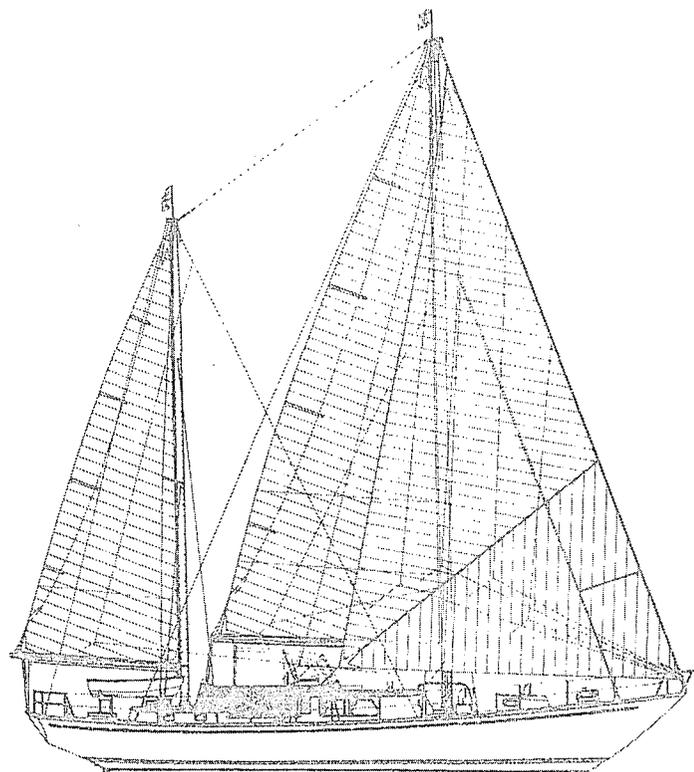


PACIFIC ASIAN ENTERPRISES, INC.

P.O. BOX FA
DANA POINT, CALIFORNIA 92629-0937 U.S.A.
(714) 496-4848 TELEX 182-285 FAX (714) 240-2398

Pacific Asian Enterprises, Inc.,
reserves the right to improve its products.
The information within this study package
should not be regarded as an absolute
specifications catalog.



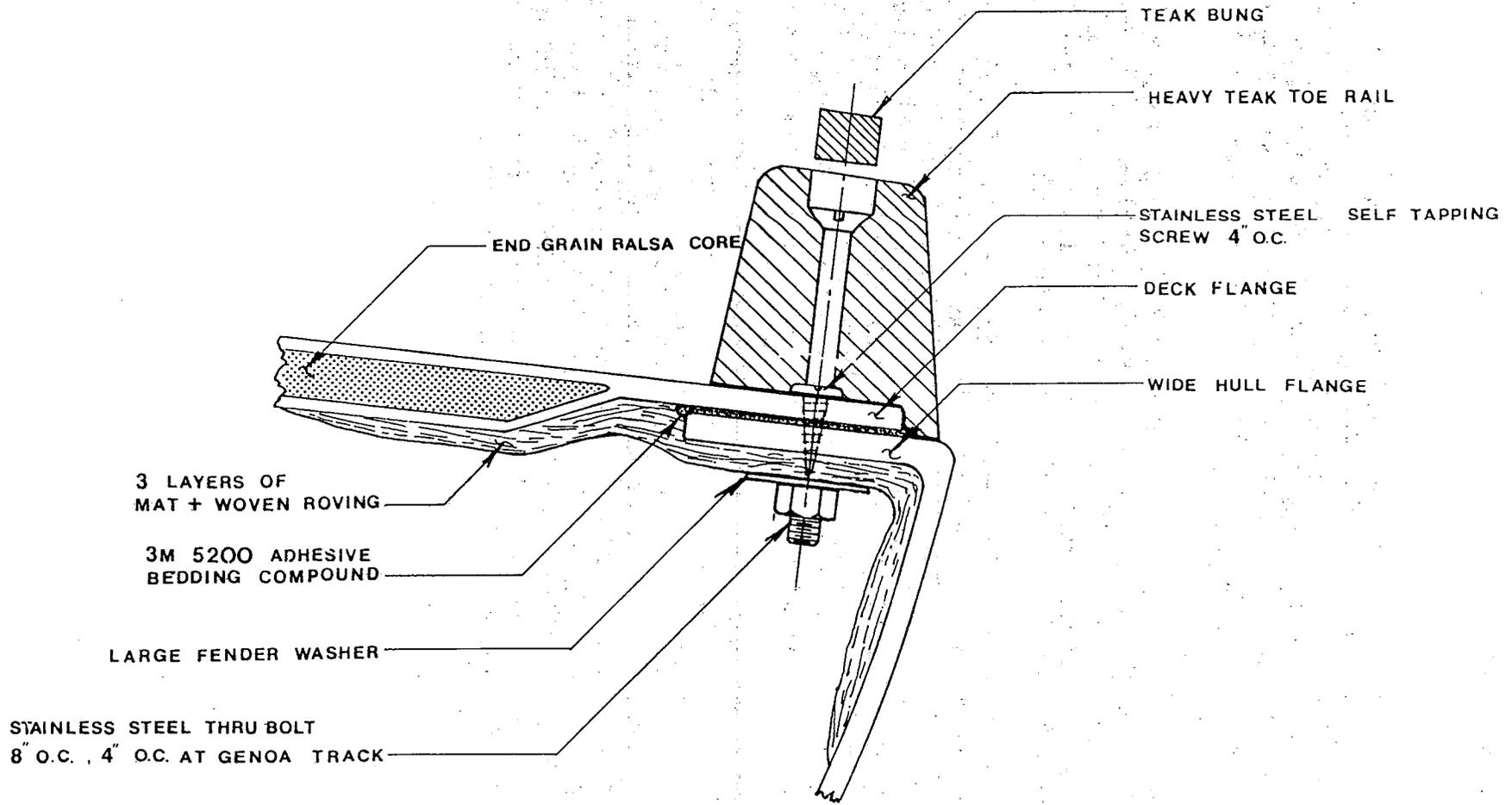
1. HULL AND DECK STRUCTURE

The Mason 44 is designed and constructed to meet or exceed specifications set forth by the American Bureau of Shipping and Lloyd's for fiberglass yacht construction. All lamination takes place in dehumidified air-conditioned lay-up rooms. Materials such as fiberglass, resin, foam, etc., are also stored within climatically controlled areas as mandated by Lloyd's regulations. Every Mason is built to the same rigorous standards.

The Mason 44 hull is completely hand laminated with eight full-length longitudinal foam-filled stringers. Heavy laminated transverse stringers, double bonded 3/4" structural bulkheads, and joiner bulkheads used for interior furniture assure a rigid structure capable of withstanding a great deal of abuse. See illustrations.

A vertical-end grain balsa core separates two hand laid laminates of the one-piece molded fiberglass deck. The deck is secured to the hull using a combination of 3-M 5200 epoxy compound, heavy fiberglass bonding of six laminates, thru bolts on 8" centers and self tapping stainless steel screws on 8" centers. Many designers of production fiberglass "offshore cruising boats" endorse identical hull to deck joint construction but without the fiberglass lamination. The Mason 44 has without question the toughest hull to deck joint in the industry.

It should be noted that there are no less than six 3/4" structural bulkheads in a Mason 44, all of which are attached with fiber rope (mare's tail) and three alternating laminates of 1 1/2 ozs. matt and woven roving on both sides of the mahogany bulkhead. The foam between the bulkhead and the hull insures no hard spots or bulkhead transfer visible from the yacht's exterior. Every joiner bulkhead (of which there are dozens) is also attached to the deck and hull using two alternating layers of fiberglass matt and woven roving. Also note one of eight full-length foam and fiberglass longitudinal stringers. No other yacht offers this level of security and peace of mind.



