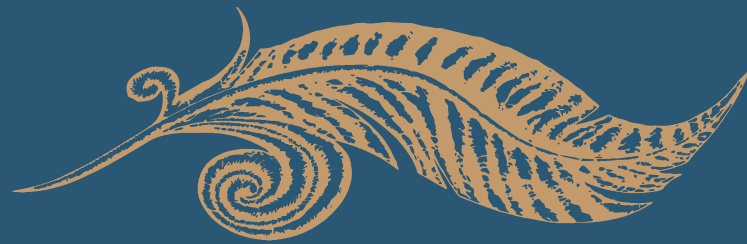


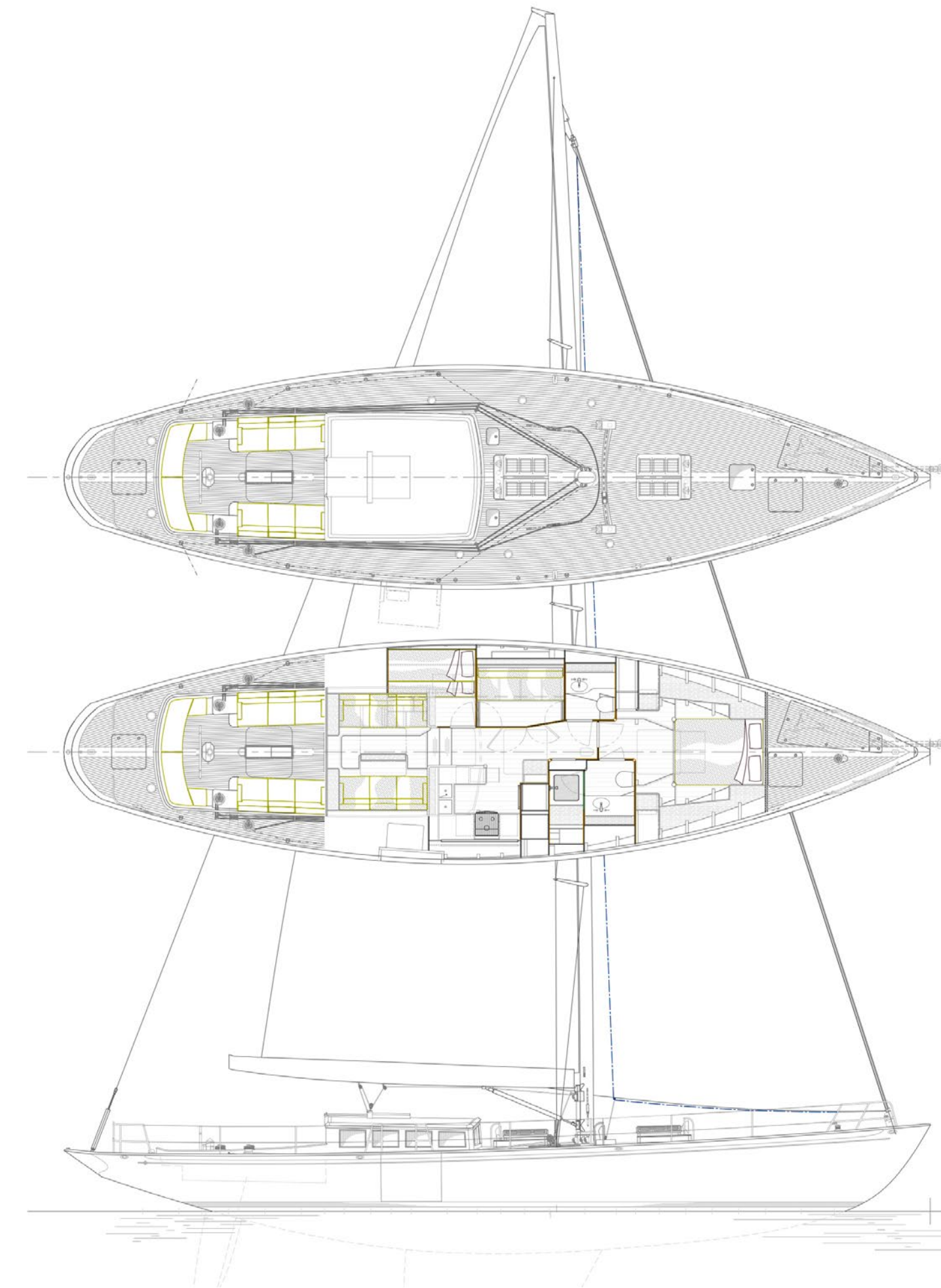
S/Y ANNA





SPECIFICATIONS

Built: 2018
LOA: 65'6"
LWL: 47'10"
Beam: 16'10"
Draft: 7'6"
Displacement: 57,000 lbs.
Sail Area: 2,040 sq. ft.
Designed by: Stephens Waring Yacht Design
Interior design by: Stephens Waring Yacht Design
in collaboration with
Martha Coolidge Design
Built by: Lyman-Morse Boatbuilding Co.
Thomaston, Maine



THE BUILDER

Boatbuilders are a bit like parents: We're not supposed to pick favorites. And yet with ANNA, I must beg forgiveness from the more than 110 other boats that my family has built. This one is special.

Lyman-Morse has established a reputation over the past 40 years for fusing fine yacht design with cutting-edge technology and old-world craftsmanship. No other project in our history has seen those three qualities brought together as perfectly as aboard ANNA.

The reason for that success? People. The designers, Bob Stephens and Paul Waring; the boatbuilders, Lance Buchanan and our team of dedicated craftsmen and women; and most importantly the owners, Tony and Ann.

