

First Watch

It Was Time For Change

During the first quarter of 2009 we began a business audit of all departments to determine if we were providing our customers with the highest standards of craftsmanship, utilizing the best financial controls for managing our business, and delivering the quality service that has been the backbone of our business for over 32 years.

Consequently, LM is now a leaner and more productive place. We are simply a better yard. Each project now has a designated project manager who is responsible and accountable for everything from start to finish. The result is fewer foremen, better work assignments, and notable department productivity increases.

These changes allow us to reduce project cost.



(L to R)
Drew Lyman, GM
Lance Buchanan, Project Mgr.
Mike Unda,
Systems Specialists



(R to L)
Jason Ellis, Lead Designer
Bill Belyea, Project Mgr.
Trevor Reiff, Product Mgr.

General Management and Operations

Drew Lyman is now overseeing day-to-day operations for the entire yard after managing and successfully growing our service yard business over the past few years. Drew has been instrumental in allowing me (Cabot) to work on new business development including securing "new build" projects and major "refit" assignments from owners in the Caribbean and Eastern USA markets. Drew has assembled an excellent and enthusiastic crew to manage key components of our varied operations.

Lance Buchanan has assumed responsibility as project manager for our new builds, working closely with both Drew and myself.

Mike Unda is our lead mechanic/engineer. Mike and his team are easily the most experienced and skilled group of electricians and mechanics anywhere.

Trevor Reiff has recently joined us to run the Zero-Base unit business and has expanded his alternative energy expertise in marine electronics. A sailer who understands customers' needs greatly adds to our depth.

Project Estimating and Management

Bill Belyea says, "with all these new tools at our disposal, better management, new financial software, customer communications, etc., we are now able to offer fixed price contracts for new construction, refits and general service work. This has certainly been a long time coming, but we are excited about being able to provide our customers with accurate and timely financial reports and real time costing options as related to fixed-price estimates."

Design Department

The design department is now shouldered by **Jason Ellis**. Jason is easily the most talented at all around design and graphic skills as anyone in the boating business. To augment his skills we have moved into a much larger and more versatile software package by Solid Works, which dovetails well with our Autocad and Rhino systems. Jason is now able to interface directly with our two new cabinetry and metal fabrication shop C&C machines, manage integration between our job costing software and the way the boats are getting designed, and 3D model our larger re-fits.

When changing a significant section like a navigation station or a flybridge, Jason is 3D modeling the area for the customer to show exactly what changes are being made.

Drew Lyman, seated,
demonstrating the new
Solid Works system
software for Cabot.



LYMAN-MORSE OPERATIONS



Larry "LT" Turner



Bruce Hopkins



Ted Smith



Mackenzie Lyman.



Ron Defoe



Steve Tofield



Steve Crane



Michael Byrnes

Rig Shop Department

We are excited about recent upgrades made at our rigging shop. **Larry-Turner** (LT to us) America's Cup sailor, gave up his old job as skipper of WHITEHAWK this winter and we have persuaded him to help us reorganize the department. LT has an incredible resume of rigging experience, running large boats, a design degree, and brings with him a big boat experience to handle any sized rig. In addition, **Stuart MacNeil**, **Maynard Haslett** and **Corby Moore** have joined the rig shop team and collectively are helping us become a world class rigging shop.

Accounting/Financial Department

Bruce Hopkins has helped us move to a new financial software system that is better tailored to meet our future needs. The Pier Vantage custom software product we selected is the best financial management tool specifically suited for the boat building industry. Along with two other yards, LM was chosen as a beta-testing facility. One of the software's key attributes is how the program manages time cards, inventory, and job costing. This new tool will also allow customers to access their accounts and follow actual production flow in relation to their original project estimates.

Marketing and Sales

Ted Smith has joined LM Technologies to lead our new business development efforts, identify R&D contract opportunities, and help us focus on the alternative energy field markets and new product prototype fabrication and testing. Ted worked with Hodgson Yachts for years and recently had been independently working on alternative energy projects. He is a well known boatbuilder, marketing manager, sailor (Named 2005 Maine Yachtsman of the Year by *East Point Magazine*), and is expected to enthusiastically bring his extensive contacts to bear when promoting our capabilities. **Mackenzie Lyman** is our marketing manager and coordinates advertising and public relations programs.

Canvas Shop

Mike Byrnes continues to produce the highest quality of canvas work equal to the best in New England. He has raised us to a very high standard with his knowledge of materials and colors.