— DECK TO HULL JOINT —

— MASON 33/44 —

1. HULL AND DECK STRUCTURE

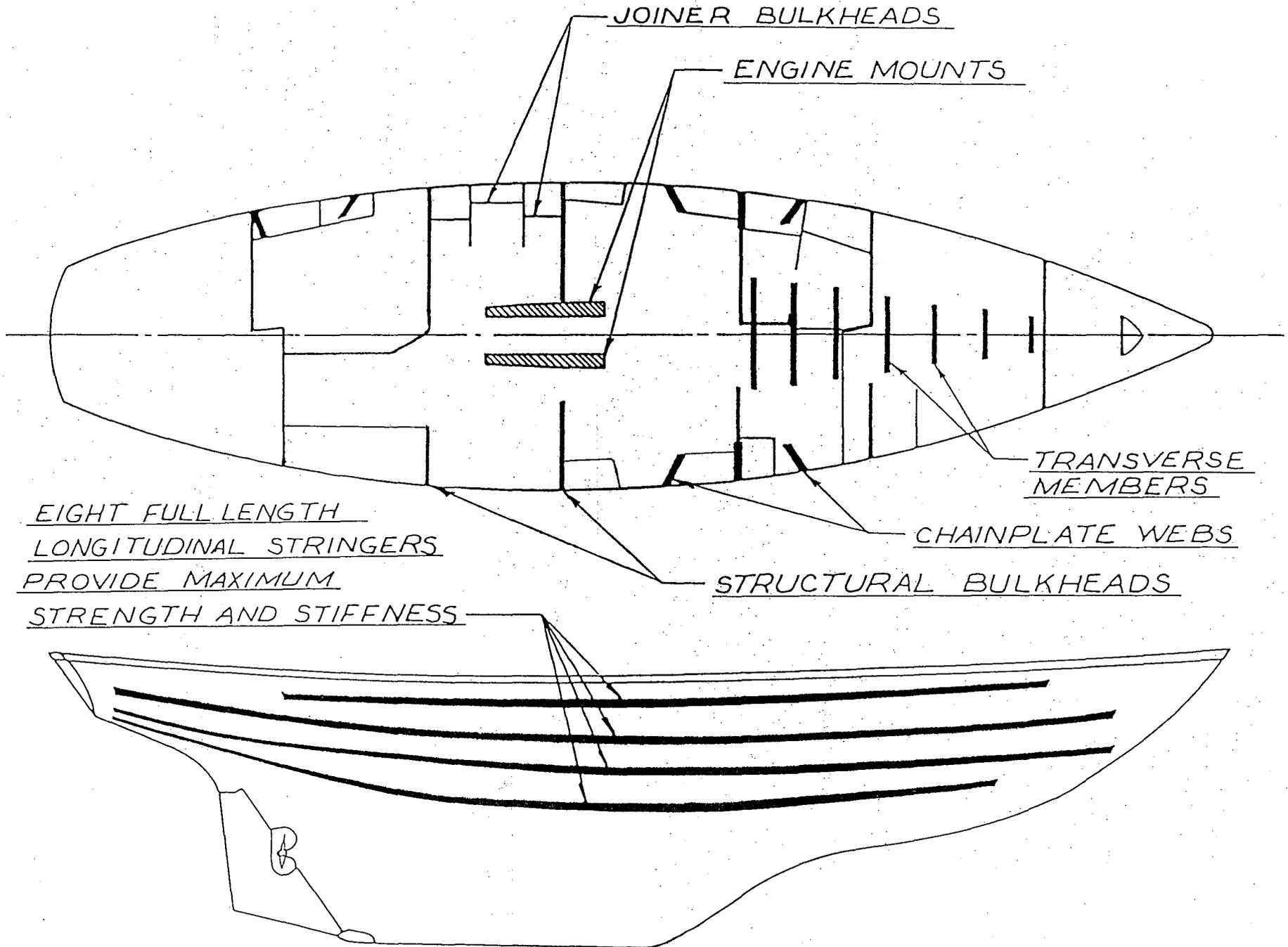
The MASON 44 is designed and constructed to meet or exceed specifications set forth by the American Bureau of Shipping and Lloyd's for fiberglass yacht construction. All lamination takes place in dehumidified air-conditioned lay-up rooms. Materials such as fiberglass, resin, foam, etc., are also stored within climatically controlled areas as mandated by Lloyd's regulations. Every MASON is built to the same rigorous standards.

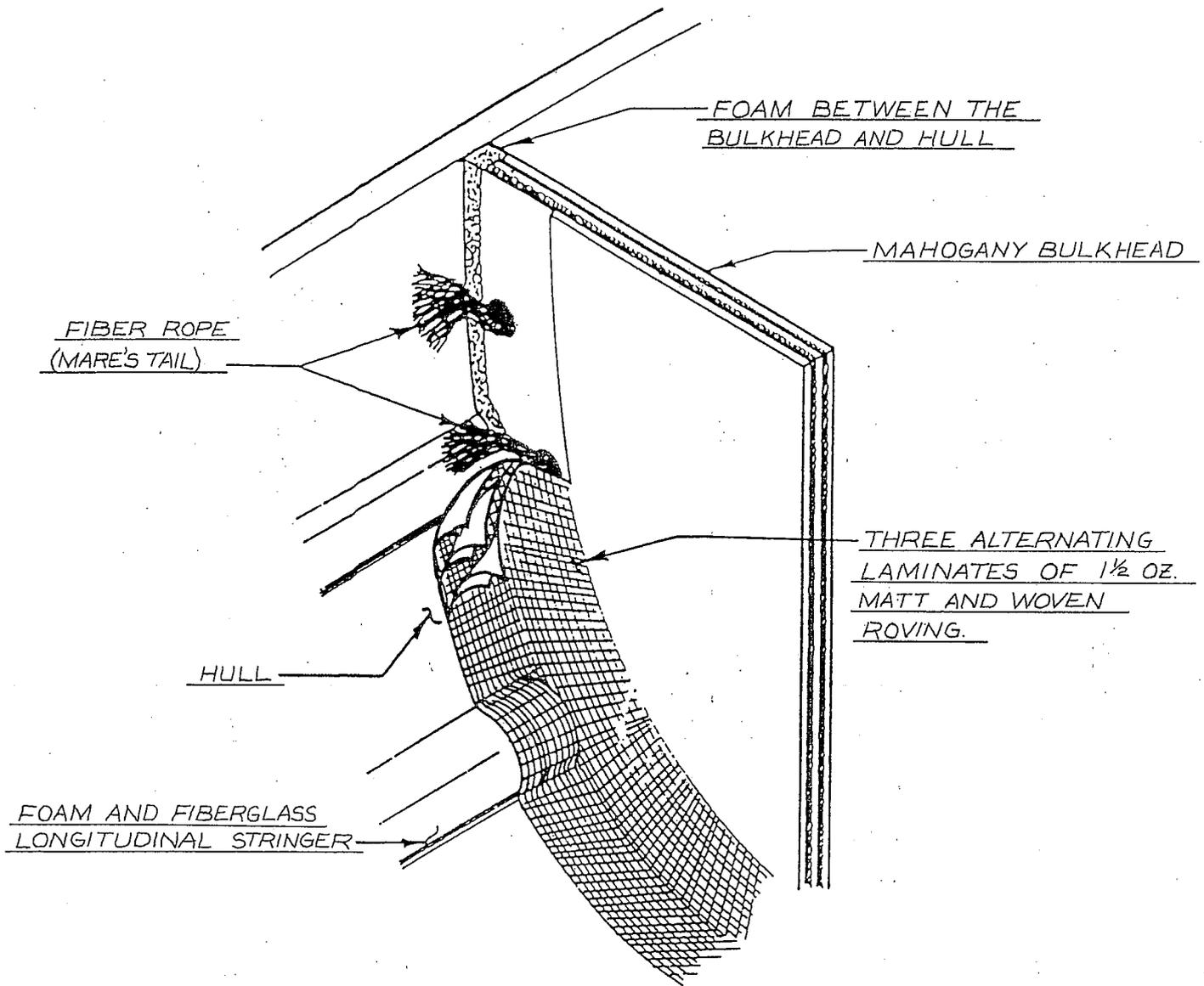
The MASON 44 hull is completely handlaminated with eight full-length longitudinal foam-filled stringers. Heavy laminated transverse stringers, double bonded 3/4" structural bulkheads, and joiner bulkheads used for interior furniture assure a rigid structure capable of withstanding a great deal of abuse. See illustrations.

A vertical-end grain balsa core separates two hand laid laminates of the one-piece molded fiberglass deck. The deck is secured to the hull using a combination of 3-M 5200 epoxy compound, heavy fiberglass bonding of 6 laminates, thru bolts on 8" centers and self tapping stainless steel screws on 8" centers. Many designers of production fiberglass "offshore cruising boats" endorse identical hull to deck joint construction but without the fiberglass lamination. The MASON 44 has without question the toughest deck to hull joint in the industry.

It should be noted that there are no less than six 3/4" structural bulkheads in a MASON 44, all of which are attached with fiber rope (mare's tails) and three alternating laminates of 1 1/2 ozs. matt and woven roving on both sides of the mahogany bulkhead. The foam between the bulkhead and the hull insures no hard spots or bulkhead transfer visible from the yacht's exterior. Every joiner bulkhead (of which there are dozens) is also attached to the deck and hull using two alternating layers of fiberglass matt and woven roving. Also note one of eight full-length foam and fiberglass longitudinal stringers. No other yacht offers this level of security and peace of mind.

THE STRUCTURAL INTEGRITY
OF A MASON 44 IS UNMATCHED





RUGGED ATTACHMENT OF ALL
STRUCTURAL BULKHEADS THRU OUT
A MASON 44

2. ENGINE AND DRIVE TRAIN

All MASON are fitted out with a Yanmar 55HP freshwater cooled marine diesel coupled to a mechanical transmission with a 2.15 to 1 reduction gear. A 1½" stainless steel propeller shaft is used with a three-bladed 18" x 13" propeller.

