



THE LM'AH

Lyman-Morse's Quarterly Internal Newsletter Q3 2023

From the Editor

Dear all,

This summer there was a drop in morale as we finished the second Hood 35 and the Hunt 42. At the time it was hard express why I was optimistic about the company and this team. However, as we head into fall, I have had time to reflect and I have one big takeaway that I wanted to share:

I'm not worried because we solve problems.

So I'm never worried we won't have enough work because I am confident we can solve that problem. When we need work, team members like Drew Lyman, Lance Buchanan, Jonathan Egan, Samir Gupta and the service managers align themselves, pound pavement, and solve the problem. This fall that team has done just that. From Auk IV, to the Dark Harbor 20s, to the Firefly aluminum cat, we once again have as much work as we need.

So now the problem is that we need more people to get the work done. And again, I'm not worried. We will align ourselves around that problem and solve it. The IYRS alums (George Sheehan, Jeremy Duda, Mari Mitchell and Sam Gottfried) and the Carpenters Boat Shop alums (Stephanie Cech and Sozo Pumphrey) are already taking some awesome steps in that direction. They are reaching out to their alma maters and organizing tours and hiring events. As more team members align themselves, we will solve that problem as well.

So, as we go into fall, I am incredibly thankful for the team we have and the problems we get to solve together. I hope you are as well. Thanks for all you do.

Matt

Sailing News!

Camden Classics Cup!



Another Camden Classics Cup is in the books and safe to say that this was the best one yet. This was the 7th Annual Regatta and each year it seems to get even better. Of course, we couldn't have done it with the help of the many LM employees that assisted in putting the event together and sailed in it.

Not only is this regatta about having fun on the water, but with proceeds going to LifeFlight of Maine, we were able to donate an additional \$10,000 this year bringing Camden Classics Cup's total contribution to \$85,000 since the event started in 2017.



Current Projects:

The boatbuilding team has just wrapped up two great builds, the Hood 35 LM #2 and a 42' Lyman-Morse Monhegan designed by Ray Hunt. We are currently putting together a few bids for our next build so keep an ear out for the next Lyman-Morse built yacht!

Hull #2 of the Hood 35 LM series may look just like "Shadow", our award winning build that was launched last year, but this is a very different beast.

Hull #2 is actually 1'6" longer than Shadow which was done to accommodate a different propulsion system. They went with twin Volvo 440's paired to Volvo's D6 outdrives (these are not your grandfather's outdrives and act more like IPS drives). Due to the engines being further aft, this model has a large sunpad on the transom. Additionally, these outdrives will actually push the boat a bit faster than Shadow with top speeds at 44+ knots.

Hood 35 LM #2



Monhegan 42 Hull #3



Hull #3 of the Monhegan 42 series was launched on June 28th. The Monhegan 42 is part of a successful collaboration between Lyman-Morse and C. Raymond Hunt & Associates. The hull shares Hunt's legendary deep "V" design which ensures great performance while being extremely seaworthy. Hull #3 features the Sedan configuration and is powered by twin Cummins QSB 6.7's (550 HP). The engines are paired to traditional shafts and props in tunnels, which provides a shallow draft of just 3'. We have already seen several new inquiries on building another one of these boats so maybe hull #4 will be our next build!

Decommissioning season is once again upon us. As we continue to haul boats and get them ready for the winter, there are a few big projects that are wrapping up. Carmella (now Marguerite), is going into the tail end of her refit. The bulwarks were just re-painted and the teak decks will be laid down in the upcoming weeks.

Angel is back again, this time for a new paint job which should be finished up next week. We are also working on the battery and hydraulic systems. Angel will head south following these jobs.

Projects in the Works:

Marguerite Vitters 92'



Angel Yachting Developments 83'

Projects - Thomaston Service

Auk VI:

This Lyman-Morse 60' built in 1995 is now under new ownership and has come to us for a major update. Work includes rebuilding the aft cabin, replacing all interior teak, new hand rails/stanchions, new windows on port side, and rebuilding both helms. The plan is for her to head south this winter.