Fabrication Shop

Ron Defoe has brought our metal fabrication shop to new heights this past year. Three years ago we closed this well equipped shop to outside business and concentrated on our own work. With hat in hand Ron has gone out to the community and is now very busy servicing many different businesses. LMF is a highly versatile shop building highly polished stainless yacht fittings to repairing backhoes for general contractors. Now, with a C&C machine ten time faster than the old one we are able to build intricate parts and duplicate them easily. The operators have been trained in the programming to exchange files with Jason in the main office. Working with local businesses and other boatyards, we are more involved in the local community as we serve each others' needs.

Composite/Fiberglass Division

Steve Crane is a well known composite expert and we are lucky to have him running our shop. The quality and complexity of the products coming out of this area is a key to our success at LM. Steve forms the backbone of our operation delivering parts made of prepreg carbon to normal Eglass construction. He can get it all done with ease.

Customer Relations/New Boat Construction

Steve Tofield is our right hand man working with our customers, helping them to sail and deliver their boats, make repairs and generally make sure their boating lives are enhanced with an association with LM. Steve also works with new and potential customers helping to engineer and detail the right boat for each customer. Of course, he occasionally needs time off to race single handedly to Bermuda or sail his boat back from the Caribbean by himself.

NOTEWORTHY



Major Refit Successful

"Two new grand children and two new knees, not a bad year," moans **Cabot** as he recovers from recent surgery in North Carolina.



Dick Benner

Dick has been with me 35 years. He watched my three sons grow up, helped me build many boats, reminded me of all the anniversaries and birthdays I normally would forget, and generally has been a terrific asset and friend as we have grown the yard and grown older together. He decided to retire on his 90th birthday. LM will not be the same without his presence.



Bill Belyea and I have been together for over thirty years. During that time he has been, and continues to be, a key part of the team and our success. Bill is a natural par golfer, a grandfather, native to this area, and a saint to have put up with me all these years. To commemorate his years of dedication to LM and our personal friendship, we have renamed the Renaissance building in his honor. The old Renaissance Build-

ing, by the bridge in our complex, has long been my favorite and will now be known to all simply as the "Belyea" building.



Team Rum Runners

Lyman-Morse Rum Runners take first place in the four man 2011 US National Toboggan Championships held annually in Camden, Maine. (L to R: **Don Ritchie**, **Jason Kaler**, **Drew Lyman**, **Mike Unda**.)



New Projects

Our new grandson: **Quincy Xavier Finlay Lyman** (aka. "Q"). Proud parents **Zach Lyman** and **River Finlay** presented Heidi and I with our first grandchild January 28, 2011.

Mackenzie and **Drew Lyman** followed July 21, 2011 with **Emery Charlotte Lyman**, our new 7lb. 15oz. granddaughter.

LM TECHNOLOGIES DIVISION



ZeroBase Solar Regenerator

LMT now has ZeroBase units deployed in the mideast that are helping the military lessen its dependence on oil and deal with critical supply chain and budgetary issues. It can cost the military over \$800 per gallon to supply fuel to their equipment, not to mention the cost in equipment and lives. If the military has an Achilles heel, it is everything to do with fuel supply. There are new estimates from all the ongoing wars identifying what the real cost in lives has been from just fuel delivery alone—a very scary figure.

Last year we provided two ZeroBase units to Haiti in coordinated effort with the Make It Right Foundation, founded by Brad Pitt. Additional units are also being used globally under many different circumstances: providing renewable and dependable power for island communities in Maine, wartime

mountaintop outposts in the Middle East, and electrifying perimeter fencing for marine forward bases. Ongoing extreme environment testing is being conducted in the desert by a number of specialized military units.

LT's goal is to adapt these ZeroBase units to power water purification systems, cell phone towers, hydro connections, etc. The field and testing reports we are getting strongly indicate that everyone using our units are extremely pleased with them. Other than this apparent business success, what I am really pleased with is that I get to work with my oldest son Zach on a daily basis as our lead contact with ZeroBase. Zach is also in the process of developing an alternative energy products showroom in Washington, DC that will showcase the ZeroBase product line as well as our R&D capabilities. ■



LMT Metal fabrication developed framing system for solar panel installations.