The propeller shaft is supported with a rubber Morse cutlass bearing at the front of the stern tube and another at the rear. The forward cutlass bearing is lubricated and cooled by diverted engine cooling water which is expelled out the stern of the tube.

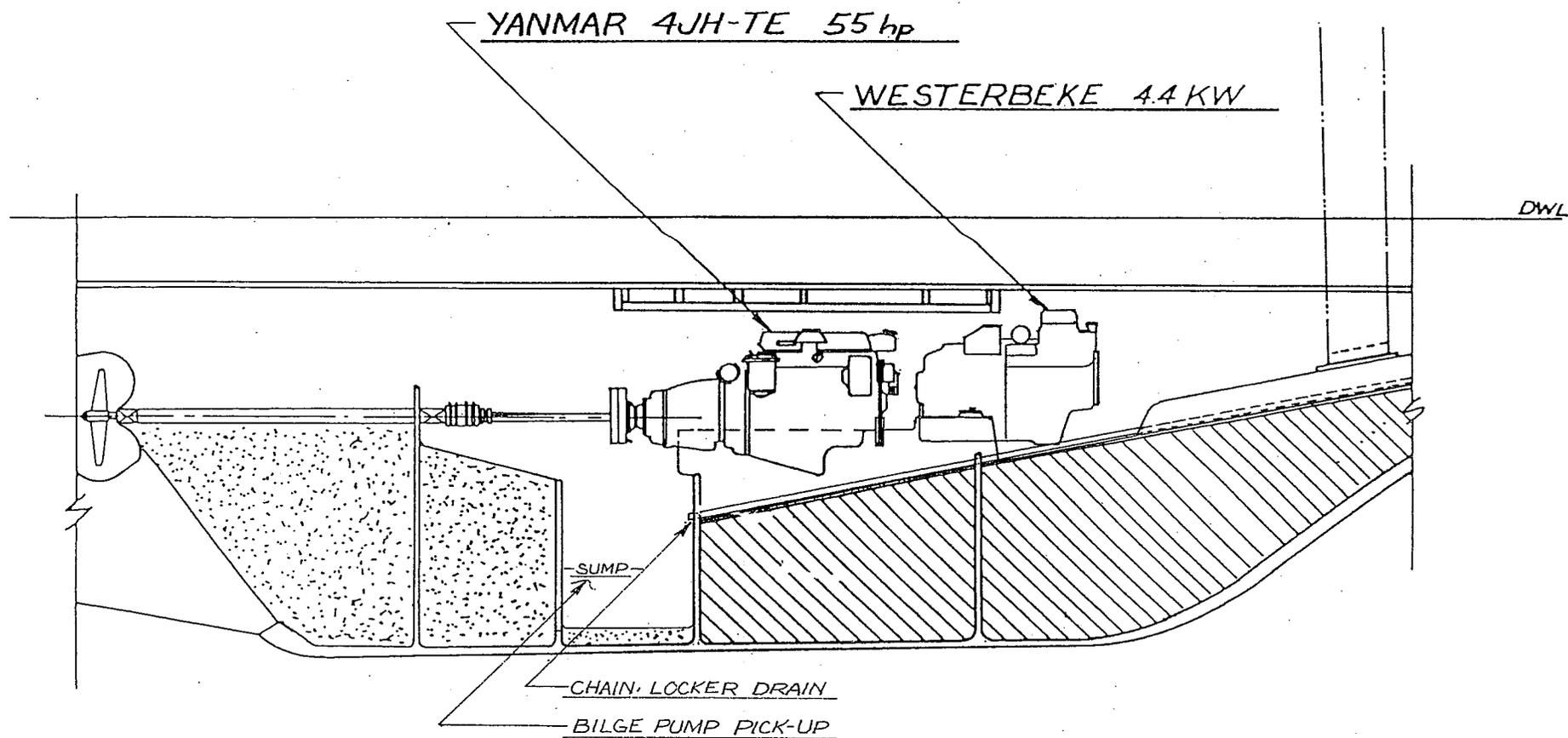
Many engines of comparable horsepower are transferring power through a 3/4" propeller shaft. The 1½" shaft is oversized and the system is supported far beyond normal practice for pleasure boat applications. The drive train on a MASON 44 is designed to commercial specifications and should give thousands of hours of trouble-free use.

The placement of the engine is beneath the cabin sole of the main salon. If viewed from the side profile, it should be noted that the propeller shaft is parallel with the yacht's waterline. The propeller is deep and the thrust is directly out the stern providing a very efficient installation. The boat motors extremely well and is very maneuverable during docking due to the effect of the deep prop blast directly against the large rudder. Another notable feature of a horizontal propeller shaft is that torque pull when reversing is almost non-existent.

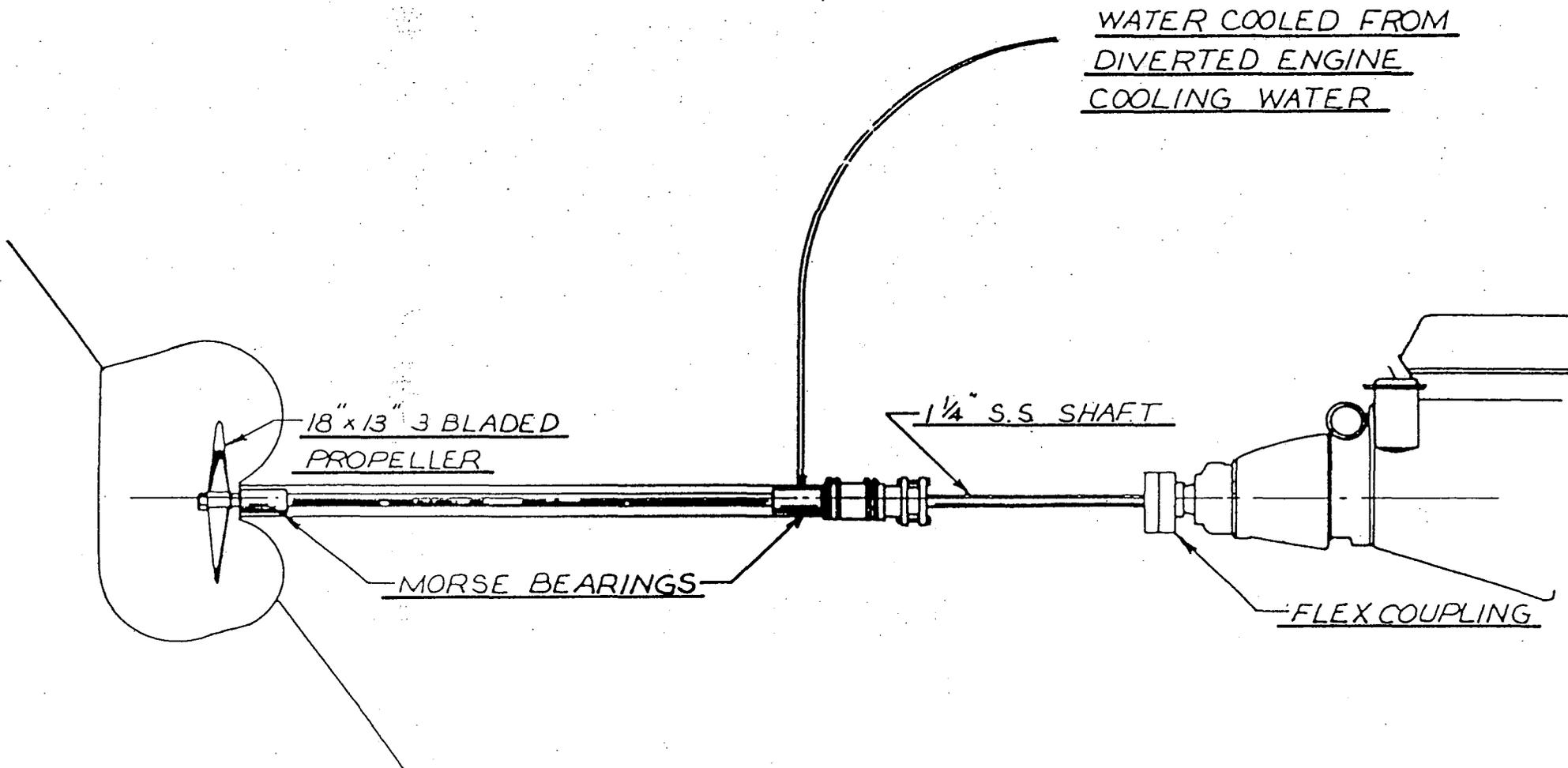
In addition to excellent performance under power, the noise level is kept at a minimum due to the sound deadening effect of the insulated cabin sole. Another benefit of the engine's location is its contribution to the yacht's righting moment. The weight is kept low where it belongs. For engine service the entire cabin sole is removable and engine access is exceptional.

