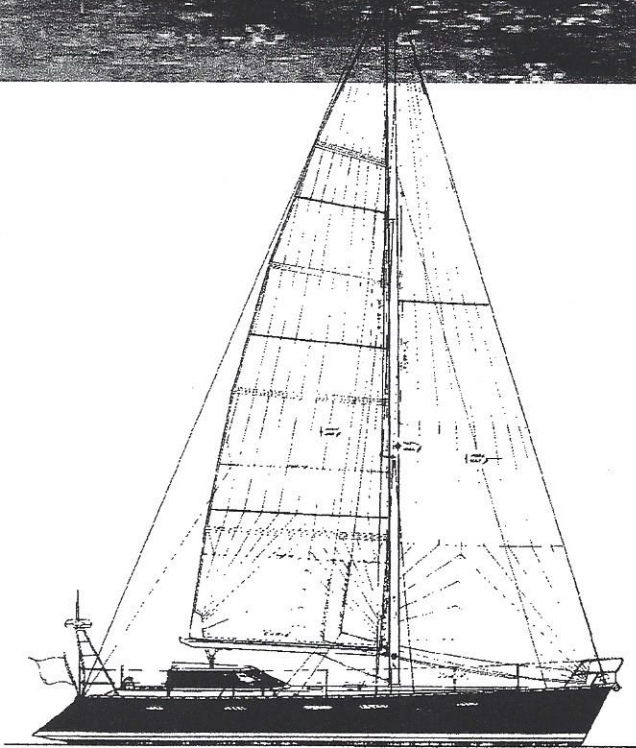
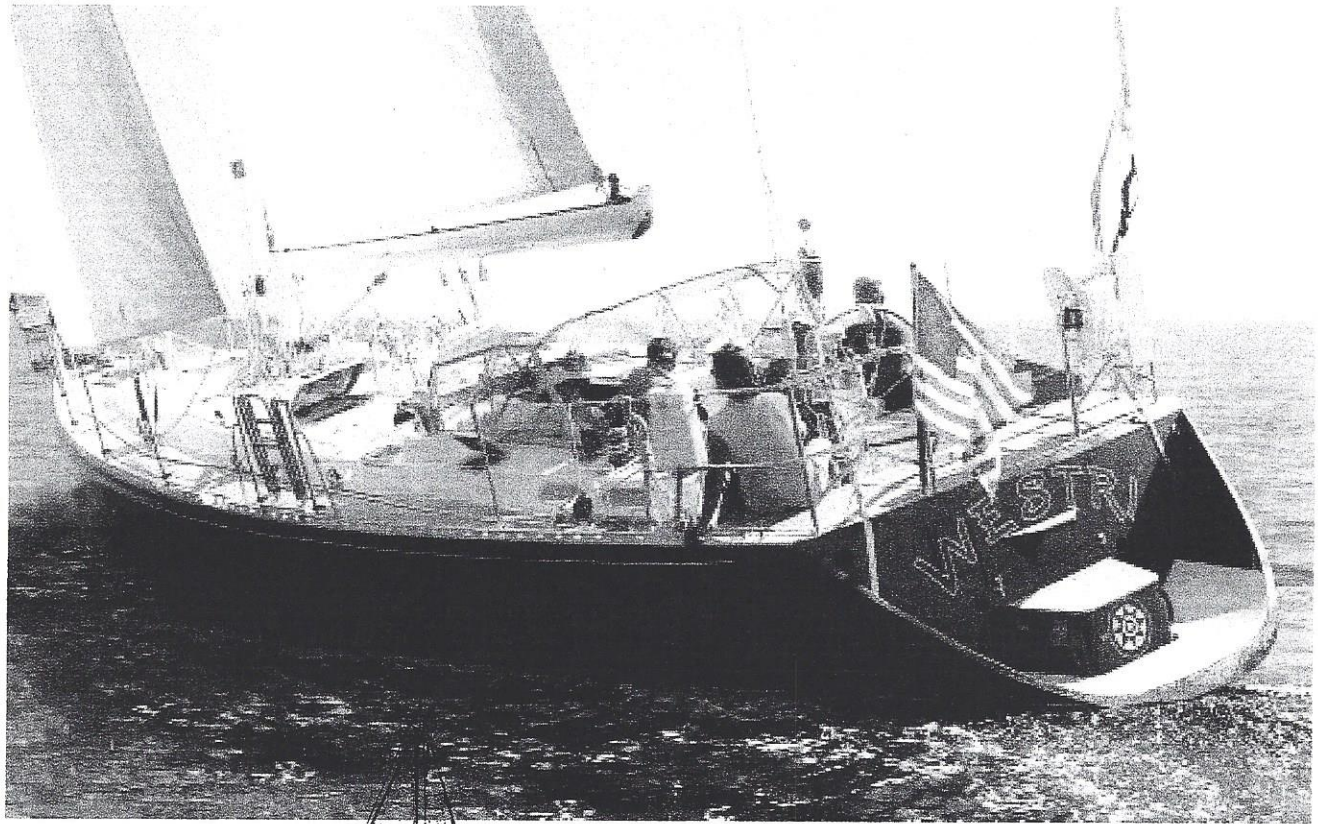