ANNA would never have been possible if any one of these people was out of step with another. Just as ANNA's bulkheads and chainplates achieved tolerances of a thousandth of an inch, the interaction between designers, builders, and owners needed to dovetail perfectly. And I'm proud to say that they did, every day, for more than two years from the initial design discussions to the brisk April day when we slipped ANNA into Thomaston Harbor.

Every boatbuilder feels a touch of sadness when we transfer a new yacht to its owner. But today, watching ANNA's flag wave in the breeze at the dock here in Camden, I don't feel those normal melancholy emotions. I feel beyond proud.

We have not just launched a new, stunning yacht that fuses the finest in design, technology, and craftsmanship – we've created something that is, thanks to the many people who collaborated on it, far greater than the sum of its parts.

— Drew Lyman

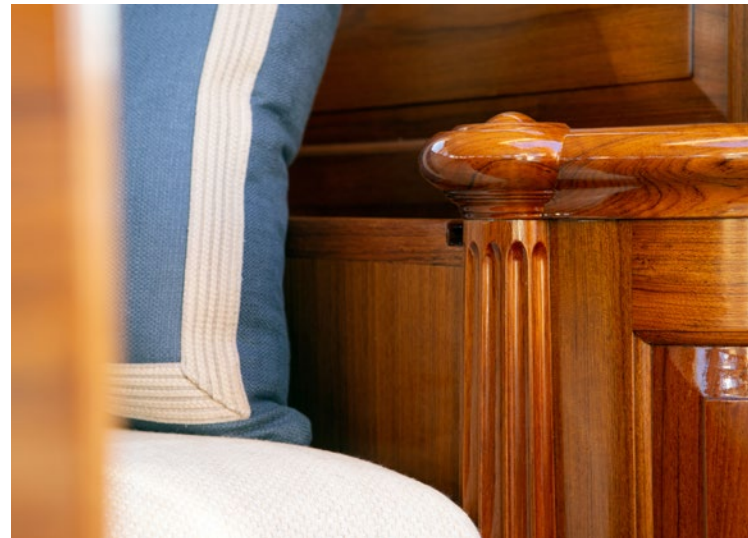




THE DESIGNERS

ANNA is the culmination of a process begun fifteen years before her launch, when Tony and I began tossing around ideas for a larger boat than the small classics Tony was sailing. It would be a big jump — Tony's fleet includes a Herreshoff 12½ and an International One Design. Sweet boats both, but with zero accommodations. In other words, they provided no insight into what a big cruiser might be like. Tony knew a couple of things, though: She must be classic, and she must be beautiful.