A very deep sump is provided below the engine and a substantial amount of water can be held prior to any danger of machinery damage.

Forward of the engine is sufficient space for a 8.0 KW diesel generator which is offered as a factory option. As with the main engine, the generator weight does not adversely effect the yacht's performance and the noise is minimized by the low centerline location. See the electrical system description for generator accommodation.



ENGINE AND OPTIONAL GENERATOR ARE LOCATED
 ON THE CENTERLINE, AMIDSHIPS, AND LOW FOR OPTIMUM
 WEIGHT DISTRIBUTION AND PERFORMANCE



THE RUGGED DRIVETRAIN DESIGNED AND BUILT TO COMMERCIAL SPECIFICATION GUARANTEES THOUSANDS OF HOURS OF TROUBLE FREE OPERATION

3. ELECTRICAL SYSTEM

Current MASON 44s are equipped with one of the finest electrical systems available. No expense has been spared in design and manufacture to insure uncompromised quality.

The main electrical panels are manufactured by Pacific Asian Enterprises. The custom designed and built panel uses magnetic circuit breakers exclusively. The direct current twelve-volt side of the panel consists of engraved circuits for virtually every conceivable DC appliance, including VHF, SSB, radar, satellite navigation, Loran, stereo, plus one spare. These are, of course, in addition to twelve other functions such as range, lights, etc. Gauges are provided to give the operator instant information on DC amperage draw and house and engine battery charge.

Engine starting is accomplished through a single 120 amp-per-hour battery which is located very close to the engine starting motor and is isolated from the house batteries. If the engine starting battery failed, a panel switch next to the engine starting switch allows starting off the two 120 amp-per-hour house batteries. Should guests ever inadvertently run the 240 amps of house battery down, the engine starting battery still retains a full charge.

Charging is provided by a standard 40 amp-per-hour "Lewco" battery charger which is totally controlled and monitored from the main electrical panel. Both house batteries and the engine starting battery are simultaneously automatically charged through a diode system. The main engine is also provided with a 55 amp-per-hour alternator which charges both house and engine batteries through a one-way diode system.

Electrical fuel gauges accurately measure the fuel supply in both port and starboard fuel tanks and are incorporated into the main panel.

All AC 120 volt functions are handled by the same electrical panel and both dockside voltage and yacht amperage consumption are measured in two gauges. A reverse polarity light warns of potential trouble to the hefty 50 amp service. Magnetic circuit breakers are provided for all AC functions and additional circuits are included for microwave oven, air conditioning forward and aft, plus 4 unmarked spares. Double 50 amp breakers protect both the positive and negative inlets insuring optimum protection.

If the optional 120 volt "Westerbeke" generator is selected, all operation is handled within this well thought out single panel.

The operation of anchor lights, spreader lights, compass light, autopilot, sailing instruments, strobe light, navigation lights, and windlass are built into an independent panel located behind plexiglass within view and reach of the helmsman. All engine functions are monitored within this panel and alarms warn of high water temperature and low oil pressure. One additional feature generally only seen on much larger yachts is a warning light which indicates starter engagement. More than one starter has been destroyed by staying engaged during engine running. Helmsman is also warned of bilge pump operator by a red indicator light at the cockpit panel.

Another example of the "do it right attitude" incorporated into every facet of the MASON 44s design and construction is that the engine starting motor optional generator starting motor, and optional windlass motor are all provided with an emergency current shut off switch which would prove invaluable in the event of a defective solenoid or an electrical short. This separate current cut off is located near the battery within easy reach of the crew, and has the same effect as disconnecting the positive lead battery cable at the battery. This is a notable safety feature.

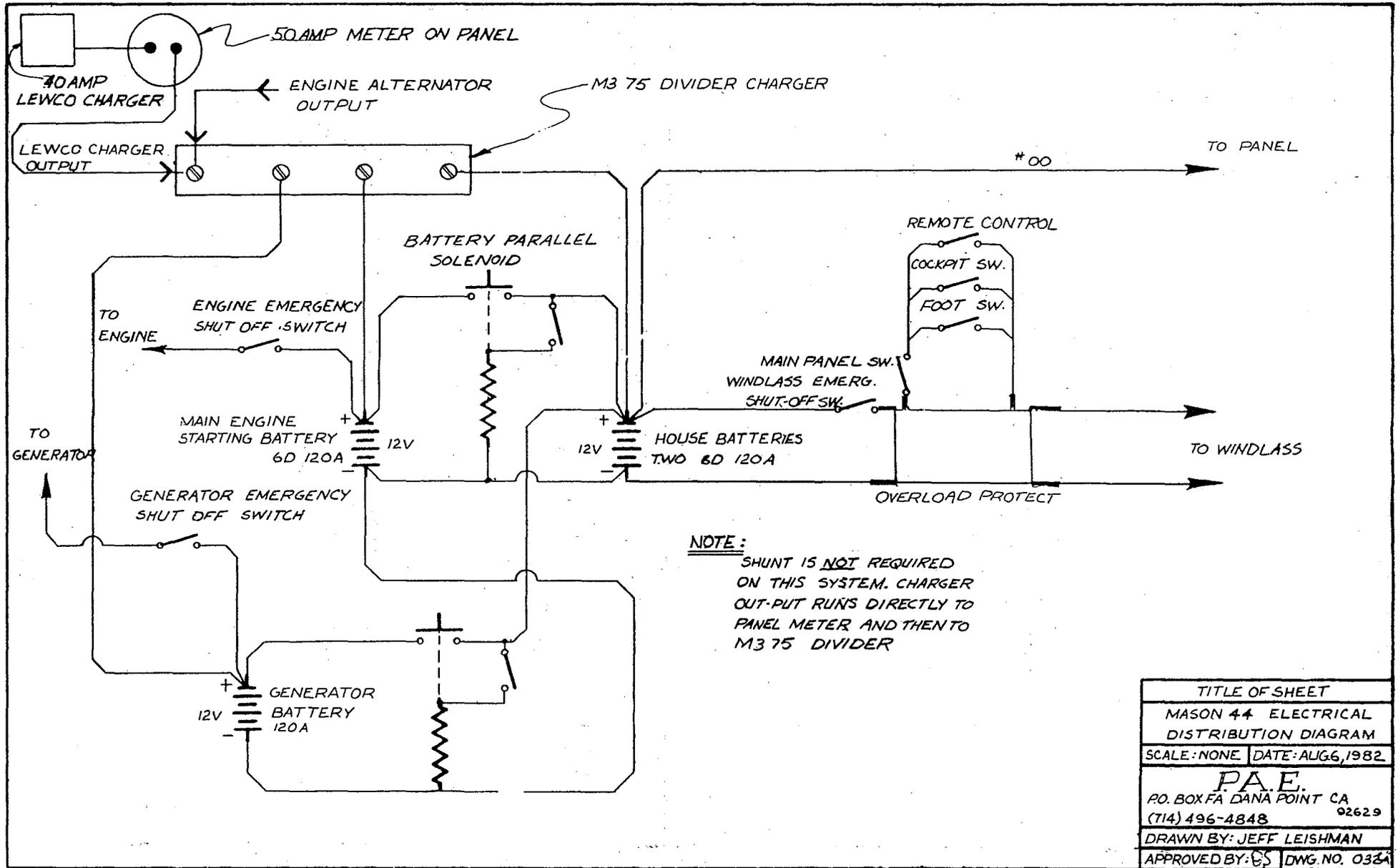
Throughout the MASON 44, all color-coded wiring is protected within the P.V.C. conduits and access is provided through the removable cabin overhead.

- * A three-inch wide continuous run copper tape is run around the interior of the hull prior to the installation of bulkheads and is used for the ground plane for the installation of single side band marine radios. This ground plane is necessary for SSB radio use and is available on all MASON 44s, saving the buyer potentially hundreds of dollars should he decide to install this radio gear.

