

were invented, but a few old standbys were used occasionally. We also upgraded the fuel hose, valves, vents, and fittings, and cleaned and re-installed the fuel tanks. A newly built 350 Chevy engine will be installed in the spring.” Also in for repairs were *Mairi Leigh*—a circa-1970 30’ Ernest Libby Jr. cedar-on-oak lobsterboat—and a 1960 Century Sabre 17. The shipyard celebrated its 20th anniversary, and saw a surge in interest in the 15’ Jonesport Peapod. [www.jonesportshipyard.com](http://www.jonesportshipyard.com); 207-497-2701.

**KITTERY POINT YACHT YARD**’s Patten, Maine, shop was in full swing, having completed a period of extensive rebuilding after a 2008 fire. The new 60’ x 120’ storage and work barn features a green design, with solar-gain doorways and radiant heat in the ceilings. The crew rebuilt the fire-damaged mold for the center-console PYY 22, and crafted a deck mold for a bass-boat-style cabin version. Notable projects at the yard included finishing touches on a 38’ wooden Rybovich sport-fisherman, in for winter storage under a custom-built humidifier tent; refurbishment of a Menger offshore sailing catamaran; and the refit and repowering of a 48’ Cheoy Lee for its Spain-based owner. Meanwhile, at the Kittery Point location, a fleet of Sabre sailboats was lined up for service, a classic Mackenzie Cuttyhunk bass boat was in for a refit, two 50-foot Bruckmann offshore cruisers were in for brightwork refurbishment, and work was in progress on a Tayana cutter that sailed to Kittery from New York with a multi-page work list. [www.kpyy.net](http://www.kpyy.net); 207-439-9582.



The Landing School LS-30

**THE LANDING SCHOOL**’s staff and students built 9 new boats in Kennebunkport: 2 LS-30 performance daysailers of wood and composite construction; 4 Joel White Catspaw dinghies; and 4 Doug Hylan-designed Beach Pea lapstrake sailing and rowing boats. A Swan 40 was repowered, 2 launches received repairs and electrical work, and electrical and propulsion repairs were made on a lobsterboat-style race committee boat. The composites program students were building 20’ versions of the LS-30, due to be launched at the end of 2010, and a new salt-water flyfishing boat was in development. [www.landingschoolboats.com](http://www.landingschoolboats.com); 207-985-7976.

**LOWELL BROTHERS/EVEN KEEL MARINE SPECIALTIES** did mold making and layout work on the Lowell 38, the latest addition to the line of downeast hulls offered by the Yarmouth shop. Another recent addition to



Billy Black(2)

# WHISTLER

LYMAN-MORSE BOATBULDING by Art Paine

**A**MONG POWERBOATS there is probably no more recognizable hull shape than that of the Hunt deep vee. Developed by C. Raymond Hunt to compete in—and win—such prestigious powerboat races as the spine-crunching smash from Miami-to-Nassau, the hull was designed to go purposefully airborne, land intact, and “keep on truckin’.” The original shape, seen on the likes of *Moppie* and *Stingray*, consisted of a nearly continuous V from bow to stern, along with a somewhat flat sheer and uncomplicated wall sides. Little has changed over the years; it’s a purposeful look, instantly recognizable.

The C. Raymond Hunt Associates yacht design firm has for many years made good use of Maine boatbuilders, particularly the Lyman-Morse yard on the St. George River in Thomaston. Last spring, Lyman-Morse launched their latest Hunt, a 54-footer named *Whistler*. To my eye it is obviously a Hunt design, although rounded off in places, with a few sexy curves. In subtle ways it is a moderate departure from Hunt’s typical work. I view *Whistler* as a real outlier and, to be complimentary, a real Duesy. If you are of an older generation, you probably understand that reference; of a younger, maybe not. So for the latter, let me explain:



Comfort, speed, and magnificence, *Whistler* on water rivals a classic Duesenberg on land.



The late 1920s and early 1930s were arguably the heyday of the classic and beautiful touring car. Among the many automobile companies, perhaps the most far out was Duesenberg. This outfit hand-built racing cars that not only won races but were fabulously beautiful (and fabulously expensive) machines for the fabulously rich.

The most famous Duesy was yacht-like in many respects. Called the boat-tail, its after section was reminiscent of the tail-end of a rumrunner or a Gold Cup race boat, such as *Baby Bootlegger*. The ultimate incarnation was a decadently elongated, custom-built car for just two people. With an engine of eight huge cylinders, chromed exhausts sweeping outside the bonnet, built-in assets such as a liquor bar and a trunk you could, if necessary, sleep in, this was the biggest, fastest, and most outrageous land-yacht for cruising the highways. It would roar by, and people—particularly children—would stop what they were doing and stare. “That’s a real doozy!” became part of the lexicon.

Like that rare Duesenberg, the Hunt/Lyman-Morse *Whistler* is the most impressive and amazing motorboat I can recall that is mainly dedicated to the enjoyment of just two people. The main berth space is forward, so there’s no mistaking being accommodated inside the flaring bows of a macho motor craft. *Whistler* does have an extra cabin of sorts, with an en-suite head, but that is likely going to be used as an owner’s office. The well-appointed galley is “down.”

