

the mainland. The last of the 22s was headed to the Chesapeake Bay late in the fall. www.greybarnboatworks.com; 603-382-0055.



Hadden Boat Company: *Greenie*

HADDEN BOAT COMPANY completed the restoration of the 35' early 1960s Knutson yawl *Greenie*. Having completed structural and systems work during the previous year, boatbuilder Alex Hadden focused his attention on exterior details such as the redesign and fitting of new custom rails and hardware; recarved covestripes, arrows, and tailfeathers; and hull fairing. The chines, deck, and rudder of an older International 110 sloop were repaired and the boat refinished. Hadden replaced the damaged bow, rails, and centerboard on a 16' Penryn sailing dory, refinished an original Beetle Cat, and continued with the ongoing repair of teak rails on a 43' hurricane-damaged Mason. Restoration began in the fall on an 18' late-1940s Lyman Islander and a 12' lapstrake skiff. A 32' 1950s Harold Gower lobsterboat waits in the wings for a complete rebuild. www.maineboats.com/maine-coastal-directory/hadden-boat-company; 207-371-2662.



H&H Marine: *Osmond 47*

H&H MARINE of Steuben built 10 Osmond Beal downeast boats with classic skeg-style hulls. A 36', a 40', a 42' x 15'3" fish carrier, and a 47' offshore lobsterboat were built as hulls and sent on to be finished by other builders, as was a 27-footer with a pilothouse. Completed boats were a 38' lobsterboat, a 40' charter boat, a 42' x 17' lobster/gillnetter, a 47' offshore/lobsterboat (the first of a new offering that tops out at 23 knots), and a 47' lobsterboat/gillnetter/dragger. An Osmond 42 was repowered and its decks were gelcoated. www.hhmarineinc.com; 207-546-7477.

THE HINCKLEY COMPANY, of Portsmouth, Rhode Island, builds powerboats and sailboats, and launched 49 in all during 2008. The sailboat line includes the DS 42 daysailer, and the Sou'wester 42, 51, 52, 59, 61, and 70; powerboats range from 29' to 55' and include the Talaria models and

MAD MAX

LYMAN-MORSE BOATBUILDING

by Charles J. Doane



Billy Black(3)

Traditional good looks meet the latest in composite construction. The result? A fast, comfortable boat.

IT WAS ONLY A MATTER OF TIME before Doug Zurn, a talented young designer based in Marblehead, Massachusetts, got together with the likes of Lyman-Morse in Thomaston, Maine. Zurn has been involved in a number of intriguing projects of late, including designing custom, one-off boats for singer Billy Joel, and new production boats for Bob Johnstone, co-founder of the renowned J-Boats line of performance sailboats, who more recently founded the MJM line of powerboats. Zurn's MJM designs, featuring modern composite construction techniques and traditional styling, have set new standards for blending speed with fuel efficiency.

The catalyst for this project, as is so often the case, was an experienced boating couple with a dream boat in mind. Californians Sandy and Helen Jones were looking to retire; after years of cruising aboard a 35-foot sailboat, they wanted a large, comfortable powerboat. They visited Lyman-Morse's yard in 2005 to discuss possibilities, and the folks there, after hearing the Joneses out, at once gave Zurn a ring. The result is the custom 62-foot flybridge cruiser, *Mad Max*, launched in Thomaston in June 2008.

As with Zurn's MJM boats *Mad Max* mixes understated traditional good looks with modern composite construction. The resin-infused hull consists of a vinylester laminate vacuum-bagged over a Core-Cell foam core; much of the interior joinery is



Mad Max is a floating home designed for long-distance cruising.

also a lightweight cored composite, skinned with lavish wood veneers. The hull is relatively narrow, with a deadrise of 18 degrees, and has an efficient and seakindly motion. The conventional inboard prop shafts, set in shallow pockets, are turned by a pair of 1,000-hp Caterpillar diesel engines. An active stabilization system, by Island Engineering, features fully automatic trim tabs, both to reduce drag and to maximize ride comfort.

The Joneses plan to cruise the entire east coast in their new floating home



A spiral staircase leads to the flybridge.

before transiting the Panama Canal and heading north up the west coast and settling in the Pacific Northwest. The boat's layout consequently was designed to accommodate an active liveaboard cruising couple that likes to entertain guests and family frequently. The master stateroom with a full king-sized berth is amidships, with an *ensuite* head and shower. Up forward there's a lavish guest stateroom with an island double berth and private access to another head and shower. There are also three convertible berths—a collapsible dinette table in the saloon, and two nifty kid-sized trundle beds—that can sleep four more.

