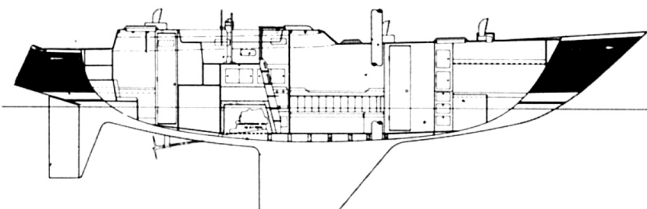
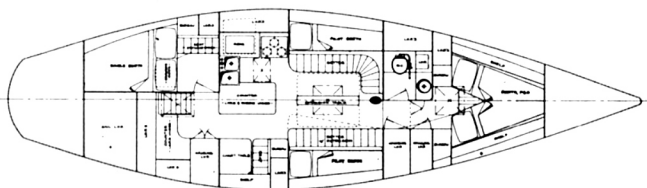
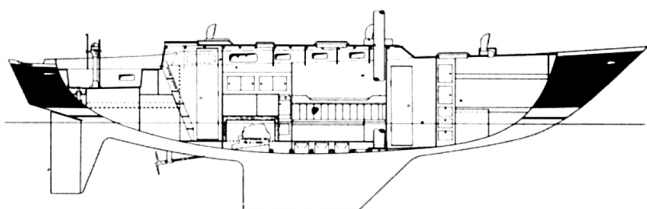


**LOA 44.5' / DWL 33.54' / BEAM 12.83' / DRAFT 6.25' or 7.5' / DISPLACEMENT 25,000 LBS. / BALLAST 10,500 LBS. / SAIL AREA 873 SQ. FT.**



## Seguin 44: Sparkman & Stephens cruiser

The Seguin 44 is being built as a semi-production boat by the Lyman-Morse Boatbuilding Co. of Thomaston, Maine. One look at the profile, and there is little doubt as to the designer of the boat. The long ends and the ultra conservative style scream Sparkman and Stephens. This design is purely a cruising yacht. I find this carefully refined conservative approach to be refreshing as many boats approach the extremes.

You will notice immediately that there are two versions available. Well, from reading the literature, I get the idea that the builder is willing to personalize each Seguin to any extent that the client requires within the limits of the hull mold. Note that the transom can be either conventional rake or reverse. This gives the benefit of a custom project without the expense of a one-off hull. The two versions here are simply to whet your appetite and show you the possibilities within this hull.

The aft cockpit version is my favorite. I think the cockpit of the center cockpit model is a little small, but remember that without a deck mold, this would be easy to remedy. The aft cockpit version has ideal accommodations for cruising. There are sea-berths in the main cabin designed as pilot berths port and starboard. The galley is large and incorporates the engine box to provide for huge counters. Some will argue about only one head, but I will not take their side. The head forward is large, and with my electric eraser, I could work out an enclosed shower stall in no time. The layout conveniently puts the mast in a very inobtrusive position. The owner's stateroom aft is roomy but could benefit from a hanging locker.

Note that the chart table faces aft. I suppose this is to help the navigator call up directions to the person on the helm. I usually stuff the chart into the winch pocket, cut out the yelling and turn the navigator's station around so it faces forward. This way with company aboard, the nav seat is a comfortable place to sit and join in the conversation.

S & S did not provide me with a mid-section. But that did not surprise me. The displacement to length ratio for this design is 295, and judging by the amount of rocker to the canoe body and the depth of the bilge, I would guess that there is considerable deadrise and very little flare to the topsides -- all in all, a very conservative shape. Note the large rudder and long fin keel. I would imagine that this will be a very docile and well mannered boat to sail, no speedster in the light stuff, but with a predictable and delicate feel to the helm, despite its displacement. I like the hull profile with its extended counter aft and the heavily radiused transom.

The basic rig of the Seguin is a moderate sloop configuration, but of course this could be altered to suit. The mast placement is just forward of station 4. I have found in my own designs that this still gives room in the fore triangle for a "cutter" headsail arrangement but is far more forgiving than a true cutter with the mast aft of station four. The sail area to displacement ratio is 16.34. While you are studying the sail plan, I would like to call your attention to the fact that the mast comes through the cabin trunk on the aft cockpit model but does not on the center cockpit model. This only matters aesthetically and of course is dictated by the interior arrangement, but consider putting the main cabin sole down a step from the galley of the aft cockpit version. This would allow you to stop the cabin trunk at station 5, and wouldn't that be a handsome boat? While I prefer the interior of the aft cockpit model, I do prefer the look of the center cockpit model.

The hull of the Seguin is Airex cored as is the deck. The house structure on the deck is built one-off to allow for the flexibility of requirements. The decks are covered with half inch teak, and I am confident that the end result is a very handsome and proper yacht.

**Lyman-Morse Boatbuilding Co., Inc., Water Street, Thomaston, ME. 04861.**