#### SPECIFICATIONS / 54' EXPRESS JET

<b>LOA:</b> 55'2"	<b>Jets:</b> 2 x Hamilton HJ403
<b>LWL:</b> 47'10"	<b>Cruising Speed:</b> 30 knots
<b>Beam:</b> 15'10.5"	<b>Top Speed:</b> 36 knots
<b>Draft:</b> 2'11"	<b>Designer:</b> Peter Boyce, C. Raymond Hunt Assoc., 5 Dover St., New Bedford, MA 02740. 508-717-0600; www.crhunt.com
<b>Displ.:</b> 58,000 lbs.	<b>Builder:</b> Lyman-Morse Boatbuilding, 84 Knox Street, Thomaston, ME 04861. 207-354-6904; www.lymanmorse.com
<b>Fuel:</b> 800 gal.	
<b>Water Capacity:</b> 160 gal.	
<b>Construction:</b> infused FRP composite with CoreCell PVC foam core	
<b>Engines:</b> 2 x Caterpillar C18	
<b>Horsepower:</b> 1001 BHP @ 2300 RPM	

Probably *Whistler*'s most unique feature is the huge dinghy “garage” and launching system. We’re speaking not of storing and launching a puny little punt with oars, but a serious hard-bottomed inflatable with an outboard motor that will provide a frightening turn of speed.

Like a Duesenberg automobile, a lot of what defines *Whistler* involves power and drive train. There’s an actual engine space into which a mechanic can descend and, if necessary, swing the largest imaginable wrench. How desirable and yet how rare! The boat has two mighty engines, Caterpillar C-18s, that together produce more than *two thousand* horsepower at a moderate 2,300 rpm and spin Hamilton water-jets. The most conspicuous result of that arrangement is that the hull can have a shallow, three-foot draft and is able to glide over flotsam and jetsam (and lobster-buoysam).

*Whistler*'s hull was resin-infused using Scrimp technology over Core-Cell foam. The result is more about strength than lightness: this boat weighs in at 58,000 lbs. But then, for a boat that is more than 55 feet long, that’s really not bad.

And indeed, *Whistler* pleasantly surprised both the designers and the owner by exceeding their expectations for speed, topping out as it did at around 38 statute miles per hour. As for the fuel mileage, it’s pretty darn good considering the horsepower output, because these cutting-edge electronically managed diesels get the very most out of every drop. Nevertheless, there is a cost. If you want to cruise stingily, or inconspicuously, either on the highways in an automobile or on the waterways in a yacht, you won’t want to do your business in a Duesy or a *Whistler*. Magnificence does have its price. ★

the line was the Hunky Dory, an 11-foot fiberglass dory. [www.lowellbrothers.com](http://www.lowellbrothers.com); 207-846-4878.



Lyman-Morse: *Mala Conducta*

**LYMAN-MORSE BOATBUILDING** launched four totally different boats from its Thomaston facility, and brought another to near-completion as of press time. *Mala Conducta*, a 60' Morrelli and Melvin catamaran, was constructed using the pre-preg method to create a light and agile craft. The boat's modern interior was laid out for family cruising, with the owners weighing in on design modifications during the full-scale mock-up review process. *Whistler*, at 54 feet the largest twin-jet express cruiser to be built by the company, is a C. Raymond Hunt design. (See page 72 for more information.) A special dinghy garage with hydraulic gate and sled launches a 10' tender from the boat's interior storage compartment. The boat cruises in the low 30s, topping out at 37 knots during sea trials, thanks to twin 1001-hp Caterpillar C-18s coupled with Hamilton HJ403 water-jets. *Scout*, a 31' aluminum center-console in the “rum-runner” style, was built for use off the west coast of Florida by customers whose other Lyman-Morse boat summers on Cape Cod. Designed by Dieter Empacher, the boat has teak and varnished wood accents, and is powered by a 422-hp Volvo D6-435 diesel connected to a Hamilton 292 Jet, with a top speed of 34 knots. *Ring Leader*, a 65' express sportfisherman, is equipped for serious fishing. There are two 600 lb./day ice makers for fish storage, Rupp 46' hydraulic outriggers and center rigger, and plug-ins for downriggers, deep drop electric reels, and standard reels in each cockpit corner. At year's end, the yard was about to launch a powerboat designed with a built-in piano for a long-time client and Renaissance man, and had 2 sailboats under construction plus 2 major refits. The company's Zero Base solar-power units continued to gain momentum for various off-the-grid applications. [www.lymanmorse.com](http://www.lymanmorse.com); 207-354-6904.

**MACLEOD CUSTOM BOATS** is the one-man Falmouth shop of Chris MacLeod, who builds the Macleod Custom 22 based on the hull design of Royal Lowell's Sisu 22. MacLeod and his father have also been restoring a Lyman that was originally built for Chris's grandfather, who will most definitely get a ride when it's done. [www.macleodcustomboats.com](http://www.macleodcustomboats.com); 207-650-9554.