Metal Fabrications for Renewable Energy Markets

LMT is continuing to leverage its renewable energy R&D capabilities and has successfully developed a number of prototype products for new markets. Over the past months they have designed, manufactured and helped install three large solar rack systems in New England. A new "solar generator in a suitcase" prototype has been launched. There has been significant progress with the devel-

opment of a new hydro turbine generator. Design and production for the next generations of self-deployable ZeroBase renewable energy units for the military is ongoing. The team has worked with architect Scott Teas to design and engineer a new five story, 20,000 sq. ft. commercial and residential building as a demonstration project utilizing LT's state-of-the-art renewable energy systems. ■



LM Commercial and Residential Real Estate Development

The Lofts at 250 MAIN

We recently purchased, and demolished, a derelict building in Rockland, Maine. The site is one of the best in Rockland with extraordinary views of the harbor and Penobscot Bay and also located next to the town landing and two marinas. It has great proximity to fine restaurants, a newly renovated turn-of-the-century arts theater, numerous boutique shops, and a short walk to dinghy holding areas, harbor moorings and docks. Rockland has seen one of the nicest renewal transformations of any small New England town over past ten years. With a year-round community and a myriad of events both in summer and winter, the town has become a great place to live and work.

With 5 stories incorporating retail, professional and residential condominiums, The Lofts at 250 Main represent a first for Rockland. The building will feature many "green" amenities and will be remarkably efficient. Sustainable and durable construction components, solar hot water, and a common-space vegetated roof top deck will combine with high-end finishes and immaculate attention to detail (Would we do it any other way?) to create a truly unique contemporary "loft" style building. The ground floor has been designed for a single retail business, offering approximately 1000 sq. ft. of space. The 2000 sq. ft. second floor offices have been creatively designed to appeal to either individuals or a single business with multiple employees. A shared reception area and conference room will provide for an office environment currently not found in Rockland. The third and fourth floors will each feature two residential lofts, 840 sq. ft. and 1140 sq. ft. respectively. The crowning jewel is the 5th floor penthouse loft — 1550 sq. ft., 360 degree views, and private outdoor space with unobstructed water views. The true beauty of our design will allow a buyer to customized the living space to their personal needs. With its full dawn to dusk sun exposure and expansive views, this project is a real winner. Owners will get a dedicated Rockland Harbor mooring and two years free storage at the LM boatyard.

Rockland harbor has become a yachting mecca, but there is also a mix of commercial and fishing activity keeping the feel of a historic Maine town with a colorful history. We feel we have timed it right to accommodate the many people who are considering living closer to town, being part of a community that has history and soul, and want less dependence on their cars. Vertical density is the new watch word in communities around the country who are trying to make the center of towns and cities more viable. We also have the added benefit of Rockland having a rail station one block away which will be connected to Amtrak in Brunswick with a local train due in 2013.

More info contact: Alex Cohen 207-236-6171 (x323)
at Camden Real Estate



Just Launched

Sparkman & Stephens 48

This new 48' by Sparkman and Stephens sails as well as she looks and has broken the barriers for a push button boat. S&S, with Brendan Abbott as the designer/project manager, managed this project to a fine detail and the results are outstanding. Our team, along with Brendan, certainly pulled off some impossible feats together.

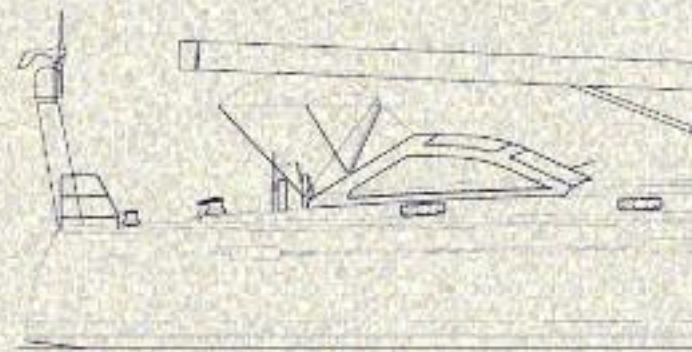
This is an outstanding project we are very proud of. Ron Young and Toby Teele were the lead mechanics and did an incredible job fitting a very complex and sophisticated hydraulic package. She has a Volvo engine with two hydraulic pumps to drive the propulsion system and bow thruster. There is a back up electrical hydraulic unit to drive various controls. A small 3 KW Mastervolt generator was installed to keep up with the

Lithium-ion batteries. Damien Kent engineered the electrical system on AutoCad and then installed it himself with amazing results. He is now working towards standardizing our systems from boat to boat using the new Distributed Systems concepts and past experience. The main goal is to have a modern wiring system that is easily understood by the customer.