MORRIS 51

Winner of Cruising World's Boat of the Year Award



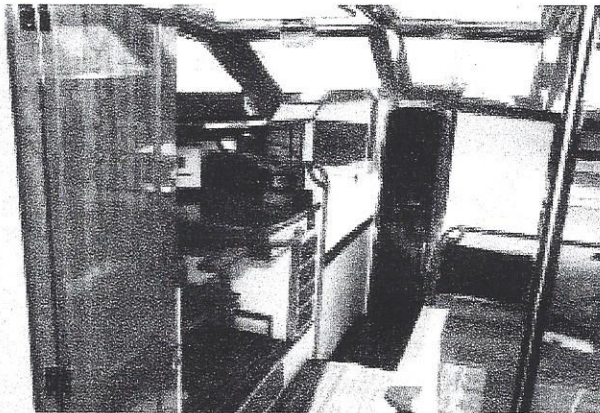
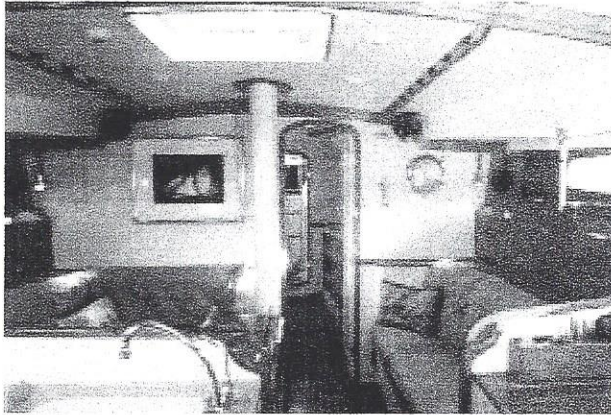
Principal Dimensions

LOA:	51' 0"
LWL:	45' 0"
Beam:	14' 0"
Draft:	6' 4"
Displacement:	34,000 lbs
Ballast (lead):	11,400 lbs
Sail area (100% fore-triangle):	1,066 sq ft
Sail area/displacement ratio:	16.25
Displacement/length ratio:	178
Construction:	Vinylester composite

The exciting, newly re-introduced Morris Apogee 51 is the single example of Paine's Bermuda Series of high-speed, offshore cruising designs available as a semi-production yacht. As many yachtsmen know, the Paine Bermuda Series represents the world's fastest and safest offshore cruising yachts, combining moderate draft, superb performance, and the ability to be easily handled by small crews. Like all Morris yachts, the Apogee 51 is hand-built to the world's highest standards using high-tech materials and processes, with customization for each owner.

