



March 2013 Newsletter

ARTISAN BOATWORKS

CLASSIC WOODEN BOATS

*Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily flipping through design books, and bringing old issues of *The Rudder Magazine* to bed; and especially whenever my hypos get such an upper hand of me that it requires a strong moral principle to prevent me from deliberately stepping out of the office and methodically sharpening my planes, then I account it high time to get to building another boat.*

-Adapted from Herman Melville

Greetings from Artisan Boatworks

March marks the beginning of the spring rush, with the **Maine Boatbuilders Show** in Portland only a week away. As the crew finishes up our fifth *Herreshoff 15*, we're building parts for our second *Buzzards Bay 18* to be launched in July. There are a multitude of other projects also in progress and on the schedule, and we are extremely proud to be on the cover of **WoodenBoat** magazine this month.

Current Projects

Watch Hill 15

Last fall we received the sort of phone call that is becoming more and more common. The conversation was about ten minutes long, and I didn't need to say much. A gentleman from Nantucket had been admiring his neighbor's *Watch Hill 15* that was built by Artisan back in 2008. He wanted one just like it, but he wanted a Mastervolt electric propulsion system—and he wanted to be sailing on Memorial Day weekend. No Problem. This is perhaps contrary to the typical owner involvement we like to foster, but the 15's have been so popular for us largely because they are as close as one can find these days to a plank-on-frame production boat.



We began this new boat, which will be named *JOY*, in late November, and she'll make her debut at the Maine Boatbuilders Show March 15, 16, and 17 in Portland. She's constructed of edge-glued cedar planking over steam-bent oak frames with a laminated mahogany backbone, a method that Matt Murphy discusses in the current March/April issue of **WoodenBoat** magazine. To learn more about the Mastervolt system, you can read an article by Aaron Porter of **Professional Boatbuilder** magazine by [clicking here](#).



Buzzards Bay 18

In early September of 2008, I received an inquiry from a gentleman who was interested in a *Watch Hill 15* to sail in Cape Cod waters. The conversation went back and forth for a few weeks, and we were working out the final details of a contract, when all of a sudden the phone went quiet. I remained hopeful until the end of the month, then reluctantly conceded that no one would be putting down a deposit for a new daysailer any time soon. But somehow, Artisan Boatworks has managed to not only survive, but also thrive over the next four years, and this past October, who should call but that same customer. He was ready for his new boat, and now he wanted a bigger one!

We will be building for him our second *Buzzards Bay 18*—a 29' gaff-rigged Herreshoff-designed keel daysailer nearly identical to *UNCAS*, which was launched here last August and is featured in *WoodenBoat* magazine this month. The new boat will have the same carbon fiber mast, Beta diesel engine, and be delivered to her home near Falmouth, MA, in early July. Be sure to check our Facebook page regularly for current photos and updates on her progress.

OWL is a 36' wooden lobster yacht built by Newbert & Wallace in 1957. She was recently purchased by one of our long-time friends and customers, and is here for some upgrades before summer. We will be working closely with **Stephens Waring Yacht Design** in Belfast, who will be specifying new equipment and redesigning the tankage and interior. We'll be attending to some broken frames back aft, installing new fuel and water tanks, and sound insulation under the platform. Her new Yanmar diesel will be fitted with an Aqua-drive thrust bearing, and we will construct a new, raised engine box that will include some creative storage solutions. Down below we will be installing a new galley and forward berth, as well as replacing the entire electrical system and upgrading the electronics. A bow thruster, paint job, and a new Vaccuflush head/holding tank will complete the job, after which she will make her way to Newport, RI, where she will reside for the summer.