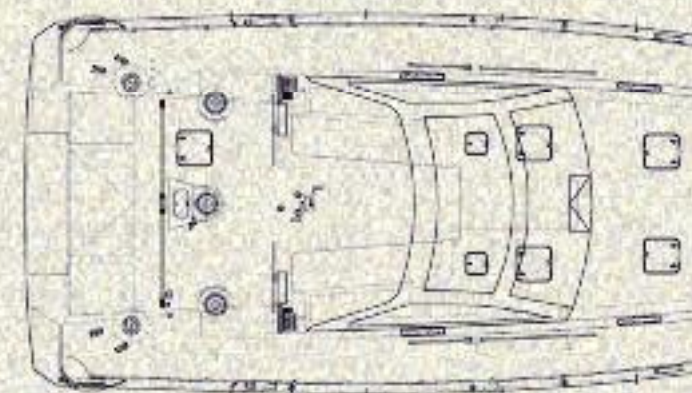
Greg Waters of Coastal Hydraulics from Australia designed and built the hydraulic system, and Stuart Harris of Offshore Yachting Systems (OYS) provided the controls, bow thruster and the propulsion thruster. The stern propulsion unit is a rotating hydraulic drive similar to a sail drive. OYS has integrated all the functions into a joy stick to control the boat in any situation. The boat is incredibly easy to handle on its own, but with the thrusters she

is a piece of cake fitting into tight situations. There are hydraulics set up for the main halyard, in boom roller furling, roller furling jib, and vang. The primaries are also hydraulic and the main sheet is on a Harken hydraulic ram with foot switches to control it. The boat handles superbly whether docking or sailing, but for added benefit the propulsion unit is a custom made rotating sail drive driven hydraulically. The GPS is also tied in allowing the boat to essentially dock itself. To maneuver and for docking, a single toggle controls the thrusters allowing the boat to walk sideways into the dock. Greg and Stuart did a superb job with the system working right out of the box, pulling it all together in a few weeks where we had thought a couple of months might be needed. ■

New Performance



Farr



We are poised to begin the build process on Stanley Paris' new state-of-the-art 63' water ballasted performance cruising yacht. Bruce Farr of Farr Yacht Design has recently completed the design and engineering package and we look forward to beginning the construction soon. The hull and deck molds will be built here in Thomaston.

Stanley's primary goal is to set the world record as the oldest person to sail



Left: Stanley Paris, Cabot, Bruce

eSailing Yachts bu



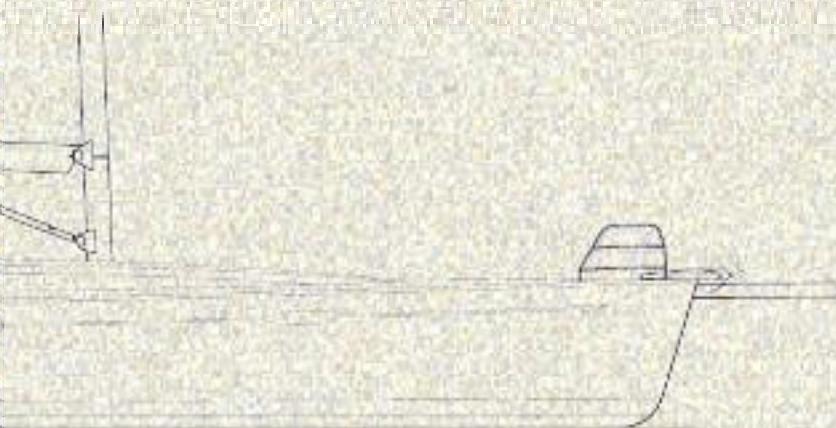
We are now building our fifth e33 and have just launched the fourth for our very good friend John Macomber who will be sailing her out of North Haven. The original plan by Robbie Doyle and Jeremy Wurmfeld was to add LM quality to the project, and to add our service capabilities after the boat was delivered. We have the ability to repair and customize for new and old customers. This is a great team with Robbie and Jeremy working closely with us. The e33 is an exciting and easy boat to sail. She is wonderful to race, but with her big cockpit she will make a great family boat to go on picnics with and just enjoy simply sailing.



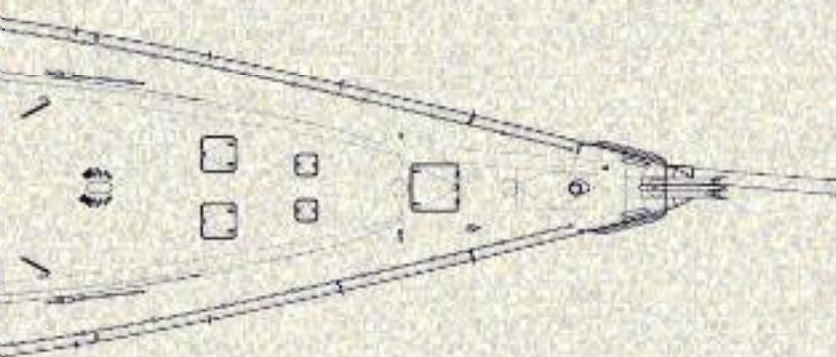
e33 (www.esai)

Easy Performance. Pure performance that's sinfully easy. That's what the e Sailing Yachts experience is all about. Our classically elegant, head-turning yachts deliver speed, ease of getting

ce Cruising Yacht



63



Farr, Farr Yacht Design

singlehandedly, unassisted, and non-stop around the world. Not only that, but he plans to accomplish this feat without the use of fossil fuels. Instead, solar, wind and hydro-generated energy will provide all the power required.