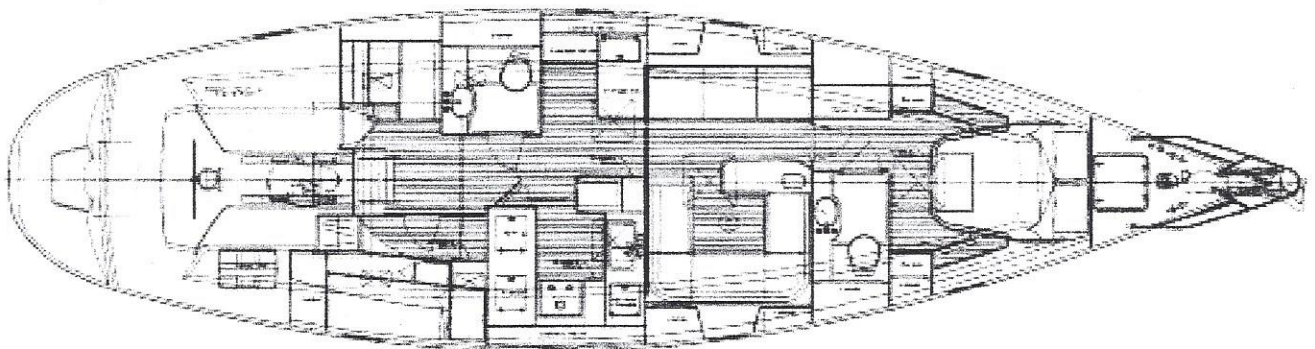
The remarkable strength, balance, and sea-keeping ability of this design are perhaps best revealed in a description of hull number one written by Art Paine, Chuck Paine's brother, in 1993:

"Even in 50-knot winds and confused following seas, it scarcely ever takes more than an easy one hand to steer an Apogee through an arc of a couple of spokes — she's that well balanced. While I can say that truthfully, even though it sounds like sales hogwash, we've got it on videotape, aboard *Westri* roaring along during an Antarctic gale, clearly showing the seas, the anemometer, and the helmsman holding a cup of coffee in one hand and steering with the other! I do love that in a boat. Later that day, *Westri* was hurled down the face of a monster breaking wave of at least 75 feet (it was blowing over 80 knots), and she went over to about 160 degrees from vertical (as evidenced by marks on the overhead in the main cabin) and still landed on her feet intact. I'm not sure I would have been intact, but all the crew was okay, with some minor injuries, mostly from being thrown around the cabin. Though not a pleasant experience to be sure, it sure is a good testament as to how these boats are built."



Each yacht an owner's original.

MORRIS **M** YACHTS





Morris 51

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* Note: All references herein to the ABLE Apogee 50 refer to the boat currently known as the

Builder's Comments on the Apogee 50RSV (Raised Saloon Version)

I am guilty of being highly irreverent toward and intolerant of tall advertising claims and the superlatives when describing one's products. I know what "is" means, as I need to stand behind products every day. Fundamentally, a good product must speak most eloquently for itself, a reflection of a customer's satisfaction. I do, however, like to offer a few of my own observations as owner of a boatbuilding company, an experienced sailor, and as one who is in a position to control the quality of life at sea. Therefore, in what is to follow will be my honest, if somewhat prejudiced opinion on an interesting and lovely new series of yachts produced by my yard here in Downeast Maine. The following are the words of actual Store, Pete and Patty Stiles, which were proffered without solicitation. They are a very good set of observations about the whole process of choosing a concept, a design, and a builder. They are attached.