Night Heron:

Night Heron is back for a full paint job and electronics package upgrade. The team will be removing 100% of the deck hardware for this job. She will also be getting all new varnish in the main salon.





The LMF Team continues to build and deliver multiple custom work boats at once. Over the summer, they delivered a 26' Aluminum Pilothouse for the USGS to act as a survey boat. We outfitted this boat with a generator and air-conditioning. We also worked with the State of Maine on a 22' center console designed to haul buoys on Maine's inland waterways.

WorkBoats



LMF 26 Pilothouse

LMF 22 Buoy Tender



Under Construction...

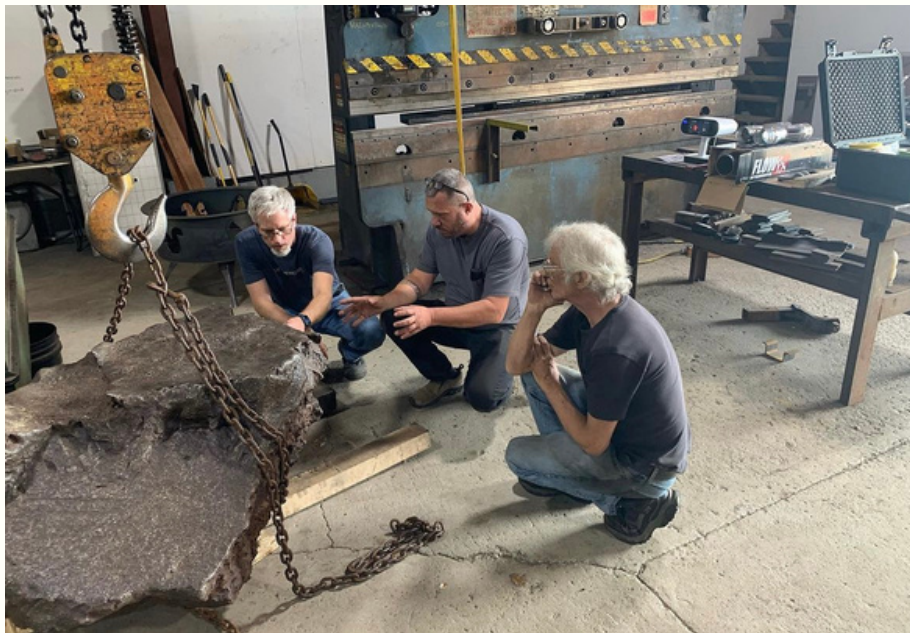


At the moment, the team has hull #2 of the 33' Aluminum Cat under construction which will be sent down to Long Island, NY to be used as a ferry for Fire Island. Hull #1 was just delivered and is being fitted out by the new owner.

The other big news from LMF is that the team is beginning an awesome project with a non-profit that focuses on environmental education. This boat, The Firefly 50 will be a 50 foot solar-powered, all electric catamaran. Be sure to keep an eye out for further developments on this boat!



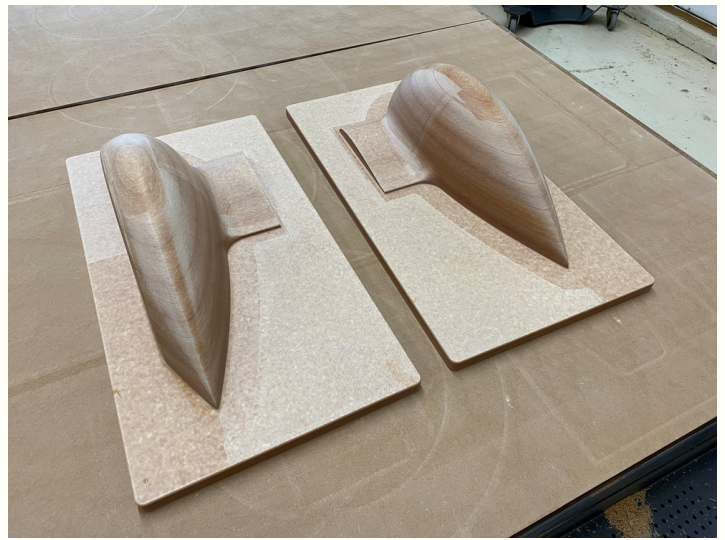
Lyman-Morse Boatbuilding meets Space?