After completing the circumnavigation, the yacht will be transformed into an efficient and comfortable cruising yacht for his family. We expect to launch the boat in October of 2012. ■

uilt by Lyman-Morse



lingyachts.com)

and sailing, every time. In other words, boats that do not compromise performance and speed for stability, comfort and ease.

Value. Robbie and Jeremy remain directly involved in design, building, sales and post sales support. We handcraft each yacht and sell factory direct, allowing us to customize each boat to the owner's exacting preferences while still delivering the best value on the market. ■

underway and stability under sail, whether going out for a family outing, solo sail, or race.

Innovation. The inspiration for e Sailing Yachts came from America's Cup and Olympic veteran Robbie Doyle and yacht designer Jeremy Wurmfeld. Their motivation was to bring a new kind of sailing experience to market, creating a line of yachts that their clients would take delight in racing



Refits

105 FT. WHITEHAWK was fitted with a new teak (TDS) deck this winter, as well as several other upgrades. When she was built next door in Rockland 30 years ago all of us here in Maine took great pride in her so it is

extra nice to have her back close to her roots. We used routers, sanders, grinders and a lot of elbow grease to pull the old deck up. It was well bonded and a tribute to the original builders—many of whom are still in our area.

WHITEHAWK's team has been great to work with. And with Simon, LT, Jim, and Eric helping us, we were on time and on budget and had lots of fun with these professionals. ■

TRANSITION – Working with Jon Wendell has been a pleasure as we completely re-build his East Bay 56. Bill Belyea headed up this project with Mike Unda overseeing the new engine installation. We have added a new and extended stern. Damien has completely re-wired the boat to a much higher standard and produced new set of wiring drawings to go with the boat. The entire engine room has been stripped and re-painted



and we are in the process of installing the new C-12 Cats. We have been working closely with Peter Boyce

from the Hunt office to make this an East Bay with LM quality. ■

SKOAL – We have built a new flybridge with all key components on a hydraulic cylinder to fold down to clear bridges, and given her new exterior paint, an interior steering station, etc. This has been a fun project with Jason Ellis providing the 3D modeling that allowed the owners to work through all the details, which resulted in a number of great and interesting ideas throughout the process.

ALTAIR – She's a Saga 48, which Rick and Julie had us re-design the interior around a new nav-station. Working with Rick and Julie Palus has been easy as they are very experienced sailors (circumnavigators) who know what they want and easily make decisions. We computer modeled this project allowing all of us to see what the results were going to look like before actual construction—great way to save money.

NAMHARA – A Vicem 67 with newly painted hull and flybridge, stainless work, and exhaust risers. The team on NAMHARA have been great to work with.

SATORI – A new galley among many smaller items. This turned out to be a large job and we are expecting her back this summer before she goes South again. Paul and Diane Nevhoff have been renting a house locally during the project and we might even see them moving up here from South Carolina. With their many miles and commitment to their boat they will fit right into the sailing/boating culture that is so strong and unique in this area.

LUCILLE – Repair from grounding by dropping the keel and re-tabling crucial areas. Bill solved the problem by working directly with the underwriter.

FAITH and HOPE – A Northeast 38 that has been in the family a long time and is looking like new with the whole boat re-painted, wood work replaced and varnished on the exterior, veneer work, new cushions, new rigging, etc.

PEACE and PLENTY – It is a pleasure to have Mike Weinman back on our docks. We did a re-fit that included engine work as well as the drive train, service all mechanicals, modify mounts, new bimini over cockpit, new window frames and windows. Etc. She is now back in the Virgins after making a special trip North for seven months explicitly to bring the boat up to standards. ■



Approach to Guanaja

Panama to Rio Dulce

After two years on the hard, Heidi and I managed a January trip to put CHEWINK in the water. While she had the usual wear and tear from wet tropical weather we also ran into systems that did not fair well with two years of disuse.

Shelter Bay Marina is a good facility with a captive audience of those who go through the canal. There is no other place to go on the Colon end of the canal (this may be changing), which means there is a lot of hustle and bustle when boats of all nationalities prepare for their East or West voyages. Perhaps someday there will be some infrastructure to service boats, but for now that doesn't seem to be on the radar. I have never figured out why yards in the tropical regions do not have covered storage. Easy to build and easy to protect the boats from the harsher environment similar to, in some respects, as a good Maine winter.