It has become common of late to re-hash old designs and re name them as though they were new, sometimes by merely adding a couple of feet to the stern or including a few carefully selected details to disguise an old dog. By contrast, our new Apogee 50 Raised Saloon Version or RSV (yes, it is a saloon) designed by C.W. Paine Yacht Design is a real Apogee 50 but with a new deck and interior. The same totally proven hull, underbody, rig, and most of the standard deck and cockpit features. The vacuum-bagged Core-Cell sandwich construction is augmented by Kevlar/hybrid E-Glass and Vinylester resin to produce a brutally tough but sensibly lightweight structure. This construction has been thoroughly proven by other Apogee 50s literally bouncing off ice floes in Antarctica, collecting floating debris in the Pacific Northwest and coming to an immediate, dead stop on coral heads in the South Pacific. Ouch, but fortunately what we had promised to those Store about building the best boats that how to build has been and continues to be borne out in real life. An inner grid of structural girders stiffens the hull, to which all bulkheads and furniture foundations are firmly fiberglassed. The main bulkhead is both heavily fiberglassed to the hull and deck and through bolted to the hull. The keel is externally bolted on antimonial lead ballast keel is designed to absorb shock in such a way as to prevent damage to the hull in a hard grounding situation. The carbon fiber rudder and massively strengthened transom are built to at least double ABS scantlings. The boat could easily be picked up by her chainplate and so ruggedly installed...yet she sails like the slippery, lithe being she is. If there were a better way to build this boat, we would, but these methods are proven to be successful, having been put to the test only prolonged time at sea in virtually every imaginable condition provides. We've had them in choppy water after 20,000 mile voyages, seen marine surveys done on a hull after three uninterrupted cruises (note: the report said that the laminate was drier than many new boats only a few months old). Apogees are not built just for going on coastal cruises, though everything about them makes them more easy to do a coastal cruise. If that's what you aspire to, fine, but in all sincerity, the Apogee 50 is a boat that you need to do just that. If you really want to take off in a fifty-something footer, the Apogee 50 in either version merits your serious consideration.

We are one of the few builders that readily welcomes true customization of a design, and this offers yet another range of personal choices without having to resort to a start-from-scratch design. Frankly, what sense would it make to mess with a success? We have built and delivered eight to date, including the first of the new RSVs to ecstatic customers in Chicago who will take her out on the water next year. We also have two more Apogee 50 RSVs on the floor being built, both of which are long distance passagemakers. Several years in development, and conceived in a close collaboration with knowledgeable customers, this new 50 answers the need of a performance-oriented sailor who wants to go long distances AND take everything along (including the three Siamese cats). This is, after a long time, out!

She's not, however, some porcine houseboat. For this design to bear the Apogee label, it can't just possess a list of unique features which have made the Apogee series one of the most successful sailboat designs of the recent past. These fundamental features include, first, good looks. I know and we all know one when we see one. Then there are forward and aft watertight bulkheads in my opinion mandatory if you're really going offshore. There are the carefully executed, consistent construction methods mentioned above, a separate aft engine room accessible either from a cockpit bench/hatch or via a reinforced steel "weathertight" Freeman door from the aft head compartment and segregated mechanical space, emergency high capacity damage control pump, a state of the art

electrical system using the latest Absorbed Glass Mat technology batteries (to greatly reduce of explosion), the finest deck hardware, rigging and mechanical systems for ease of use and maintenance to provide self-sufficiency at sea and abroad. Then there are all the sail control most convenient locations for single-handed sailing and watchkeeping....lots and lots of big z in a unique concoction.. We took it very seriously and were deeply gratified when the original won Cruising World Magazine's first Blue Water Boat of the Year Award. I will humbly say th deserved, and was not just a fashion show. I think we'll enter the RSV in next year's contest

