

PERFORMANCE CRUISERS

LYMAN-MORSE MARQUESA 54  
**NEW MORNING**

DIMENSIONS

|                       |            |
|-----------------------|------------|
| LOA:                  | 53' 9"     |
| LWL:                  | 47' 3"     |
| BEAM:                 | 15' 3"     |
| DRAFT:                | 7' 7"      |
| DISPLACEMENT:         | 47,507 lbs |
| BALLAST:              | 16600 lbs  |
| SAIL AREA:            | 1337 sq ft |
| DISP/L RATIO:         | 187        |
| SAIL AREA/DISP RATIO: | 16.31      |



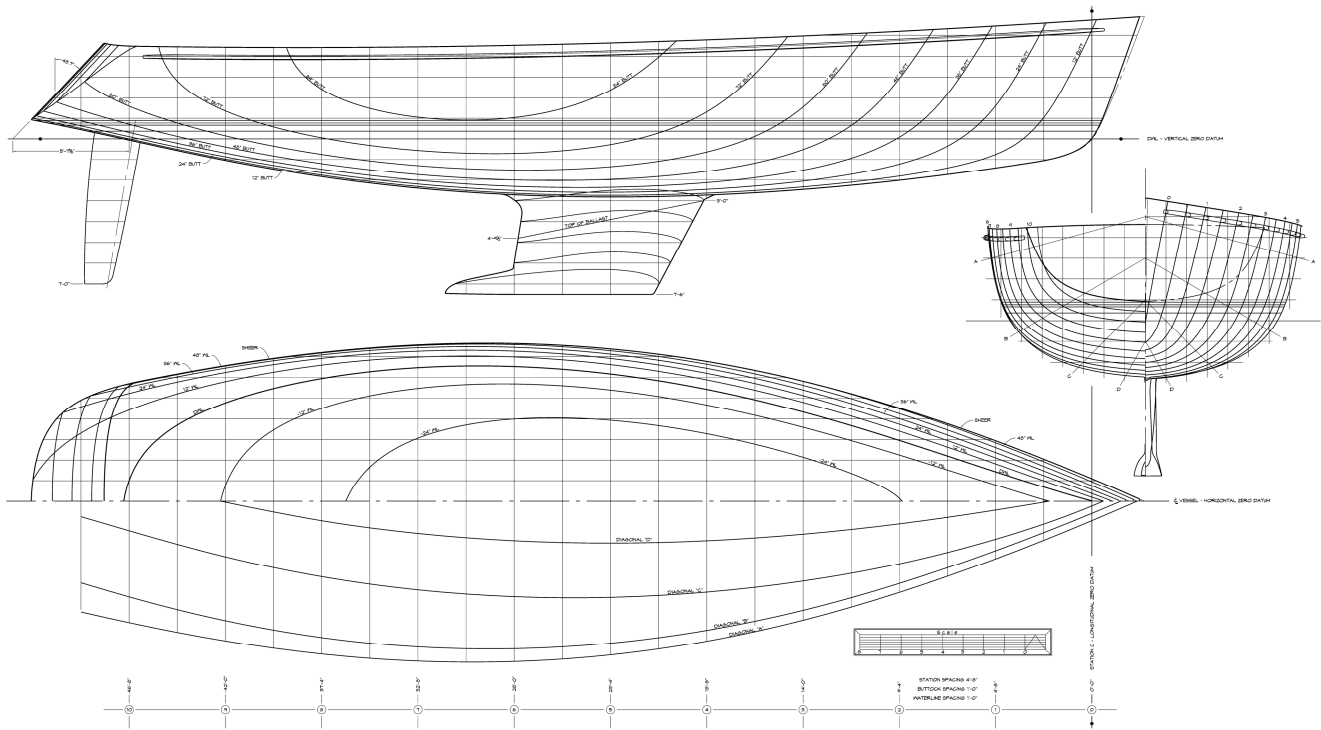
*Unlike many light displacement designs NEW MORNING performs very well in light airs. Her owners spec'd opening ports in the house sides which really improved her ventilation.*

**NEW MORNING** is I believe our very best Performance Cruiser design. She was built by Lyman Morse Boatbuilding of Thomaston, Maine for a California couple. The interior and deck design were driven, almost obsessively, by her owners. The hull design is all Chuck Paine, and for those few who can understand the subtleties of something that is essentially pointed at one end and blunt at the other, I'll try to describe the final tweaks. She began from the Bermuda Series "parent model" - a shape that had been developed over some thirty iterations. Because it worked, we were loath to change it much... "don't fix it if it ain't broke."

As the years went by that hull model, like my own hull, put on a little weight. While it's true that construction materials and methods have continually improved in strength-to-weight ratio and we responded accordingly, the number and weight of luxuries fitted aboard sailboats has burgeoned even faster. So **NEW MORNING** has a DISP/L ratio of 187, contrasting with the 130's for some of our earlier Bermuda Series designs. Despite the added weight she is actually faster, because she has a much taller rig with a carbon fiber mast and Nitronic rod rigging, and a deep enough keel with a large bulb at the bottom to keep it standing upright. Stability equates with speed and this design has gobs of it.

Over the past few years we have been iteratively lowering the hull profile between the cutwater and the front of the keel, making the bow sections more veed in the process. All light displacement hulls pound going into the wind and waves, but this one pounds less than most because of the deeper bow profile. The stern is likewise made less flat in section than the majority of light displacement hulls. It is kept flattish above the rudder so that the water flow at the top of the rudder will remain dammed

throughout the rudder sweep, but then arced upward to diminish the flatness as rapidly as possible. This is done to reduce the “stern slap” that all modern hulls create. The tradeoff between flat sections aft—which make a yacht faster—and rounded sections that reduce stern slap, is a classic zero-sum game. I believe *NEW MORNING*’s aft sections come close to the golden mean of this intractable compromise.