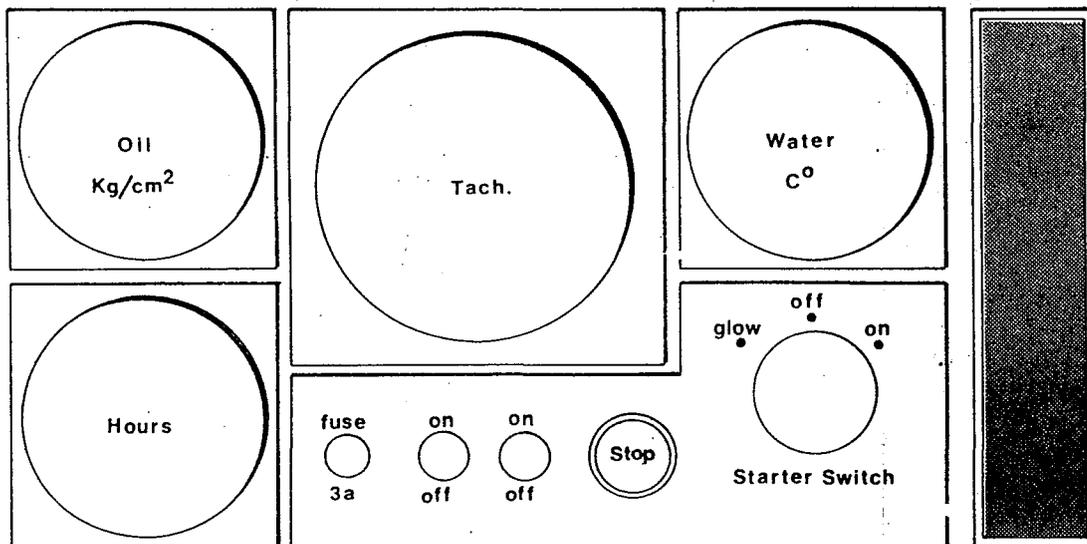
All thru hulls, chainplates, mast steps, etc., are tied together with a No. 10 insulated wire for electrolysis protection.

- * In a constant commitment to safety, a 9" x 9" silicone bronze plate is recessed into the hull's exterior beneath the mast step and provides a high level of lightning protection by conducting a lightning strike through the aluminum spars and out the large grounding plate.

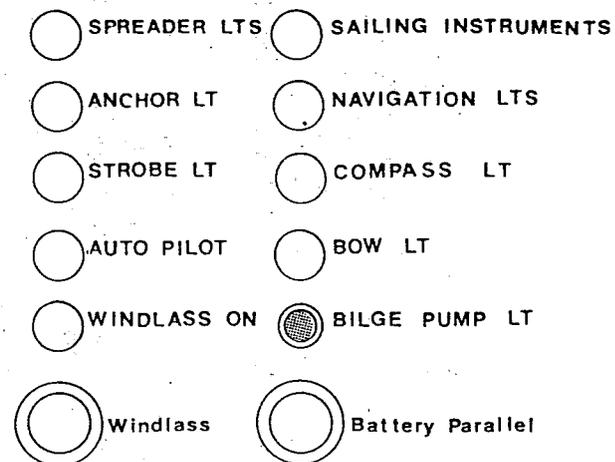
- * OPTIONAL FEATURES AVAILABLE ON THE MASON 44



YANMAR



MASON 44



COCKPIT PANEL

MASON 44

4. FRESH WATER SYSTEM

The MASON 44 carries 205 gallons of fresh water in five stainless steel water tanks. All water is carried from the tanks in a Nautilus brand reinforced hose which is approved by the F.D.A. for use with drinking water. Water is pumped both manually through Whale brand foot pumps and a Par electric diaphragm pump as part of the pressure side of the system.

A stainless steel fresh water selection manifold, which is accessible from the galley, allows the operator to draw water from one tank at a time and easily monitor water consumption. The selection manifold is well-marked and simply consists of five lever operated ball valves. Each of the five stainless steel water tanks has a easy-to-use sounding rod and is provided with a large inspection plate should cleaning become necessary. For routine flushing a threaded plug can easily be removed at the lowest part of the tank allowing the flushing water to run into the bilge and be pumped overboard by the yacht's automatic electric bilge pump.

Each water tank is properly baffled and is pressure tested to three PSI prior to installation.

Fresh water is heated by a dual-source water heater. Both AC electricity and engine cooling water are used. The model provided in the MASON 44 is an American brand model designation EMH 11 and has a capacity of eleven gallons.