Tony and Ann knew that ANNA would be primarily used for daysails and overnights and managed by a professional crew, a team of two to handle sailing and stewardship. A milestone came when Tony pointed out that we needn't make provision for long-term crew living aboard — he saw that it would be far more efficient to lodge the crew ashore. "An apartment is cheaper and more comfortable than a boat!" he exclaimed. This let us reduce ANNA's length by about 20 percent, to her final 65 feet. Her layout includes a compact but airy crew's quarters for deliveries and short cruises; a lower salon convertible to a guest stateroom; and a luxurious master suite forward, with an elegant centerline sleigh-bed. We brought the interior-design expertise of Martha Coolidge to the project to collaborate on the myriad details below; Martha's great eye is matched by her sailing ability, and she was instrumental in the project's success.



Ann and Tony professed a strict division of labor: Tony would be responsible for decisions on deck and in the engine room, while Ann would spearhead anything to do with the living spaces. In practice, the division was less strict — the occasional opinion would sneak across the borderline, from either direction. The most consequential was the day Ann pulled me aside on a visit to the yard in Thomaston as ANNA's skeleton was being assembled, to ask whether maybe ANNA's stern was a little too...fat? New pieces were being built every day; time was of the essence. We scrambled to show Tony and Ann how, when it all came together, the balance would be just right. The clincher was a CNC-carved hull model from the waterline up that allowed them to see and touch the final shape in three dimensions, without the clutter of scaffolding and molds that complicated the picture in the shop. Consensus was reached - the hull remained unchanged.

ANNA's mission is graceful daysailing with the occasional foray onto a race course, in the New England classic racing circuit. This dual mission dictated that she be built of wood, to comply with the entry rules for the majority of the classic races. We have long experience with modern wood construction, having worked in the Spirit of Tradition genre since before it had a name. We knew ANNA's construction could be strong, light, beautiful — and cost-effective. Building one-off in wood and epoxy allows a considerable savings in labor and materials cost compared to an equivalent fiberglass yacht, as the inner layer of hull planking is applied directly over the internal structure, eliminating the need for a complex full mold. Additional layers built up in diagonal and longitudinal directions create a stiff, light construction without any of the limitations of old-time plank-on-frame wood construction. No leaking, no working, no rot.



ANNA's raised salon is integral to the concept of the design — it provides a delightful connection from cockpit, to living space, to galley. Most importantly, you never reach that awful decision required aboard most traditional sailboats: stay in the cockpit and freeze (or become mosquito-bitten), or retreat below and miss the sunset. Aboard ANNA, just slide into the salon, roll up the power windows, and sip your Amarone while the sun goes down.

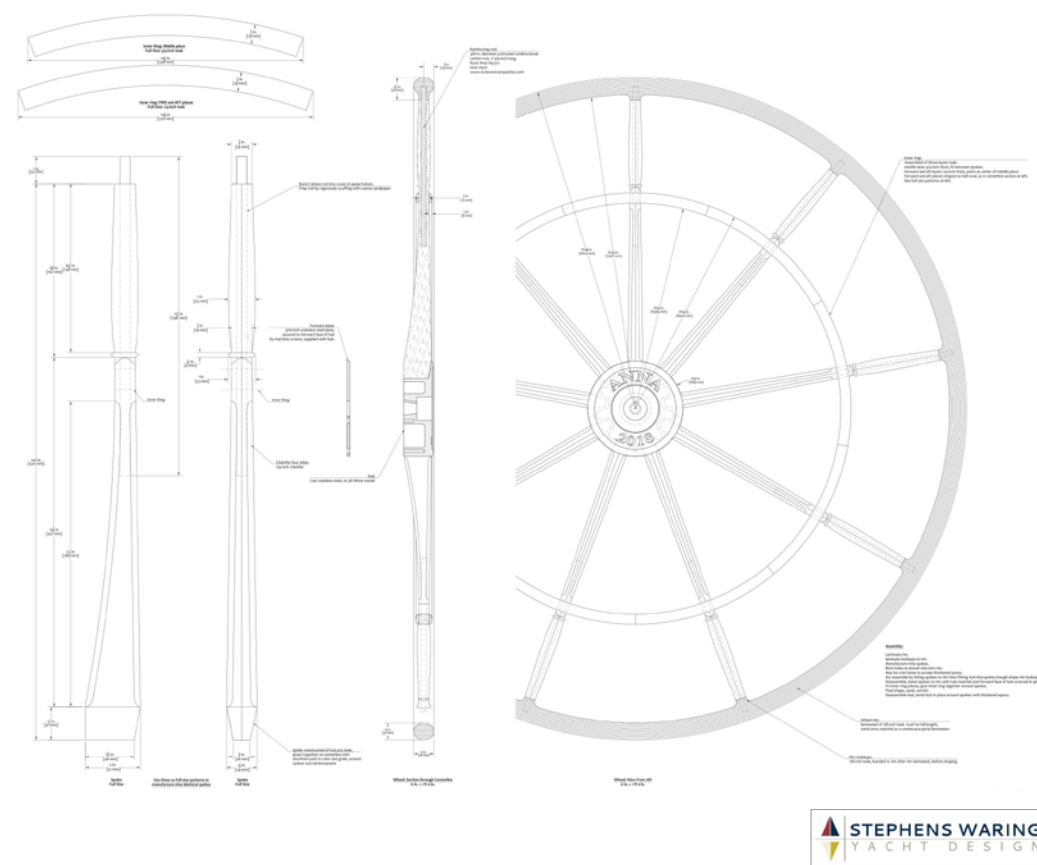
A modern yacht, even if classic in style, needs modern systems. ANNA's sail-handling systems are all push-button — electric winches, roller-furling boom and jib, electro-