*A stern that evolved somewhat broader than our earliest designs, with the sections “softened” and veed in compensation. The stem knuckle was immersed deeper and the forward profile lowered to reduce pounding. The keel was deep enough to permit its area to be significantly reduced. As a rule of thumb, for every inch of increased depth you can reduce a keel’s length by two. Its bulb was lengthened to enable the ballast to be distributed extraordinarily low. There is hollow to the bow, just as Herreshoff would have drawn it a century ago. Some aspects of yacht design seem to go full circle, given time.*

The owners were intimately involved in perfecting every detail, and their efforts have yielded one of the most innovative interiors ever built. As always we drew an early preliminary interior, which they promptly rejected. We were being too conservative—they wanted something groundbreaking. I suggested they hire an independent interior designer and they asked us to recommend someone. It was an easy choice.

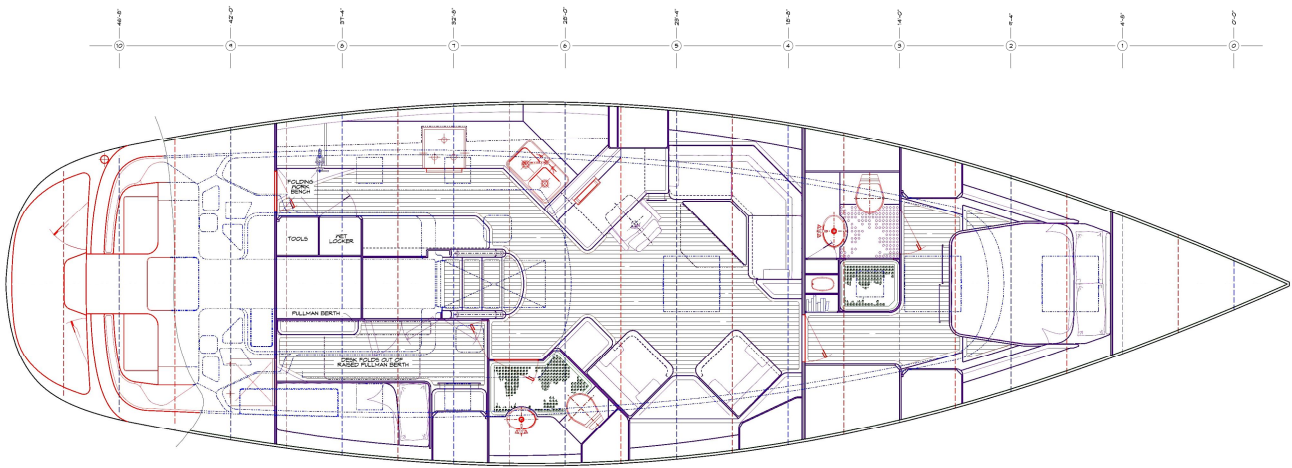


*Art Paine sitting in the mockup. The upholstery was fiberglass insulation wrapped in cheap yard goods. Art tried unsuccessfully to sell the clients one of his paintings by hanging it there.*

Jane Plachter-Vogel of Fort Lauderdale had worked with us on previous projects, including *MANDALAY* and a number of our motor yachts. We have always found to be her immensely talented and creative. Jane took the owners' requirements at face value. They wanted an interior for two people. Jane said, "Yes, Ma'am" and drew them what they wanted. (Alternative interiors are, of course, available).

In keeping with their insistence that no expense be spared to get it right the owners hired my brother to build a full-size mockup of the interior. He found a heated building not far from our office and hired a helper to pre-create the interior in cheap plywood and cardboard, cockpit and all, within a very accurate slat assemblage to represent the hull. It was very useful, as mockups always are—you can envision just so much from scale drawings. You never change anything more than an inch or two, but those inches cumulatively add up to a whole lot of difference.

The open space created by the novel plan made *NEW MORNING* feel like a much larger yacht than 54 feet. The sightlines were excellent from the galley to the navigation console and indeed throughout the entire yacht with the doors left open, as they would be with just two persons aboard. The cabin sole was on a single level with no steps on which to trip. A sloping stairway replaced the usual ladder between the cockpit shelter and the main accommodations. The yacht's joinerwork was beautifully crafted in a variety of light colored figured woods. It was very modern in style, and visually exciting.



*Just four beds- a double berth forward for use in port and two singles aft (one is hinged down and doesn't show well in our drawing) for at sea. Both had access to a nearby head.*

There is an unusual amount of tankage for fuel and water making the yacht self sufficient for extremely long passages. A watermaker trades fuel for fresh water when necessary. Solar panels are fitted atop and forward of the hard dodger, and there is a wind charger on a stern post. The owners were at the vanguard of the "green" movement which is becoming increasingly popular as I write this. Their use of renewable energy makes a generator unnecessary.

Air conditioning is available only in the forward cabin, the reasoning being that this is the cabin that will be used in marinas where electrical power is available. The cockpit is extremely well detailed, with highly tooled drainage channels surrounding the many beautifully tailored lockers. This creates the best organized and easiest accessed stowage of deck gear we ever devised on a yacht.

I love the way *NEW MORNING* sails. As a yacht designer I've sailed nearly 200 of my own designs during their sea trials. And as a yachting pundit and competitive racer I've sailed at least this many by other designers. *NEW MORNING* is as fine a performer as the best of them, rivaling many of the stripped out racers I'd helmed.





*Looking forward.*



*The narrow linear galley makes it safe when heeled.*



*NEW MORNING, the first of the new Lyman-Morse Marquesa 54s, shows how well a yacht can go to windward in 30 knots of wind if the hull is shaped right and the keel effective enough.*