The **JANETTE LAMSON**, our 33' Beals Island lobsterboat said a bittersweet farewell this fall to her 1970s 455 Oldsmobile engine. She will be repowered by a Mercruiser 383 that will preserve her current horsepower while substantially decreasing weight. The new engine will take up less space, and a Soundown water-drop exhaust system will allow us to maintain the classic look of her dual dry stacks, but eliminate the constant fear of being simultaneously burned and deafened. To be honest, I'll miss the sensation of standing next to this exhaust-pipe warmth while steaming across the bay on those foggy September mornings!

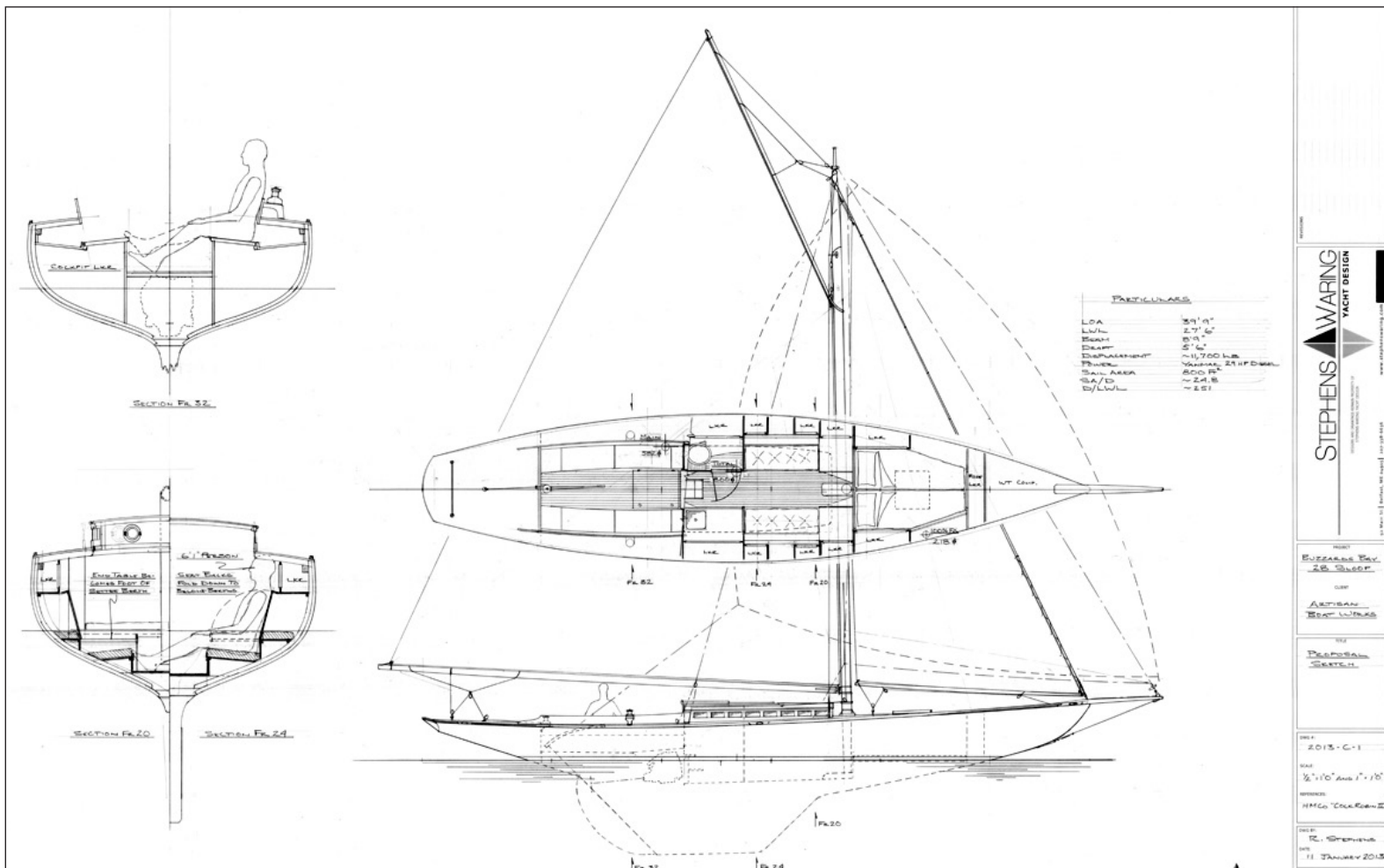
A Challenge

I'm throwing down the gauntlet to our readers: Artisan Boatworks has the capacity, talent, and experience to handle wooden boats up to 50' long, and we're ready for a larger, dynamic, and challenging project that we can really sink our teeth into. Looking for inspiration? Here are a few ideas:

Buzzards Bay 28

I'm always looking for classic designs to match with contemporary customers, but sometimes their requirements don't quite fit what's available in the archives. One potential customer shared our love for the style and feel of the big, gaff-rigged Herreshoff sloops like the *New York 30's*, but was concerned that he'd not be able to handle such a boat on his own. We needed a sleek-looking, gaff-rigged Herreshoff-inspired sloop with long overhangs; a comfortable, ergonomic, self-bailing cockpit; and overnight accommodation for four. We needed an inboard engine and an enclosed head. A small galley would suffice as, generally, meals would be had ashore.

We began by searching the archives in the **Hart Nautical Collections** of the MIT museum in Cambridge, MA, for an existing Herreshoff design. But everything with the aesthetic we were after, and that was small enough to single-hand, had insufficient interior volume. We decided to choose an existing Herreshoff design with the style, length-to-beam ratio, and displacement-to-length ratio that we needed, and then reduce its size to fit. (This was a solution that Nathanael Herreshoff himself was occasionally known to employ.) After much research, we selected the 1904 sloop *COCK ROBIN II*, a 56' N.G. Herreshoff cruising sloop that was 39' on the waterline. We enlisted Bob Stephens of **Stephens Waring Yacht Design** to scale her down to 70% of her original size, which would create a boat just large enough to provide sitting headroom beneath the side decks.