hydraulic systems to drive the sail controls and other on-board action. Her classic lines benefit from two hidden systems that keep her looking clean while adding 21st-century functionality: a below-deck anchor deployment system, and a side-boarding platform that eases access from a tender and provides a swimming "porch." Beneath the salon is a state-of-the-art engine room with turbo-diesel, lithium-ion batteries, multi-compressor air conditioning, and other modern necessities.

Maine is replete with top-notch custom boatbuilders, several with deep experience and world-wide reputations in wood construction. I helped Tony navigate the bid process and suggested that he add another builder to the list of usual "wooden-boat" suspects. Lyman-Morse had decades of experience with high-end custom yachts, but almost none in wood. We weren't too worried about that. We knew that the hull structure represents a small percentage of the total build of a modern yacht and that Lyman-Morse's enthusiasm and success in virtually every other type of construction, coupled with their team's expertise with project management and modern yacht systems, would bring the project to fruition with aplomb.

Matching a client to a build yard is a highly individual experience. Personalities must mesh for an enjoyable process and a fine product. We knew after our first meeting that Lyman-Morse was a great place for Tony and Ann to build a boat.

— Robert Stephens, Stephens Waring Yacht Design







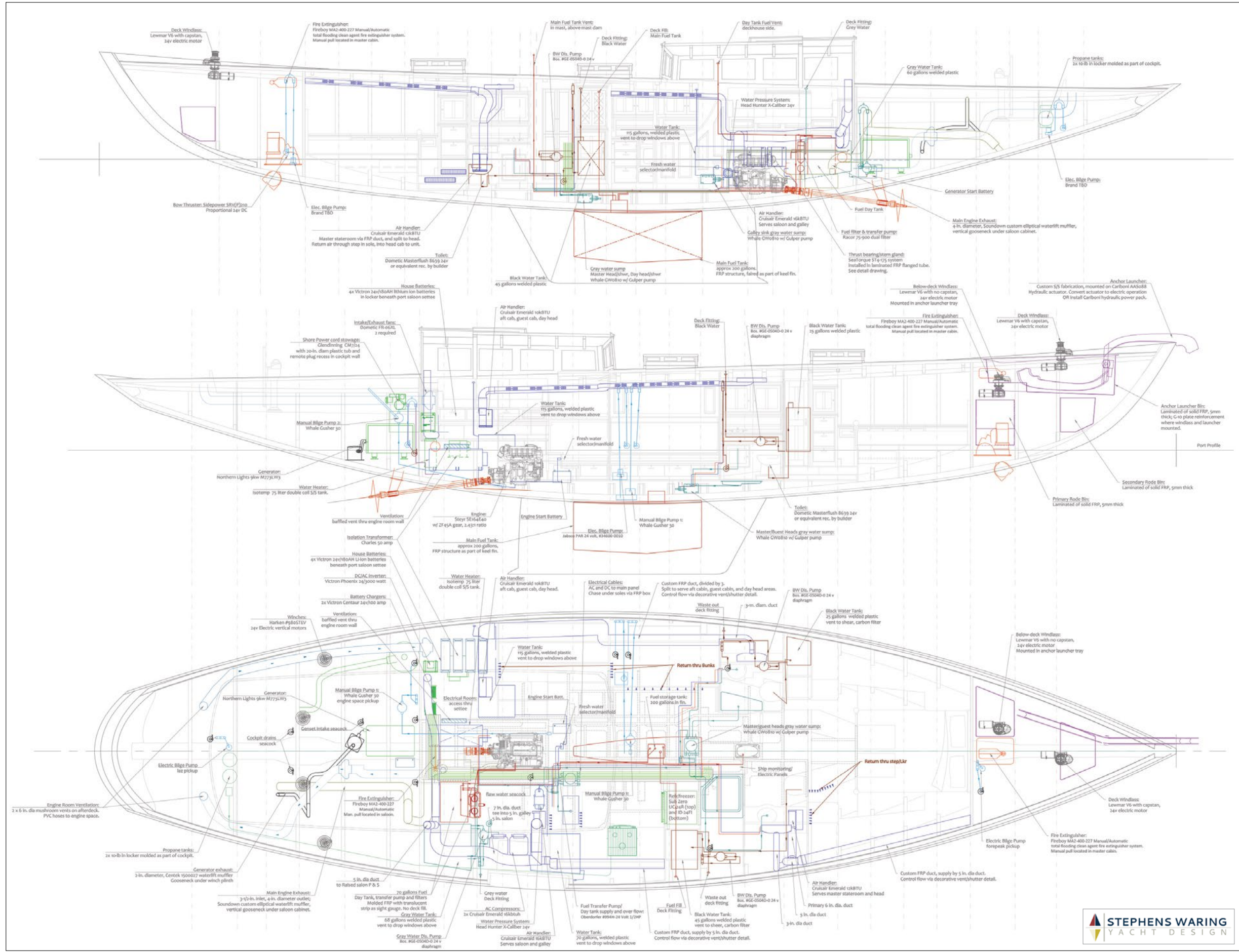


THE TECHNOLOGY

In many ways, ANNA is a study in contrasts: Classic in appearance, while carrying the most cutting-edge technology available today. With her hydraulic boarding platform, push-button anchor deployment system, and her carbon-fiber rig, the features aboard this yacht will stack up against any of those found on modern sloops, whether it's a go-fast racer or a comfortable cruiser.