VALVES

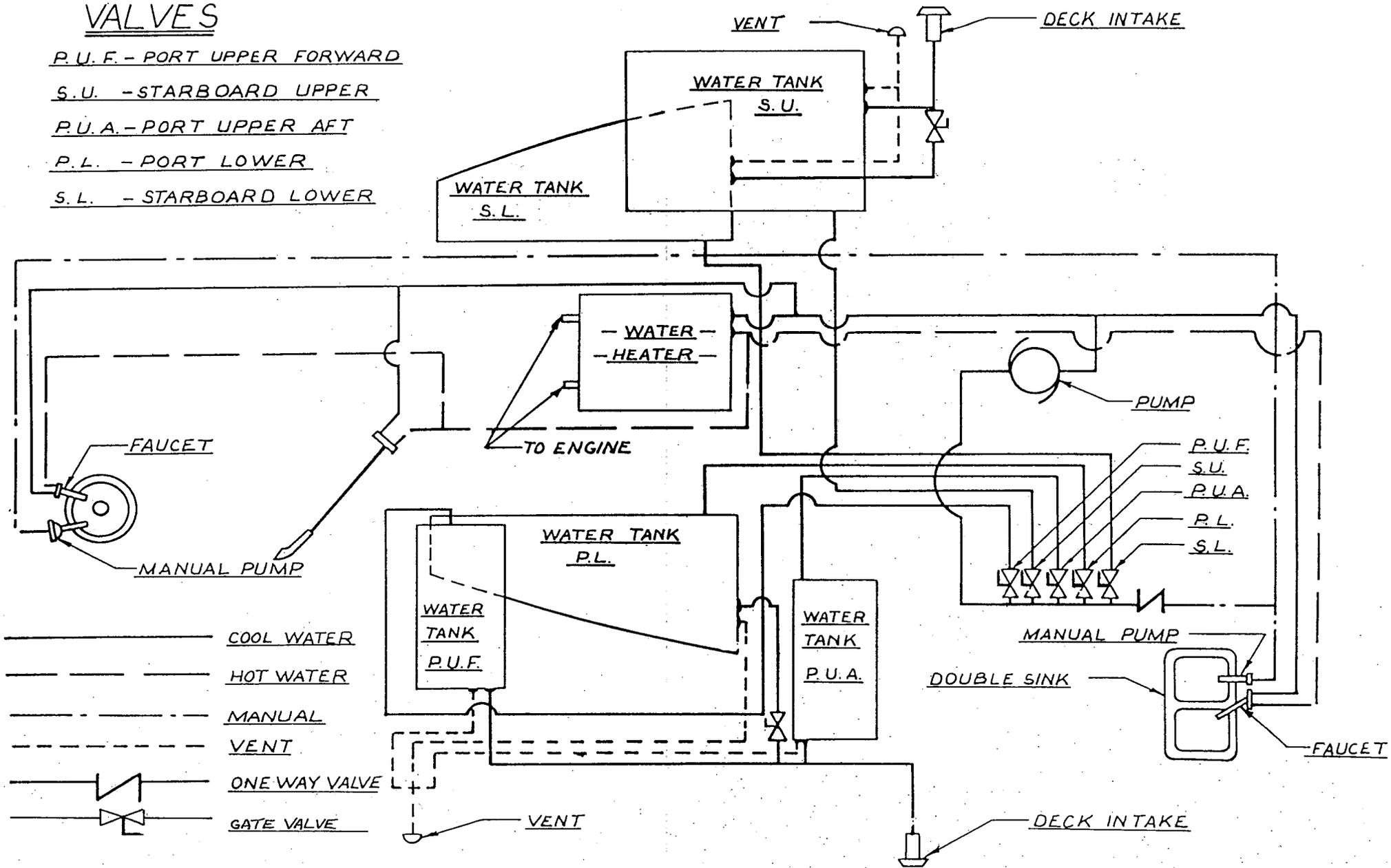
P. U. F. - PORT UPPER FORWARD

S. U. - STARBOARD UPPER

P. U. A. - PORT UPPER AFT

P. L. - PORT LOWER

S. L. - STARBOARD LOWER



- COOL WATER
- - - - - HOT WATER
- · · · · MANUAL
- · - · - VENT
- |— ONE WAY VALVE
- X— GATE VALVE

— FRESH WATER SYSTEM —

— MASON 44 —

5. FUEL SYSTEM

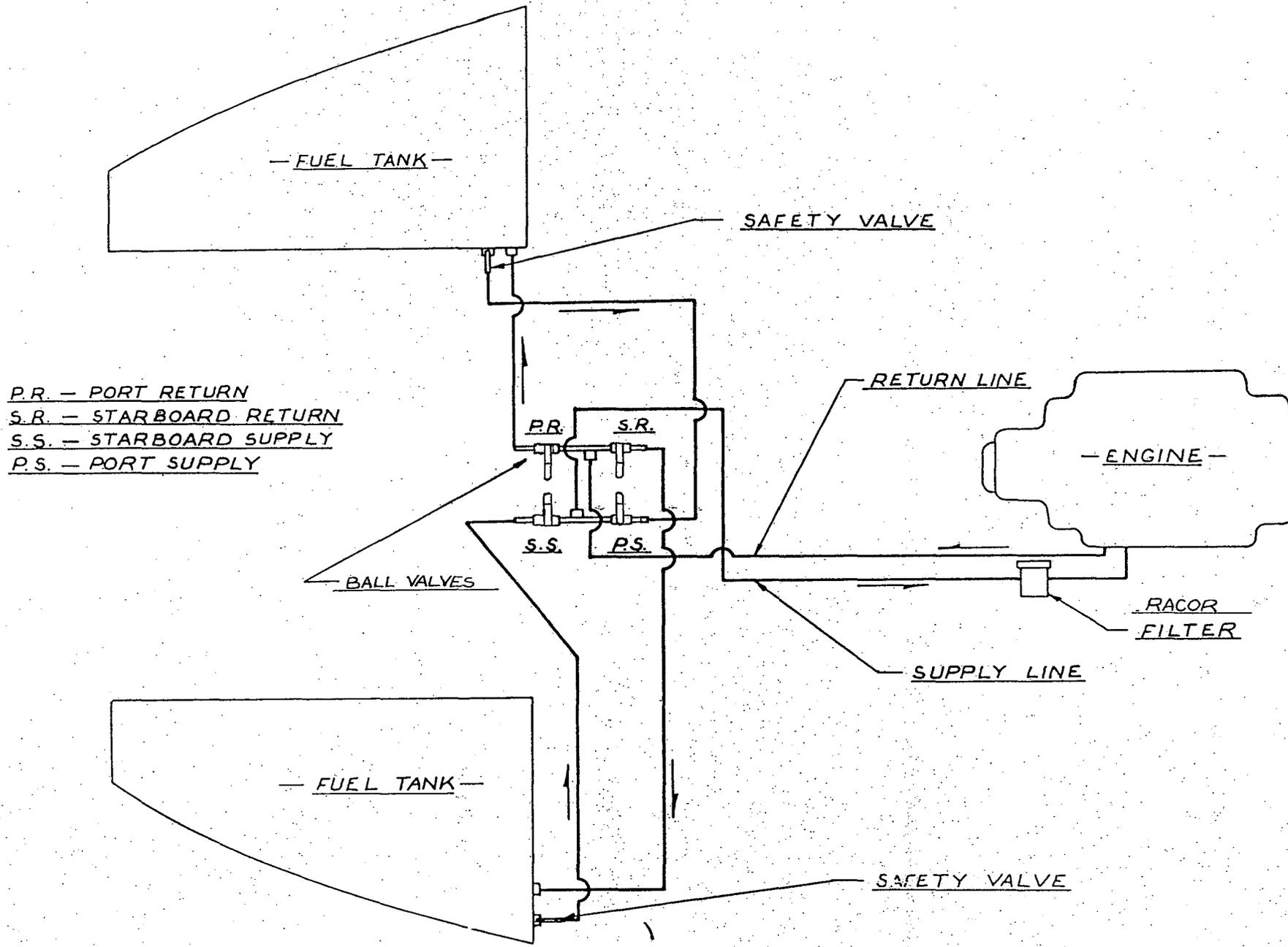
Diesel fuel capacity in the MASON 44 is 160 gallons. The fuel is held within two black iron tanks. Both tanks are undercoated and painted to prevent corrosion. Placement of both tanks is such that they are not exposed to bilge water also reducing corrosion potential. Each tank is provided with a fuel gauge located at the main panel and a sounding rod. They are properly baffled and have an adequate inspection plate. Fuel is routed thru an easily accessible selection manifold allowing fuel to be drawn or returned to either tank.

A MASON 44 at maximum cruising RPM in moderate sea and wind conditions will cruise at better than $7\frac{1}{2}$ knots and in those same weather conditions by reducing power and speed approximately 6 miles per gallon of diesel fuel can be achieved. In perfect motoring conditions optimum range under power could be as high as 950 miles.

There are really two reasons for motoring a good sailing sailboat. Either there is not enough wind to maintain decent boat speed or the wind and sea condition is unfavorable and to reach your destination in a timely manner the engine is run. In a light air condition the optimum range as mentioned above is very possible but under the unfavorable condition a whole new calculation has to be taken into account. Personal experience shows that a maximum cruising RPM can result in a fuel burn as high as 1.6 gallons per hour and beating into 25 to 30 knots of head winds with a substantial head sea a boat speed of between 4 and 5 knots can be expected. Under the most adverse conditions the range under power could be as low as 400 miles.

Every sailor likes to think that his engine will be used a minimum amount of time and he will generally encounter favorable sailing conditions. However often times this is not the case, particularly during costal passages. A typical example of the need of good range and motoring capability would be the return trip from the winter cruising grounds of the Sea of Cortez. Most sailors dread the 900 mile beat against strong Northwest wind and head seas. It's not uncommon to push against 25 to 30 knot winds all the way up from the Cape. A MASON 44 under this normal adversity can make this trip north in 6 to 7 days with one fuel stop. With less than 160 gallons, on deck containers would be a necessity.

A common response to this scenario would be "sail the boat" talk to 10 sailors that have made the trip south enjoyed Mexico and the Sea of Cortez and then returned you'll find 9 of them motorsailed home.

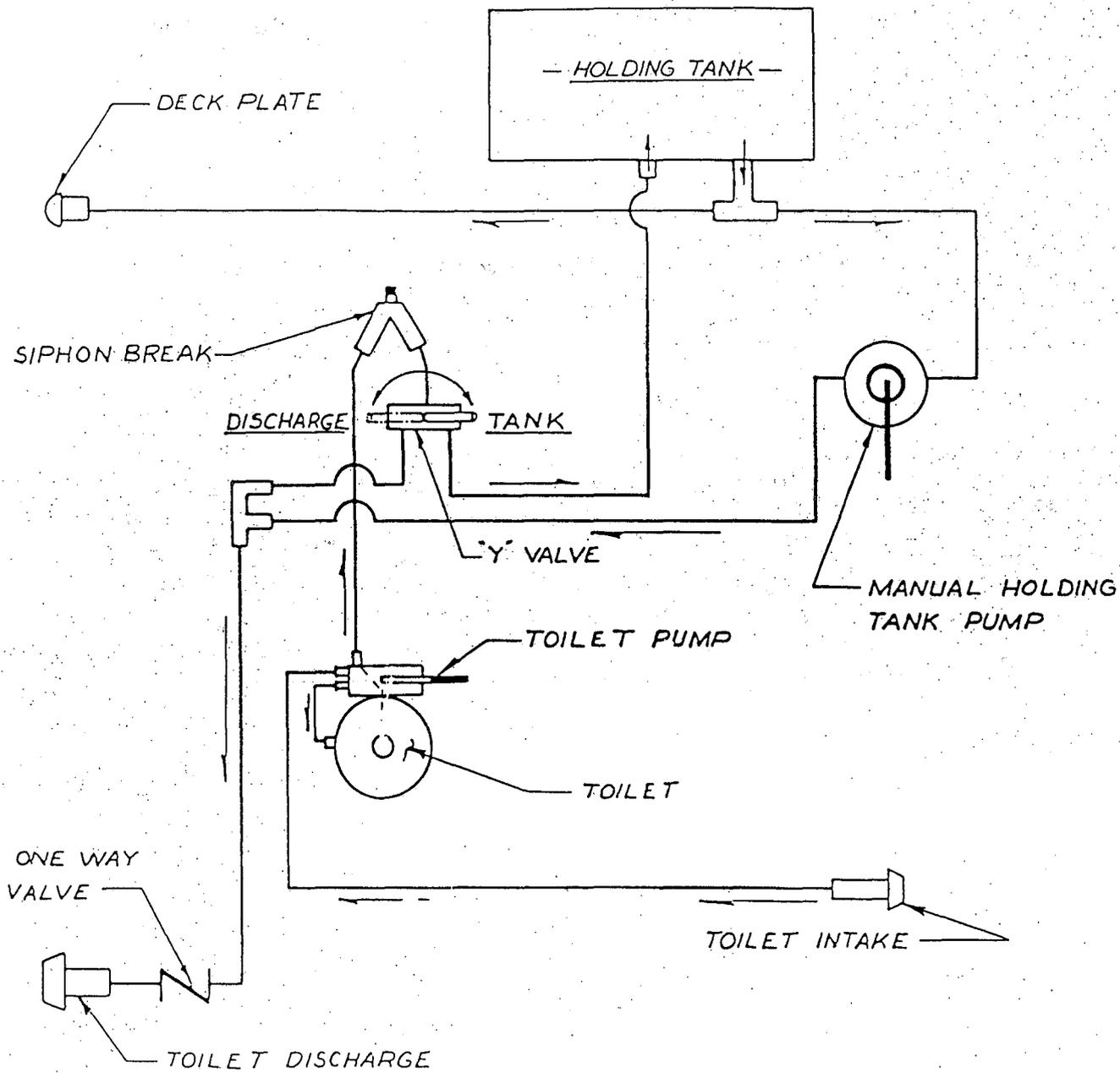


— FUEL SUPPLY & RETURN SYSTEM —

6. MARINE HEAD, HOLDING TANK AND BILGE PUMPING

MASON 44s are fitted with a 20 gallon fiberglass holding tank coupled to a Par marine toilet. Sewage can be diverted into the holding tank or directly overboard through a Par selector valve. Once the holding tank is full it can be pumped directly overboard through a hand operated diaphragm pump or emptied thru a deck fitting into a dockside sewage pump.

