

LYMAN-MORSE 38

JET EXPRESS

PRINCIPAL DIMENSIONS

LOA:	38' 4"
LWL:	35' 7"
BEAM:	12' 2"
DRAFT:	2' 3"
DISPLACEMENT:	22,500 lbs
D/L RATIO:	202
POWER:	YANMAR 6CX-GTE2 500 HP
JET:	HAMILTON 362
CONSTRUCTION:	SCRIMPED VINYLESTER COMPOSITE
CRUISING SPEED:	20 KNOTS
TOP SPEED:	23 KNOTS



The Lyman Morse 38 is a stylish single jet cruiser available on a semi custom basis from this famous Thomaston, Maine builder. The first yacht *ANNIE ROSE* is shown and two more are under construction, one at the same length and another at 40 feet.

The design began with a client who admired the looks of our earlier small powerboats; the Able 34 and 36 in particular. These boats had been optimized for screw propulsion, and the owner knew that he preferred the sporty handling, shoal draft and lobster-buoy proof characteristics of a jet. He

chose a single large engine rather than two smaller ones to achieve his target top speed of a bit over twenty-three knots and twenty knot cruise.

The design of jet powered hulls is advancing rapidly as the leading design firms leapfrog each other in pursuit of the optimum shape, weight distribution, disposition of lifting strakes, and attention to the problem of handling in following seas. Mark Fitzgerald of our office has been very active in jetboats over the last four years, and we feel that we are closing in on perfection. In order to reduce vertical water column accelerations to the practical minimum we have designed a "jet nacelle" in which the jet drive is housed, which directs inlet flow into the inlet duct. It is well known amongst jetboat designers that the essential handling problem is identical to that of outboard powered hulls... that the thrust is located aft of the resistance, an inherently unstable condition. Outboard motor lower units have evolved into effective rudder-like affairs, but jets provide all the thrust and none of the finlike appendage of an outboard motor. Our answer on the Lyman Morse 38 is to move the jet nozzle well forward of the stern, so that some of the hull resistance is exerted aft of the nozzle.



The deck design answers one of the most vexing dilemmas of the small family cruiser- what to do with the dinghy. The cockpit leads seamlessly into the stern platform, with "transom gates" that can close off the cockpit/platform transition if desired. When running with the dinghy aboard, however, the gates are open and the dinghy hauled into the cockpit. With this configuration any of the popular dinghies may be carried, indeed even a small centerboard sailboat like a Laser could be accommodated, and swimming becomes a whole family experience.



The interior provides all a couple might want for coastal cruising. There is a nice veeberth forward, convertible to a double. In a pinch a third person could sleep belowdecks in the dining settee. The head is large and provides a shower as well. A compact galley and three handy stowage areas complete the belowdecks picture.

Note also in comparison with the majority of similar length cruisers, that the beam of this yacht is significantly greater than the first generation jetboats. This makes for a more pleasant on deck experience, and enables the interior to be consequently more spacious than one would expect on a yacht of this length. Further inquiries may be directed to either the builder or designer.



A MORE TRADITIONALLY STYLED VERSION OF THE DESIGN IS PRESENTLY UNDER CONSTRUCTION FOR LAUNCH IN LATE SUMMER 2006.

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