The social spaces, in particular, were very carefully thought out. In addition to the open, airy bridge deck and raised saloon area, there is also a "great room" with a wet bar and both lounge and counter seating down at galley level between the two staterooms. While outdoors, guests can comfortably gather both on the fly-

bridge, accessed via an elegant handcrafted spiral stairway at the after end of the saloon, or in the aft cockpit, which is split level. The lower level all the way aft is large enough to stow a good-sized water-jet-powered inflatable tender; it can also be used as a lounging deck when the tender is deployed while the yacht is at anchor. The upper level features a large outdoor dining table, lots of seating, and a handy grill.

In terms of amenities *Mad Max* is hardly lacking. The galley features a Sub-Zero fridge and freezer, a four-burner electric induction stove, an electric oven, a microwave oven, a dishwasher, a trash compactor, a garbage disposal, and a wine cooler. Auxiliary fridges are found in both the saloon and on the flybridge, plus there's an ice maker in the great room wet bar. There is also an attractive laundry area up forward with a washer and dryer, a dedicated ironing board, and a very useful workbench.

As to performance, Doug Zurn reported that during the initial sea trials *Mad Max* jumped up on a plane quite readily, exhibited excellent handling characteristics, and surpassed the projected top speed of 31 knots. Add to that a useful range in excess of 600 miles when traveling at a cruising speed of 21 knots, and you have one very versatile vessel. ★

SPECIFICATIONS / MAD MAX

LOA 65'5"

LWL 57'

Beam 18'6"

Draft 4'2"

Displ. 83,550 lbs.

Power 2 x 1,000-hp Caterpillar C-18 diesels

Fuel 1,500 gal.

Water 425 gal.

Waste 355 gal.

Maximum Speed 31 knots

Cruising Speed 21 knots

Cruising range 615 nm

Designer: Zurn Yacht Design, 89 Front Street, Marblehead, MA 01945. 781-639-0678; www.zurnyachts.com

Builder: Lyman-Morse Boatbuilding, Inc., 82 Water St., Thomaston, ME 04861. 207-354-6904; www.lymanmorse.com

the newly redesigned 36'11" waterjet Picnic Boat. The new boat has a deeper-V hull for added stability, but requires only 2'1" draft. The twin 300-hp diesel engines were repositioned completely below decks to free up space aft, and the pilothouse was raised. A new Talaria is in development that will take up residence between the existing 44' and 55' models. The company has 8 service facilities throughout the country, including one in Southwest Harbor; all boatbuilding is done in Maine. www.hinckleyyachts.com; 401-643-0610.

HOLLAND'S BOAT SHOP launched a Holland 32 for a summer resident. The boat is powered with a 485-hp Cummins, has a 90-gallon fuel capacity, and tops out in the 33-knot range. Set up as a dayboat, the design differs from previous Holland 32s in that it has standing headroom of nearly 6', thanks to a subtle increase to the sheer height, trunk sides, and crown of the cabin top. The Belfast shop builds kit boats with downeast and workboat-inspired lines, most often in 32' and 38' lengths. 207-338-3155.



C.W. Hood Yachts: Hood 42

Wasque 26s abounded at **C.W. HOOD YACHTS** of Marblehead, Massachusetts. Three new customized, Alden-designed, Wasque 26 downeast cruisers were built, and 2 more were refitted. Construction continued on a new model, the Hood 42, which has in-house designed features, including aft glass bulkheads, pneumatic sliding panels, and an ergonomic helm station. www.cwhoodyachts.com; 781-631-0192.



Howard Boats: Fisher Cat

HOWARD BOATS completed 8 fiber-glass Barnstable Cats—a design based on John Beetle's wooden catboat; a 21' Indian—a John Alden design dating back to 1921; 2 skiffs; and 7 Fisher Cats—designed and introduced in 2007. The Barnstable, Massachusetts, shop also restored 6 boats—Beetle Cats, Barnstable Cats, and a Wenaumet Kitten. A couple of new employees joined the crew of 4-6 in the summer, and Nancy in the office celebrated 27 years at the company. www.howard-boats.com; 508-362-6859.