We returned in March with a hurried mission to sail her around the corner to the Rio Dulce in Guatemala and catch up with good friends in Providencia. So we jumped off for Providencia in disarray fixing things as we went. Tiring, but CHEWINK performed as usual and it was worth it. Providencia is like being in Bequia forty years ago. Laid back, casual, old Caribbean English, and a mix of races all very friendly. It not a very wet island and the perimeter road avoids the hills in the middle making it a great place to bicycle and hike. The wind was blowing a bit too hard for good diving, but the beaches and water are great.

We then sailed the two night trip up to Guanaja, the best and most eastern of the Bay islands (Roatan) with nice winds and clear skies. For six weeks we had almost no rain on the deck. Guanaja and Providencia are both off the beaten track and to windward of the normal tourists and boaters making them the best of this area. Providencia has a laid back style with a town that is centered around the central square and a throw back to more colonial times in its architecture. Eighty percent of the population on Guanaja (pop. 8000) lives on one small island with narrow streets, no motorized vehicles, canals throughout, and a very friendly population. The people of Guanaja also speak mainly English but there is definitely more Honduran influence. Guanaja is more lush and green because of the rugged terrain, but the beaches and hiking are spectacular. However, Heidi managed to break a bone in her foot on a long hike so with my bad knees it was time to head for the barn.

Bob Suberi joined us in Guanaja from Alabama after five plane changes. He is a singlehanded circumnavigator who has kept us entertained on numerous trips either nearby on his boat or aboard CHEWINK. A week of diving and visiting friends in Roatan and it was time for the Rio. We had forgotten how beautiful this river is with its lush jungles and cliffs as you wind up to Fronteras, twenty miles up river. A dozen marinas are near Fronteras, but can't be judged by Florida or Eastern Caribbean standards. They are all small and funky with an eclectic group of boats and people. Limited by the 6-1/2 foot bar at the entrance, the Rio does not have the normal mix of boats. Fronteras is like its name, a very busy shopping hub for the area with a great street scene incredibly busy with the main road winding through the middle of town almost touching all the many booths and vendors. Great fresh vegetables and fruit as well as the usual fare of fried chicken and a mixture of mexican and guatemalan type of food—very colorful.

However, Guatemala is all about the Mayan ruins and the Mayans. Their are dozens of old mayan ruins nearby with Tikal a few hours away. The pyramids of Egypt are more famous, but these ruins are large cities with a mysterious feel, because no one knows what happen to this civilization. Lots of theories though.

CHEWINK is on Casey Brooks' dock down river from Fronteras. An ideal situation for me as she is side tied next to a workshop with a roof over it. Casey is a circumnavigator, a shipwright, registered surveyor, and a great story teller.

We look forward to getting back. ■

Racing start in Providencia



Providencia Harbor



Heidi picks up dinner at the local market



Good friends, Good food.



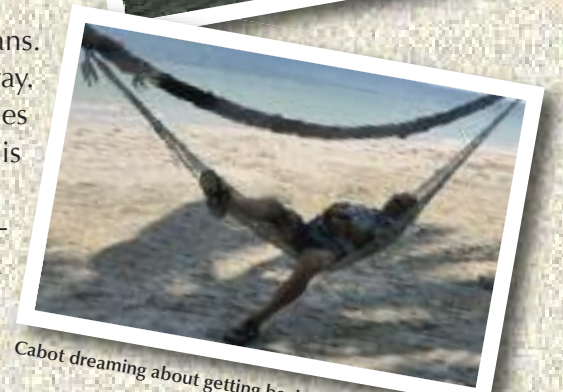
Caption???



Providencia beach



Caption???



Cabot dreaming about getting back to work in Maine.

LYMAN-MORSE YACHT BROKERAGE

CONTACT: SCOTT LAYTON AT 207-354-6904 OR EMAIL: SCOTT@LYMANMORSE.COM



SURELY CURLY – \$85,000

This new trend to elegant day sailers was pioneered by the notable beauty of this Carl Schumacher design, which sailors instinctively pause to admire. Quality produced by Pearson Composites' SCRIMP system, the Alerion 28 also delivers outstanding performance under sail, and is specifically designed to be easily single handed.



LYRA – \$349,000

LYRA is a 48' cruiser/racer designed by Craig Walters built by LM in 1986. LYRA has been kept in immaculate condition with many updates. She was designed to include many of the owner's suggestions from his many years of cruising and racing. LYRA sails very well and is a competitive offshore racer as well as a comfortable and fast cruiser. Built to the highest standards, she is safe and comfortable to take anywhere in the world.