Bilge pumping is accomplished by an electric heavy duty Par bilge pump. A sensor activates the bilge pump motor if the bilge rises above a specific level. Anytime the bilge pump is activated wither panel warning the helmsman. One additional diaphragm hand operated pump is located in the cockpit within easy reach of the helmsman capable of 25 gallons per minute. Both bilge pickups are protected from debris clogs by bronze strainers.



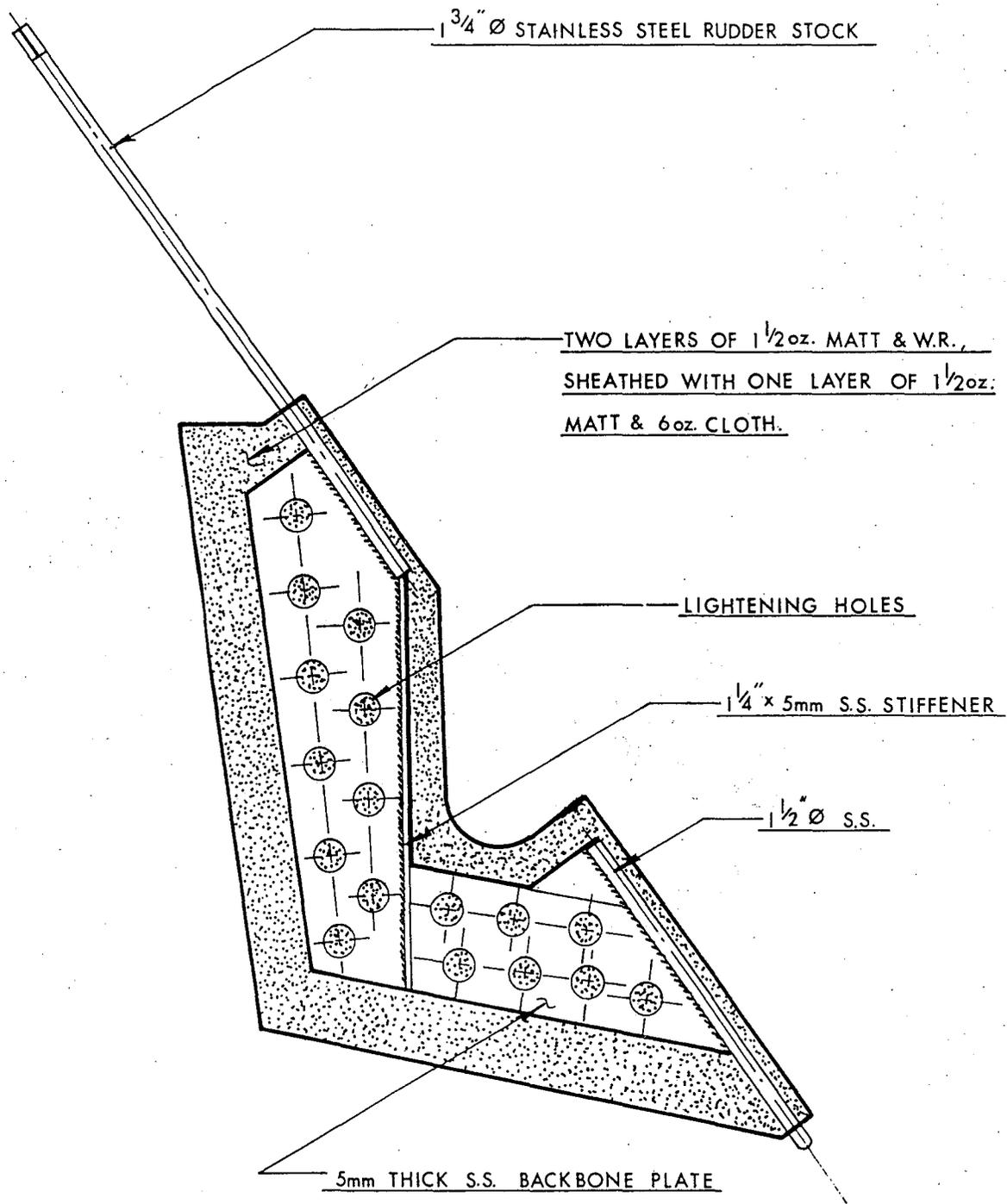
— TOILET SYSTEM —

7. RUDDER AND STEERING GEAR

Standard MASON 44s are equipped with a stainless steel steering pedestal. Steering is accomplished with a gear sprocket on the wheel shaft and a chain which is spliced into a stainless steel cable and run over a series of sheaves and attached to a large, strong, steering quadrant. A steering brake is standard equipment.

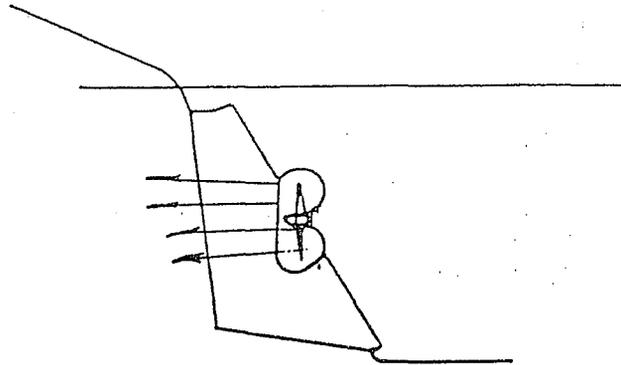
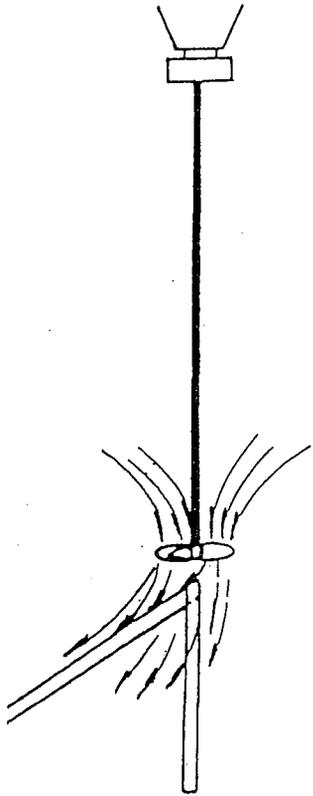
Should trouble develop with the steering system, a stainless steel emergency tiller is stowed in the large hanging locker forward. The emergency tiller is designed to be used without removal of the pedestal or the wheel. The tiller simply slides over the machined head of the rudder shaft and by design rises above the pedestal and wheel.

Rudder construction is to extremely heavy design scantlings and consists of a 1-3/4" stainless steel rudder shaft, squared and keyed to accommodate the quadrant and emergency tiller. A 5mm thick stainless steel plate backbone is welded to the shaft from top to bottom which insures that all torque by helm input or sea condition is distributed over four feet of double-sided weld. The void within the interior of the rudder is filled with a polyurethane foam and the outer skin of the rudder is heavy fiberglass. One interesting feature with this rudder construction is that if in a bad grounding accident the fiberglass was so heavily damaged that it was torn from the reinforcing, the yacht could be steered through the water with the stainless steel backbone of the rudder itself demonstrating the mass of surface area of the stainless steel internal structure.

