

## WHIZZBANG

LOA 53', LWL 45', Beam 15', Draft 6', Displacement 56,000 pounds

Designer: William Cook

Built 2000 by Lyman Morse



*Whizzbang* is a contemporary motor sailer, designed and built for owners who had sailed their previous boat to Europe twice, and wished to do so again with greater comfort and ease of handling. After a shakedown cruise to the St John River *Whizzbang* returned to Lyman Morse for completion. In June 2001 she departed for a transatlantic cruise to Scotland and Norway. She transitted the Göta Canal in 2002 to cruise in the Baltic before returning to Scotland, Ireland, Spain and Portugal and then home via the Canaries and West Indies.

One is impressed at first sight by the handsome seaworthy appearance of *Whizzbang*. The deckhouse provides shelter for the crew in foul weather, closed off by plastic curtains aft. In fair weather the deckhouse and cockpit blend into one large area. The canoe stern is an esthetic feature, with good seakeeping characteristics. The main engine is a 140HP Lugger. The engine room under the cockpit is accessible via hatches and also through a soundproofed door abaft the companion ladder. Four fuel tanks hold a total of 400 gallons. 200 gallons of water are carried in tanks below the sole in the main cabin.

The mainsail is set on a Leisure Furl boom. Access to the mast and halyards is facilitated by a hinged platform. The staysail is hanked on, and the jib is on a Harken furler. Sheets and control lines lead to two Lewmar 54 electric winches. The ground tackle includes a chain rode and Maxwell windlass. Danforth and Bruce anchors are stowed in bow chocks, and a Fortress anchor is kept aft.

The hull, deck, and house are fiberglass laminated with scrimped Vinylester infusion and Core-Cell foam. The toe rails and trim are varnished teak. Numerous hatches, portlights, and deck prisms provide air and light below.

*Whizzbang* can be handled by a couple, and taken on long passages with safety and comfort. She is the sort of boat that causes heads to turn when she enters harbor.



The hull was built inverted using four layers of 24-ounce biaxial E-glass on both sides of  $\frac{3}{4}$  inch Core-Cell foam.



Vinylester resin was applied by SCRIMP infusion.



Launching day, June 8, 2000



Chart table adjoins the companionway facing aft.



Working offshore in the U-shaped galley. Note the nets used for fruits and veggies, and the angle of the gimballed stove.



View looking aft shows the owner's cabin to port. The birch veneer is all from one tree. The stainless stanchion to the right of the mast houses the centerboard pennant, and serves as a convenient handhold.



View of the main cabin looking forward. Note the half-model on the main bulkhead.



Lewmar #54 electric winches on the coamings are used with rope clutches and turning blocks for the headsail sheets and furling line.



The dinghy is carried on the foredeck. It is inverted for offshore passages, as shown here in mid-Atlantic. The blue cannisters were used to carry extra fuel for the crossing. Note the husky guards over the Dorade ventilators, and the stainless hinged platform on the starboard guard which is used to reach the mainsail and halyards on the mast.



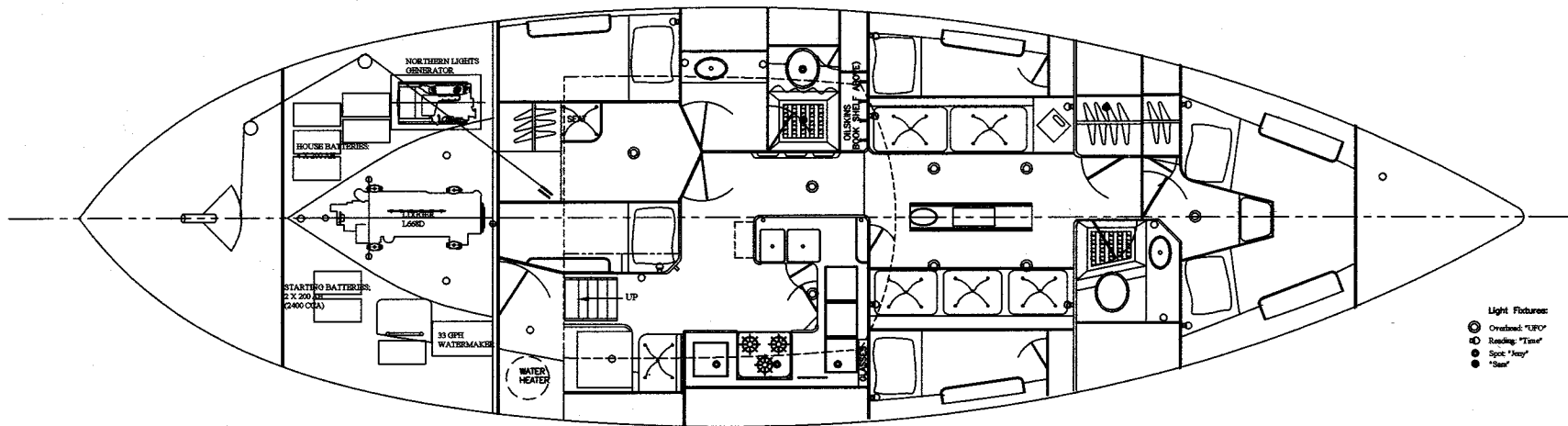
Transitting the Göta Canal in Sweden. In foul weather the plastic curtains can be unrolled to close off the deckhouse.