Scott Layton



PELAGOS – \$325,000

This is a beautiful 38' Lyman-Morse sedan cruiser and is now for sale at less than a third of her replacement cost. With only 550 hrs. on her twin 420 hp CAT Diesels she is in better than new condition, constantly upgraded and maintained by LM year round. Described as the "sports car" of the LM fleet, her C. Raymond Hunt deep vee design provides unusual maneuverability. She cruises at 23 knots and tops out at 28. New upholstery, custom orthopedic mattresses, oversize shower, with excellent storage and other cruising amenities. She is handsome and seaworthy, a jewel-like yacht that attracts attention wherever she goes.



TOMAHAWK – \$200,000

This is a superb representation of the 2002 LM Monhegan 30' Jet boat. She is in excellent condition, always been professionally maintained. The owner is moving on to a larger boat, but has had a wonderful experience cruising the intricate coast of Maine which is what this boat is for. She draws only a foot and half with her jet propulsion you never have to worry about lobster pots.



ACADIA – \$5.8M

ACADIA is an 84' work of art. This Lyman-Morse built, Setzer design power boat has proven to be the very top end of luxury yachts on the market. Her quality craftsmanship and superior performance are unmatched.



AUJOURD'HUI – \$695,000

Launched spring of 2007, hull #3 of our fantastic jetboat series from the design boards of Chuck Paine/Mark Fitzgerald. Her full mahogany interior is showcased with an etched glass main bulkhead. She is powered by twin Cummins 425 engines coupled through CV joints to a set of Hamilton 292 jets. Her hardtop with wooden mast gives her a truly classic look and feel.



PUFFIN – \$330,000

PUFFIN was designed as a race boat of 1969 with a large inventory of sails, eight single berths, efficient galley, two heads, and two companionways. Built by Aage Walsted of Denmark, she has only had three owners, was extensively raced in the Atlantic and Caribbean with several transatlantic races and some European races. She was designed to be lifted by crane from a single point for loading on a ship and has a very well designed internal structure for mast, keel and trim tab. Bilge areas were stripped and re-painted—new metal SS frames were refit and added, cockpit and stern re-built, internal metal frame to take the load of the backstay off the transom, all exterior and interior varnish work was stripped and re-varnished. All areas in transom and bow finished and re-varnished or painted. Topsides faired and finished with Awlgrip. New carbon mast and pole with Rod rigging.



ENCHANTED – \$365,000

According to Ellis Yachts, ENCHANTED was the finest 36 Flybridge Cruiser they've built to date. Launched in 2004, she has been well cared for and is in excellent condition and is suitable for living aboard comfortably with ample storage. With her patented docking system she is easily single handed.



PROMISE – \$315,000

Built in 2000, PROMISE is a classic Hinckley Picnic Boat that has all the amenities for a comfortable weekend live-aboard or cruising from port to port. It has only had two owners and has always been operated by a captain. She is in wonderful condition and is exceptionally clean. Accommodations below include a comfortable Sleeping Area with berths for two, a Galley, and a private Head with handheld shower. The Pilot-house and Cockpit area have plenty of space and seating for guests and entertaining.



Coyote – \$185,000

This 2001 LM Monhegan is fitted-out with a sink and two ice chests, one of which is DC powered on the aft side of the helm seat. The enclosed head has worked out quite nicely and offers more room than originally thought. 6'1" headroom on centerline, giving the boat the sleekest look yet of our 30' Monhegan series. She is equipped with Espar heating system and windlass. The Yanmar 350 will provide 30 knots at top end and an easy 25-knot cruise.



EXCELLENCE – \$4.9M

EXCELLENCE was built to the highest standards to be a true modern classic power yacht. She is an 82' Setzer design with a new paint job and an owner ready to let her go. Fiberglass hull and superstructure, three staterooms, twin Cats, and a max speed of 22 knots, she is a modern classic gentlemen yacht.



DISCOVERY – \$2.8M

This is the smallest of the Setzer design power yachts LM has built. She lacks nothing in quality, performance or technology. This boat represents a perfect balance between classic beauty and contemporary function.



NICHE – \$179,000

NICHE is the prize of the Seguin 40' line. She has been beautifully maintained and is a great boat for weekend trips and long cruising.



YI HUENG – \$72,000

YI HUENG is a custom 25' Lyman-Morse Monhegan jet boat designed to be simple without compromising its beautiful aesthetics and strong performance. Launched in 1997, she is still owned by the original owner.