That's the basic program behind ANNA's construction, but in her design we focused on using technology to find new ways to actually build the boat. Instead of building the boat in the traditional way – literally, from the keel up – from day one we employed every tool in our high-tech toolbox to develop new construction techniques that were more efficient. We built ANNA's interior in modules, for instance, allowing us to fabricate the galley, head, and main salon off the boat and then lift each completed section into the hull. This would never have been possible without our Solidworks design software, working in concert with our CNC machine. When each module was installed, the bulkheads mated against the curvature of the hull perfectly, with no trimming or additional tweaking required. ANNA's construction adage became, literally, "measure once, cut once!"







THE CRAFTSMANSHIP

Wood is good. That sounds simple enough, but building a modern wooden boat like ANNA is anything but simple.

ANNA was built using the wood-composite “cold-molding” system, whereby an inner structure of Douglas Fir strips, installed longitudinally, is then covered with several layers of Western Red Cedar, each saturated with epoxy, and another layer of fir. Installing the wooden layers required perfect timing, as each section of the hull needed to be fastened, saturated, and sealed within a vacuum before the resin kicked off. Teamwork and technology allowed the Lyman-Morse crew to lay each layer in only a matter of hours.

While the hull-builders were creating ANNA's outer structure, our craftsmen were at work on her butterfly hatches, steering pedestal, and pilothouse – the myriad

other details that would be just as important to the project's success. Every day, Lyman-Morse workers alternated between our four-axis Haas GR-712 CNC machine and their Lie-Nielsen chisels, using the latest technology to make their work more efficient but never losing sight of the fact that ANNA is a hand-crafted yacht. Whether they were using the CNC machine to shape ANNA's distinctive transom, or fitting the luxurious sleigh-bed into the foc'sle, our team spent the past two years making sure that if they had a high-tech tool in one hand, they had a hand tool in the other.

The joy of custom boatbuilding is, and always has been, finding solutions to new problems that spring up on almost a daily basis. The solutions and techniques that we learned while building ANNA are already being applied to new yachts taking shape in our boatyard – the cycle continues.