CHALLENGE continued

The resulting new design is pretty remarkable: Our scaled-down *COCK ROBIN II*, which we're currently referring to as a *Buzzards Bay 28*, is 39' 9" on deck, 27' 6" on the waterline, has a beam of 8' 9", and a draft of 5' 6". The displacement comes in at 11,700 lbs—which puts her in a pretty sweet spot, with less than half the displacement of a *New York 30*, and half the cost. As an added benefit, Herreshoff also designed a sloop of similar length and displacement called *MORE JOY* whose drawings can be utilized for nearly all of the construction details and scantlings.

To quote designer Bob Stephens: *This boat will be a blast to sail, and will be very fast. Easy to manage with mainsail and jib only, and the light sails will be a piece of cake. I have maintained the bowsprit, and I would foresee carrying a lighter jib, set flying on its own furler, to the end of the sprit and hoisted to the masthead. Using a sleek low-profile furler such as the Karver or Harken units developed to aid offshore single-handed sailing, this sail would be very easily managed, and would seriously boost her performance in light air and when reaching. A side benefit is that the same furler can be used to furl the asymmetrical gennaker also, if purchased with a 'top-down' option. A wrinkle in the CRF rating rule (used in classic events like the **Eggemoggin Reach Regatta**) means that the large light jib will be considered another spinnaker, so it won't raise the boat's rating as it would if it set on a stay.*

The cockpit is classic Herreshoff, with varnished plank seats and a staved-wood foot well. It's self-bailing, and would probably want a laid teak sole for a touch of elegance. A flush hatch provides great access to the diesel engine. I've shown open shelves outboard of the seats, to give a sense of full-width openness as in NGH's smaller daysailers, as well as useful storage. Its raked coamings make for comfortable seating, and as you can see in the section, its width means you can brace your feet very nicely when the boat heels.