The first of this new series is Apogee 50 #7, named "Cavallino." (the name of the horse hoo a Ferrari. Believe me, we had to ask too.) She was built essentially as a custom boat for her expands the luxurious living space from the standard design, optimizing the range of sensibl life afloat for a couple with occasional guests or family. As the design phase progressed, we what was being created was so different and exciting, that we would incorporate it into our j a new model. "Cavallino's" Store are frequent and gracious hosts, patrons of the arts and ad food and wines. Therefore the galley is given high priority, with exceptional storage, freezer capacity and well conceived and executed ergonomics. The "open" style interior is enhanced carefully scaled elevation of partitions which were specifically sized to help maintain contact owner/chef and guests. This yacht is definitely highly optimized for the comfort of a single c case. The forward owner's cabin has a large double berth, a private en-suite head and show abundant and convenient, and a full climate control system keeps you cool or warm when ei desirable. Floorboards throughout are instantly removable, yet securely fastened against bei missiles. The nav station is "wrap around" and doubles as a completely equipped remote offi busy entrepreneur. "Cavallino's" Store also opted for a totally tasteful custom Able-made na opposite is a most comfortable seating and dining area, which converts to an excellent sea t subsequent sistership has a rearranged galley which includes upper and lower seaberths to j "Cavallino's" freezer and refrigerator are located. All of this is surrounded by beautifully fitte myself) and finished gloss varnished cherry with white New England style bulkheads. The fix are large and beautifully shaped by Chuck Paine's eye, firmly mounted from the outside ontc molded flanges, in the Able way, to assure the utmost in security. Overhead skylights permi sight lines to the rig and sails, so that the vessel can also be piloted from the nav center by autopilot remote. A large aft head and shower serves as a day head and is most convenient guest cabin. On one sistership now being built, there is a good sized bathtub incorporated in In "Cavallino's" case, the aft cabin bulkheads were reduced in height to provide a more oper can then be curtained off for the privacy of occasional guests. The result is a very dramatic, feeling below which is made even more lovely at night by the use of exquisite lighting fixture specially chosen by the Store. Personal choice translated into personal yachts that perform, she perform!

After we delivered "Cavallino" in Chicago last summer, the Store were fortunate to be out sa photographer whose work accompanies this information appeared. The boat screams along i seems almost all the time. She's not one of these vast, flat, wide-bodied sport boats that we racing circuit, in fact her beam to length ratio is close to an ideal 1:4 making her very seakir having a range of positive stability in excess of 120 degrees) but she is not hesitant to lift he bolt when conditions merit; nor is she likely to be slammed over into an inverted position lik "skimming dish" types of hull designs. I have personally several times seen Apogee 50 spee teens surfing down waves in complete control. In storm conditions, she heaves to very well, sailed at manageably low speeds, under control, snaking through waves upwind with storm latter being my preference) and thus avoiding many otherwise threatening situations such a breaking seas or a lee shore. I don't think that most boats behave at all well in extreme con Apogee 50 has proven that is shines. Remarkably, even in 50 knot winds and confused follw scarcely ever takes more than an easy one hand to steer an Apogee through an arc of a cou she's that well balanced. While I can say that truthfully, even though it sounds like sales hog got it on videotape, aboard "Westri" roaring along during an Antarctic gale, clearly showing t anemometer, and the helmsman holding a cup of coffee in one hand and steering with the o that in a boat. Later that day, "Westri" was hurled down the face of a monster breaking wav feet (it was blowing over 80 knots), and she went over to about 160 degrees from vertical (i marks on the overhead in the main cabin) and still landed on her feet intact. I'm not sure I v been intact, but all the crew was ok, with some minor injuries, mostly from being thrown ar Though not a pleasant experience to be sure, it sure is a good testament as to how these bc anything, they are improved now from what they were then. "Westri" was hull number 1; we building hull number 10.

The specifications reveal moderate displacement that isn't radical in any particular way, but manage a full cruising load without compromising performance. She has a good sized and p (which can optionally be carbon fiber and even more powerful for those who plan to sail in li Special attention is placed on utter ease of handling and the comforts available to the model

above all the Apogee 50 raised saloon version retains the spirit and hard-earned heritage of and sisterships. The seamanlike approach to cockpit and deck design are imperative to make possible, but easy, for a single person to sail the boat at any given time. The attached comments reveal how the decision and building process started and how it turned out. We hope you find that especially interesting. In either version of the Apogee 50, you will find a safe, reliable and built yacht which will never go out of style, and which will deliver her to the far reaches of comfort, civility and practicality seldom seen in a boat this size.

January, 1999

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