The boarding/swimming ladder is hinged in three sections. In use it is suspended from the stanchions by the upper clips. (See the next photo.)



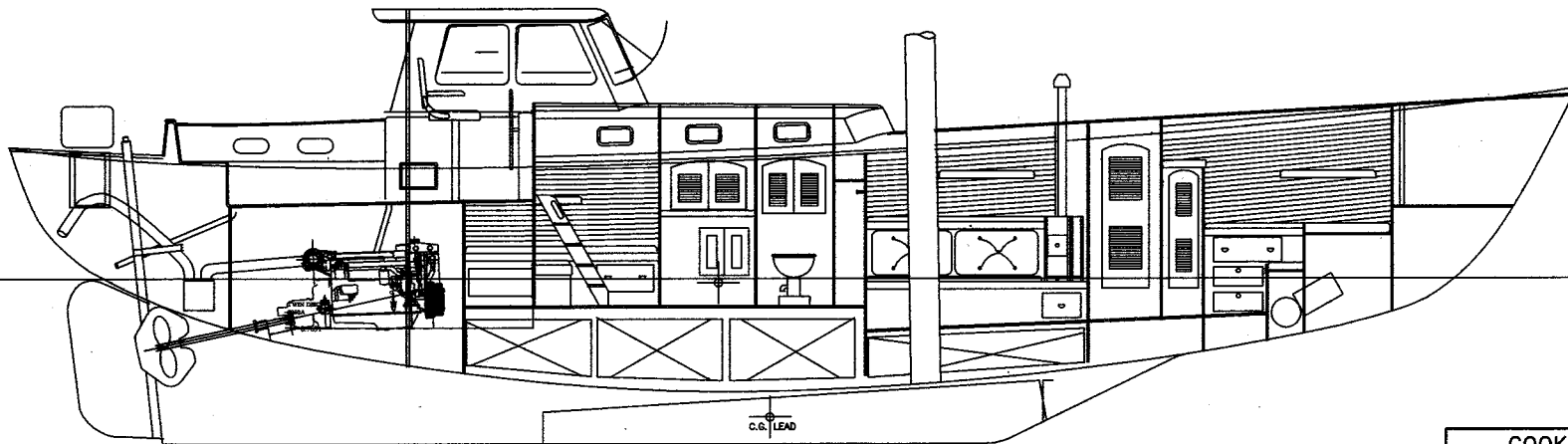
*Whizzbang* at anchor in the Bahamas. The canvas cockpit canopy is supported by the deckhouse roof and backstay, and it can be easily rolled and unrolled without detachment at the forward end.