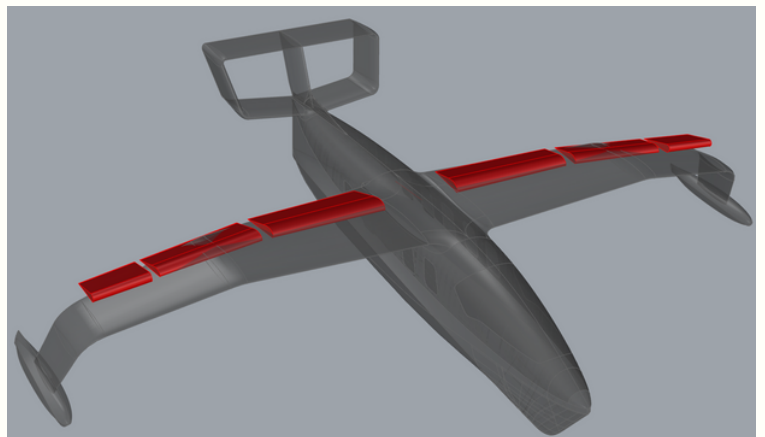
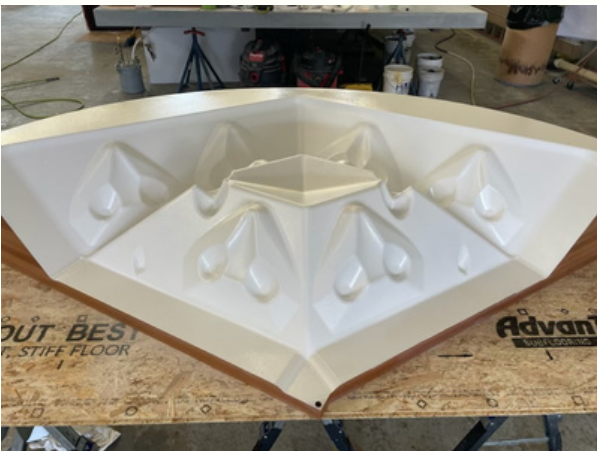
A few weeks ago, Kevin Houghton from the LM design team visited Western Maine Steel to scan an Iron Meteorite for a display pedestal. It's a 7,000 lb object that is not allowed to be drilled into, so as you can imagine they're concerned about making the pedestal fit well. Scanning it required rotating it a bit with a bridge crane and stitching together multiple scans to remove the chains from the model. Kevin then used the scanner's software to produce a 3D-printable file and a CAD file. He then printed a 1:10 scale model for them and sent the CAD file so they can machine their pedestal to fit tightly to the surface of the meteorite.



As usual, the Technologies Team has several very interesting projects in the works. At the moment, they are building three sets of Dark Harbor 20 sailboat hulls, decks, and hardtops. This will be an interesting change for the Dark Harbor 20 class as they were traditionally built of wood.



The team also continues to work on the Regent Seaglider. Most recently they have been working on 12 Carbon high temperature tools and outrigger appendages. Jeremy Proctor is leading the charge on this technical work.





Well, looks like “the wave has finally hit the beach” and Brokerage business has returned to a slower more normal pace. The terrific buying and selling spree we saw during Covid was a welcome surprise, but we knew it would not last forever. While politics, world affairs and the stock market continue to impact the Brokerage business, we are fortunate that “boating” continues to be a priority for many folks. When sales trends slow, we often see an up-tick in new brokerage listings and that is certainly the case now. Building up our listing inventory will surely pay off later this winter when folks begin making summer boating plans. Here are some of our 2023 summer boat sales and great new listings. Have a safe and enjoyable fall season all! -Eric Roos



“Aglaia” Galant 53 Ketch in Sweden

***“DOLLY” Lord Nelson
36 Tug***



J/105 “Atlantic Ave”