Exceptional Ownership Opportunity for a 70' Custom Sailing Yacht Now Under Construction and Deliverable May 2012

Lyman-Morse Boatbuilding is looking for a new owner for this extraordinary custom boat that is 60% complete and scheduled for launch May 2012. This exceptional Rogeburg design is ready for a new owner's final interior finish selections and personal touch. She has been built for high latitude sailing and Mediterranean luxury cruising. This boat has "long legs" i.e. able to go anywhere in good time.



The LM craftsmanship and state-of-the art electronics engineering is exceptional with much of the interior fit-out completed and awaiting installation. Due to the unique circumstances involving this project, a new owner will find this to be a unique investment opportunity.

Call Cabot (207-354-6904)
for details and background.



Power and Sail Regatta

**Sign up now for this great midcoast Maine event!
Registrations are rolling in and sponsors have
signed on to support this power and sail happening
hosted by Lyman-Morse Boatbuilding and Wayfarer Marine.**

The expected fleet of up to 100 yachts ranging from super yachts, to classics to performance racers, Spirit-of-Tradition sail boats, Picnic Boats and lobster yachts will gather in Rockland Harbor for Thursday night and will move to Camden Harbor for the following two nights. Local windjammers are also expected to participate as part of the Maine Windjammer Association's fleet 75th anniversary. Three-days worth of fun and scenic courses and exciting and competitive racing will be offered. There will be a class and level of intensity to fit every sailor. With PHRF Racing Divisions, Cruising Division, DH/SH Division, as well as Multi-hull and One Design Divisions being offered. Bucket Rules and Jim Teeters Bucket Ratings will apply for the super yacht division. The NOR and SI instructions can be found at www.penobscotbayrendezvous.com. Local one design classes are encouraged to sign-up; a six boat fleet will qualify for their own start.

On Thursday, Lyman-Morse will open our doors to participants for a tour of the facility, followed by a fantastic catered dinner at the yard. Fireworks over the St. George River will cap off the night. Transportation has been arranged to shuttle guests to and from Rockland to Thomaston's events.

On Friday, the power and motor yachts will take off on a Photo Pursuit. This is not a race; rather each powerboat will be given a list of well-known Penobscot Bay landmarks or features to photograph. The event will combine the navigation skills and creativity of our power fleet. A panel of professional photographers and other distinguished Judges will judge the work. Awards for the top three shots will be presented at Sunday's Awards Ceremony.

Sailboat racing will be on a variety of windward-leeward and/or "around the buoys" courses set in Western Penobscot Bay. The fleet of power and sail will end up in beautiful Camden Harbor at the end of the day. Cellardoor Winery is sponsoring Friday night's cocktail reception at the Camden Yacht Club, the regatta's sponsoring yacht club. Awards will be given out for those who have distinguished themselves that day. Our marine photographers' and the Power Pursuit's images will be shown. Guests will then have the evening at their leisure to explore and dine in beautiful Camden, Maine At 2000h, a free outdoor screening of In Our Wake: Maine



POWER & SAIL REGATTA

Maritime Heritage in Film will be presented at the Camden Library's beautiful outdoor amphitheater.

Saturday's on-the-water events will include some dramatic racing off Camden Harbor. The power fleet will continue the Photo Pursuit to North Haven and Rockport. Saturday night's dinner dance at Wayfarer is sponsored by Stephens Waring Yacht Design of Belfast, Maine will surely be a highlight of the weekend. Isobel, SWYD latest launch will be dockside for the evening and receiving guests of PBR. The 68-footer is an innovative and unique deck saloon fast cruiser and advances the edge of the Spirit of Tradition class. **This event is limited to 500 people.**

On Sunday, after a final day of racing and after the powerboats have completed a Poker Run that will take them to Lincolnville Beach, Islesboro, Camden and other points, the Awards Ceremony at Wayfarer Marine will wrap up the weekend. Of course serious awards will be given for achievements on the racecourse and the winners of the Photo Pursuit will also be announced but in keeping with the tenor of the weekend special awards of distinction will be given. Everyone is sure to leave the weekend with great memories, new experiences and plans to return next year whether they have come from the next harbor over, from the Caribbean or other points.

Registration is open now.

The all-inclusive fee of \$360 covers all events (2 breakfasts, 2 dinners, cocktail party at CYC and Sundays award ceremony) and racing for 2 people. \$180 for each additional person and includes all events and meals.

A limited number of Sail Only slots will also be offered for \$180 and get you all the racing for the weekend. Mooring, dockage and launch service is extra.

To register or for more information go to: www.penobscotbayrendezvous.com