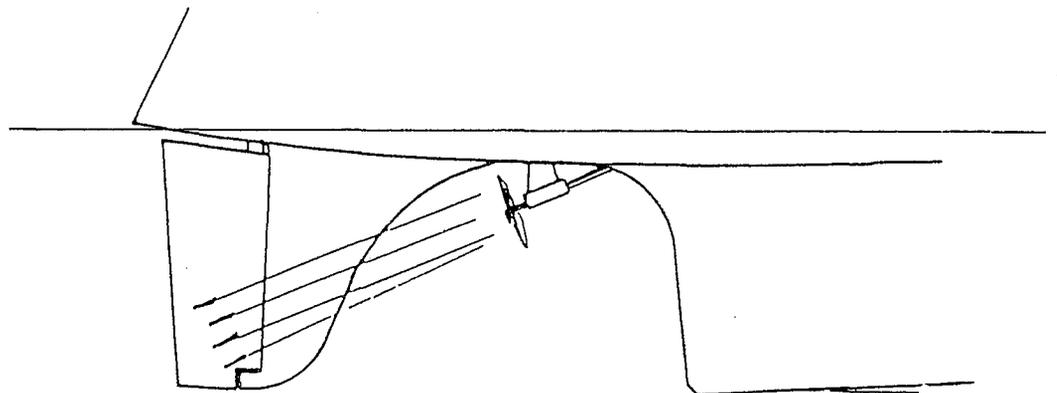
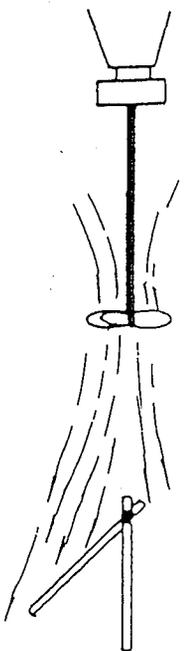


MASON 44 RUDDER CONSTRUCTION, NOTE ABUNDANCE OF STAINLESS STEEL REINFORCEMENT WITHIN THE RUDDER STRUCTURE.

IMMEDIATE EFFECT OF PROPELLER
BLAST AGAINST RUDDER DURING LOW
SPEED MANUVERING - RUDDER IS EFFECTIVE
AND CONTROL IS NOT DEPENDANT UPON
YACHTS HEADWAY.



PROPELLER BLAST DURING LOW SPEED
MANUVERING BECOMES MUCH LESS
EFFECTIVE AS WATER BLAST IS SIGNIF-
ICANTLY FURTHER FROM RUDDER AND
DIRECTED DOWNWARD - YACHTS MANUVER-
ABILITY IS MORE DEPENDANT UPON THE
YACHTS HEADWAY.



8. DECK HARDWARE

Only the highest quality electropolished stainless steel is used for deck hardware onboard the MASON 44. All stanchion bases, chocks, hinges, and bow roller are fabricated from forged stock. Virtually no cast fittings are used insuring void-free rugged gear.

It should be noted that there are no deck hardware options listed on the MASON 44 price list because no additional hardware is required. Stainless steel mast pulpits, steering pedestal pulpit, dorade vent protectors, cowl vents, deck prisms, spring-line chocks and cleats, a beautiful double bow roller (designed to accommodate a 45 lb. CQR anchor), and one additional anchor or mooring line are all standard on the MASON 44. Every cleat and stanchion base is thru-bolted and includes a heavy stainless steel backup plate.

Standard winches are "Lewmar" which are of more than adequate size for the boat. Number 52 self-tailing chrome-plated primaries are used for genoa sheeting. Staysail and main sheeting along with main and jib halyards are handled by number 30 chrome "Lewmars" and a number 24 is used for the staysail halyard. As with most MASON 44 deck hardware, the winches are thru-bolted and a heavy stainless backup plate is provided.

The design, fabrication, and installation of the chainplates on a MASON 44 is an example of the many details on which a MASON Buyer gets his money's worth. On the standard cutter-rigged boat, the double spreader rig utilizes an individual chainplate for both the upper and intermediate stays. The upper and intermediate chainplates, as with all the chainplates, are of forged stainless steel measuring $\frac{1}{2}$ x 2" and running below the deck level over 36". Both chainplates are attached to a primary structural bulkhead which is reinforced with two $\frac{3}{4}$ " mahogany doublers. The total thickness of this chainplate attachment is just under three inches, including all of the fiberglass lamination. The two chainplates are anchored to either side of the bulkhead with eight $\frac{7}{16}$ " stainless steel bolts. The fore and aft lower chainplates which are $\frac{1}{4}$ " x 1- $\frac{3}{4}$ " are similarly anchored to $\frac{3}{4}$ " mahogany webs laminated with three alternating layers of 1- $\frac{1}{2}$ oz. matt and woven roving plus the mare's tails as discussed in the structural bulkhead attachment.

9. SPARS, STANDING AND RUNNING RIGGING, INCLUDING SAILS

"Forespar" aluminum spars painted with a linear polyurethane paint are used on all MASON 44s. Standard features include internal halyards, spreader lights, foredeck lights, and dual internal "Jiffey" reefing system with a centerline mast-mounted reefing winch.

"Navtec" turnbuckles and stainless steel rigging are used and all swagging is done by a large rotary swagging machine by a noted U.S. aircraft and marine rigging company.

"Schaefer" Series 08 and 09 blocks compliment the prestretched dacron running rigging.

On the cutter rig and the double headsail ketch rig, running intermediate backstays are included to provide maximum support for the spar during heavier air conditions. These running backstays are invaluable when needed.

"Sobstad" sails are standard equipment and insure that every MASON 44 will provide optimum performance when properly handled.

Please note the enclosed letter from the people of Sobstad defining their philosophy and commitment to manufacture sails which will do justice to the MASON 44.

10. ACCOMMODATIONS

The cabin plan incorporated into the MASON 44 has been designed with a dedication to function and comfort offshore as well as dockside living. Interior joiner work is of handrubbed, satin-finished teak, including a teak and spruce cabin sole. Urethane varnish is used throughout and provides a beautiful, long-lasting finish which can be cleaned with soap and water. To offset the darkening effect of the teak, white formica is used for the yacht's cabin side and overhead. The interior is light and airy.

One of the most important aspects of any cruising boat which is to be used in warm climates is ventilation. Nine large opening stainless steel ports are standard. Each cabin, including the head has opening marine windows. Under rough conditions when the ports cannot be opened, air circulation is insured by five dorade vents. These vents provide more than ample air circulation to all parts of the boat under the most adverse conditions and when the boat is left locked up unattended.

The standard MASON 44 layout is a development of the proven MASON 43 and upon close inspection of the cabin plan it should be noted that a tremendous amount of usable storage exists. Access doors are provided to every nook and cranny, under bunks, seats, floorboards, companionway stairs, etc., lockers are large and deep and all finished with an insulating material and painted with an enamel paint. There is also substantial storage beneath the cabin sole because of the full deep underbody of the boat.

It should be noted that careful attention has been given to handholds, rounded corners, counter top fiddles, deep sinks etc. Often these items are the last things noticed by a Buyer during an inspection and only after he really begins to sail the boat does he recognize the importance of them.

The MASON 44 offers full length "valance type" grab rails on the port and starboard side below the opening stainless steel ports. These grab rails are easy to reach on both port and starboard tack and also double as water traps should any water dribble in thru an open port. These grab rails drain from their lowest point thru a drain into the bilge.

DESIGN PHILOSOPHY

Through dozens of boat shows and five years of presenting the MASON to thousands of "would-be" boat buyers, we have been faced with almost every conceivable question. We have come to the conclusion that the average boat buyer knows least about hull shape than any other aspect of yacht design.

We thought it might be beneficial to express our reasoning and that of Al Mason with regard to the design concept incorporated into our production yachts.

First off, we certainly had no preconceived ideas about underbodies and gave very careful consideration before making the decision to proceed with the modified full keel design. Al Mason, during his long career, has designed dozens of successful ocean racers. Among them are famous race winners such as FINISTERRE, SITZMARK, THE NIVENS YAWLS, and numerous twelve meter cup defenders. During the twenty years he spent with Sparkman and Stephens, Al was Chief of Design for most of Olin Stephens' racing projects between 1942 and 1962.

Al Mason has no shortage of experience with offshore racing yachts and superb performance was absolutely mandatory in our designs. We determined that a modified full keel (and its many benefits) could be retained and we could achieve a very high level of performance.

A prospective buyer's most common mistake is to draw conclusions and speculate on a yacht's performance solely based on the side profile of a publication drawing. Only after thoroughly reviewing the hull lines, sail plans, displacement, and ballast figures can any conclusions be drawn (and even then, generally only by a naval architect of considerable experience).

In Al Mason's opinion, the fin keel does have advantages over the modified full keel for the racing yacht, but only if the displacement is drastically reduced. Many of the so-called "cruising yachts" that had adopted the new "International Ocean Racing Rule" influenced underbody, have given up a great deal of strength, rudder and propeller protection, and seakindliness with no overall increase in performance due to the moderate displacement which is dictated by the load demands of the passage-making yachtsman.

One of the most critical facets of yacht racing under the current IOR rule is weight which is evidenced by the ultra-light displacement yacht. In a cruising application, large fluid capacities, powerful engines and generators, luxurious accommodations, tools, spare parts, supplies, and robust scantlings for security all translate into weight. We feel certain that the design we have chosen can carry this mandatory weight as fast as the OIR influenced designs and through a wider range of conditions affording a much higher level of comfort and security to those aboard.