3.2'

4.11'

STATIONS: 4.53'



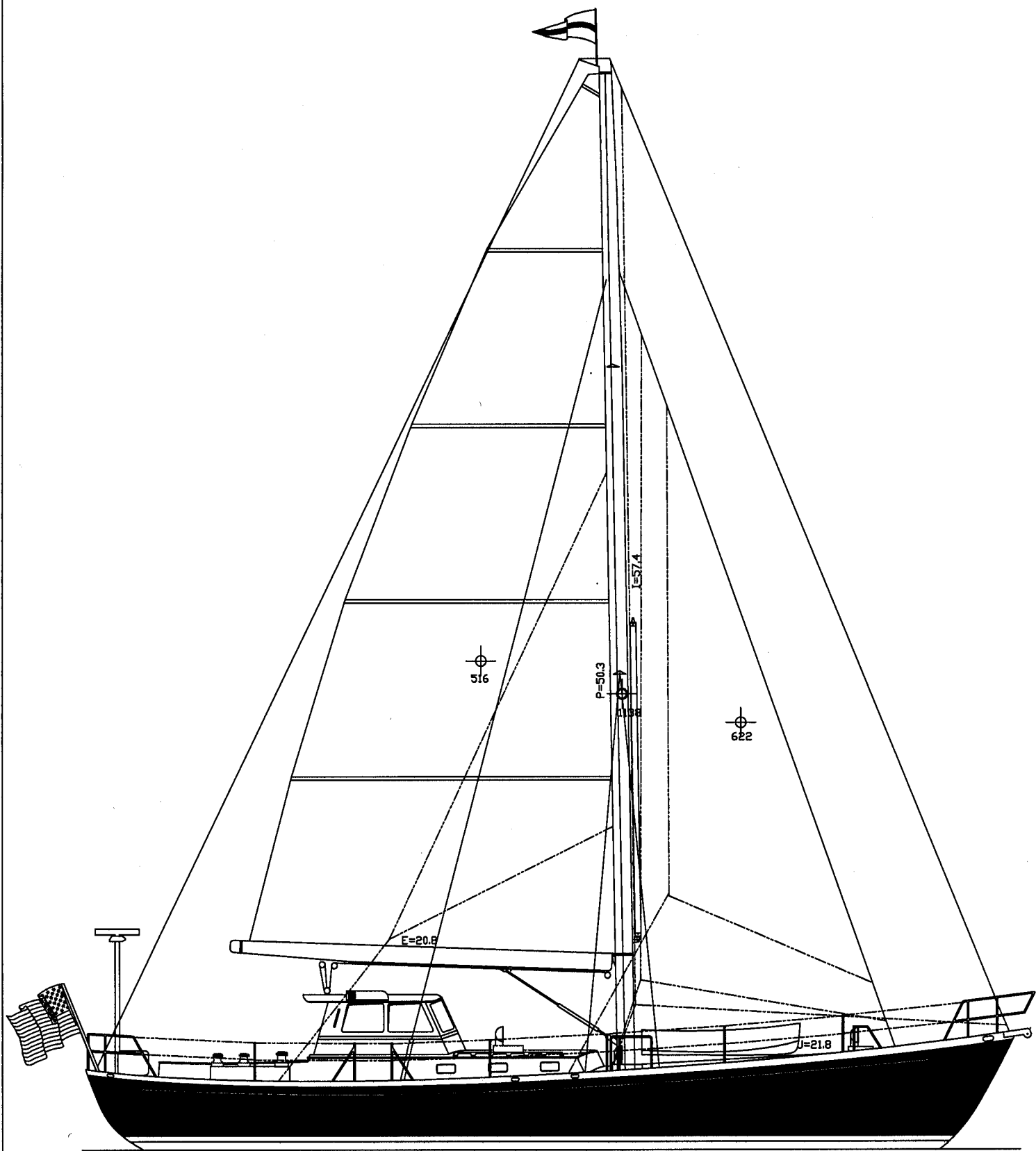
**COOK YACHT DESIGN**

832 MAIN ST.  
OSTERVILLE, MA 02655 USA

**53' MOTORSAILER**

**INTERIOR PLAN & PROFILE**

DRWG. NO.	DATE	
62-3	8/17/98	
SCALE	REVISION	
1/2"=1'	5/25/99	
DRAWN BY		11/23/99



COOK YACHT DESIGN		
53' MOTORSAILER		
SAIL PLAN		
DRWG. NO.	DATE	
62-2	7/20/88	
SCALE	REVISION	
1/2" = 1'	10/29/99	
DRAWN BY	DATE	
	4/1/02	