The layout offers great opportunities for incorporating some excellent Herreshoff style into an understated but beautiful interior. Beaded paneling, leaded-glass doors, tufted old-school cushions, and limited use of varnish, when washed with all the light streaming in through the numerous windows in the trunk, will look spectacular.

Is a Buzzards Bay 28 just the design you've been waiting for? Give us a call!

PEGASUS is a "Downeast 42" built by Frank Sample, Inc. in Boothbay Harbor, ME, in 1963. The original advertisement from *Yachting* magazine claims she is "Built in Maine to 'Take It'". **PEGASUS** has an enclosed deckhouse, twin GM 6V53 diesels in an engine space beneath the cabin sole, and all of her original bronze hardware including a 24V Ideal windlass. She will require a significant rebuild, but her backbone and mahogany planking appear to be in exceptional condition, as does her varnished mahogany interior. The interior cabinetry and layout are reminiscent of the cruising sailboats of the 1940s, and it's clear that Frank



Sample and his crew took particular pride in her construction. She bears no resemblance at all to modern motor homes, and the visibility through the large windows of her pilothouse is spectacular. Depending on the new owner's intended use (she's yet unsold), I might choose to omit the flying bridge and the radar mast to give her a sleeker look. **PEGASUS** has the pedigree and promise to become a first-class yacht—one that's large enough

CHALLENGE continued

for extended coastal cruising, yet small enough for casual day use. As the reader may have noticed, Artisan Boatworks is excited to be expanding into the realm of power boats, where we are applying the same authenticity and attention to detail for which our daysailers have become renown. Please contact us for more information on how this prestigious classic power cruiser could be restored to her former glory for a fraction of the cost of building or buying new. The previous owner of *PEGASUS* made her available to Artisan Boatworks after I assured him that we would find her a new owner with the passion and capability to undertake the restoration she deserves. This is a project of great personal interest to me, and one that we want very badly to carry out. **Could PEGASUS be the boat for you? Please give us a call!**



SCULPIN, an original 21' Herreshoff Fish Class sloop that's listed in the Herreshoff records as *SQUID* (hull #816), was delivered to the **Seawanhaka Yacht Club** in Oyster Bay, Long Island, for a Franklin Remington in April of 1916. Mr. Remington lived on the Driftwood estate on Centre Island and was an avid sailor/racer. He owned the boat (whose name he changed to *SCULPIN* while she was being built) until 1921 after which she switched hands several times. From 1932 to 1937 she was owned by John Foster Dulles (Secretary of State under Dwight D. Eisenhower) who sailed the boat out of Cold Spring Harbor until the next owner moved her to Southport, CT. Her history goes on, and includes time spent in Brooklin, ME, as *WEST WIND*, and a donation to Mystic Seaport. Her complete history is well documented, and a search of the New York Times archives results in many pages describing her successful early racing career.

SCULPIN requires a rebuild, but the majority of her planking and her ballast keel are reusable. We have all of her original bronze hardware as well as her original Marconi rig (she was gaff-rigged in the beginning). This is one of the few original Fish boats that can be traced back to her original hull number. A museum-quality rebuild could be undertaken for

significantly less than the cost of building a new Fish. (See *TULIP* and *LOUISE* at **ArtisanBoatworks.com**)

It would be wonderful if this important historical artifact, once restored, could eventually find its way back to either Oyster Bay or the **Herreshoff Museum in Bristol, RI**. The Seawanhaka Yacht Club, in particular, has such a rich history of classic yachting that *SCULPIN* would be a welcome and prestigious link to its past noble heritage.

We want the restoration of *SCULPIN* to demonstrate our respect for and commitment to historical accuracy and the preservation of as much of the original material as it's practical to recycle. Despite our recent success employing edge-glued planking and laminated backbones, it is important to remember that Artisan Boatworks also excels at traditional museum-quality restoration. One of the most important considerations when employing epoxy adhesive and modern coating technology to wooden boats, is in knowing when and where to

CHALLENGE continued

use them. Using the wrong substance in the wrong application can result in foreshortened life as well as a loss in historical value.

