

## 54' CRUISING YACHT *NEW MORNING*

### DIMENSIONS

LOA:	53' 9"
LWL:	47' 3"
BEAM:	15' 3"
DRAFT:	7' 7"
DISPLACEMENT, 1/2 load:	47,507 lbs
BALLAST (lead):	16600 lbs
SAIL AREA (100% foretriangle):	1337 sq ft
SAIL AREA/DISP RATIO:	16.31
DISPLACEMENT/LENGTH RATIO:	187



*Sea trials were conducted on a wild May day, blowing thirty. We didn't manage to break much.*

Lyman Morse Boatbuilding of Thomaston, Maine launched this exciting fast cruiser in 2008 for a California couple. *NEW MORNING* was intended for far offshore cruising with excellent speed potential. A tall, powerful rig was balanced by a moderate draft bulbed keel for controllable speed in all conditions. The rudder was of carbon fiber and of up to the minute performance design. The owners were intimately involved in perfecting every detail, and their efforts have yielded one of the most innovative and highest quality mid fifties cruising yachts we were ever involved with. Sea trials proved both her consistently high speeds and reassuring stability; indeed she is one of the stiffest sailors ever to emerge from the Paine design studio and fast in both light and heavy conditions.



*A high performance hull shape and up to the minute appendage design.*

Interior designer Jane Plachter-Vogel worked with the owners to develop a truly unique interior design, and one that is sure to be copied. The feeling of space created by the open plan interior is akin to that of a much larger yacht. It was optimized for one couple to enjoy a variety of interior spaces depending upon their activities. Sightlines are excellent from galley to nav area and indeed throughout the yacht when the doors are left open, as they will most of the time, this being a single couple design. The cabin sole is on a single level with no steps to trip on. A gradual sloping stairway rather than the usual ladder gives easy access between the cockpit's sheltered forward half and the main accommodations.



*Looking forward.*



*The nav/communication module is the focal point.*

The yacht's joinerwork was beautifully crafted in a variety of figured woods of light color. The joinerwork was very modern in style, perhaps defining a new nautical paradigm for the 21<sup>st</sup> century.

There was an unusual volume of tankage for both fuel and water making the yacht self sufficient for very long passages. A watermaker will convert fuel into fresh water when necessary. Solar panels were fitted atop the hard dodger and forward of it, plus a wind charger on a stern post, and no fuel consuming generator will be used. Air conditioning is available in the forward cabin, and it too is

powered by renewable wind and solar rather than irreplaceable fossil fuels. The cockpit is extremely well detailed, with highly tooled drainage channels surrounding the many purpose tailored lockers which create the best organized and easiest accessed stowage of deck gear we have ever seen on a yacht of this size.



*Galley.*



*The nav/comm station.*



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ED JOY DESIGN   
*A Joy is a Thing of Beauty Forever*