Artisan Boatworks maintains a database that tracks the location and availability of prestigious wooden yachts of all types in need of restoration. Despite popular myth, it is always less expensive to restore an original yacht than to build the same yacht anew. Soon the **Restorations page of ArtisanBoatworks.com** will feature these available boats. Whether restoring a current family heirloom, or working with us to locate a boat that will become one, Artisan Boatworks has the experience and knowledge to breathe new life into historic yachts while preserving their historic value.

Commissioning a major restoration or the building of a new wooden yacht is obviously not an undertaking to be taken lightly, but it's as noble a pursuit as can be imagined. No one commissions a yacht because they need one; they do it for fun. It should be as much about the process as about the product—promoting a real and meaningful partnership between an owner and the builder, who, by working together, create something greater than either might be capable of alone. A wooden yacht is a floating legacy designed and crafted by human hands to withstand the elements of nature and the test of time.

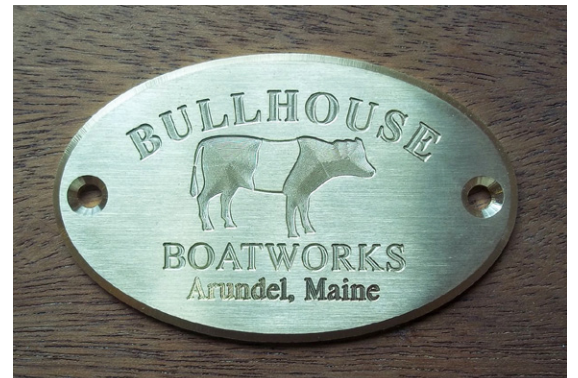
Brokerage

We have a new and very important listing that you will not find on Yachtworld.com. The late Dave Corcoran of **Bullhouse Boatworks** in Arundel, ME, was a mentor of mine, and during his relatively short career, built more licensed replicas of Herreshoff-designed boats than anyone since Herreshoff Mfg. Co. closed its doors in 1946. (Artisan Boatworks is a close second.)



Dave's best-known boats were the *Buzzards Bay* and *Watch Hill 15s*, and between 1991 and 2007 he built about a dozen. *ORPHAN* was built in 2004 as Dave's personal boat. She's a Marconi-rigged *Watch Hill 15* with a custom Triad trailer, and has been stored indoors since Dave's passing in 2007. Our paint crew here at Artisan has just completed all of her spring commissioning, including two coats on all varnished surfaces, two coats of topside paint, and a coat of bottom paint. Her sale price of \$46,500 includes all of this work, plus delivery and launching anywhere in New England or New York. This very special boat is in like-new condition, and Artisan would be honored to continue to care for her for her new owner.

Besides Dave Corcoran's Herreshoff daysailers and his passion for political debate, his Port and Starboard Chuck Taylors and provocative Bullhouse t-shirts have become legendary among those who knew him. In addition to their reluctantly selling *ORPHAN*, Dave's family has authorized us to produce a run of bronze Bullhouse Boatworks builder's plaques. These plaques, that will identify and immortalize the boats he built, are currently available to those lucky enough to own a Dave Corcoran boat, and one of them will be affixed to *ORPHAN* and to the other Bullhouse boats in storage here at Artisan. **If you have a Bullhouse-built boat, please contact us for your new plaque!**



BROKERAGE continued



Speaking of Bullhouse Boatworks boats for sale, *PENTIMENTO* remains on the market. This 26' Chuck Paine-designed daysailer/weekender was built new in 2005, based on an enlarged Herreshoff 12 ½. *PENTIMENTO* features overnight accommodations for two, a fully enclosed head, self-tacking rig, and an Elco Electric motor with new batteries. She is in "as-new" condition, launch-ready, and is offered at a very competitive price by highly-motivated sellers. Simply put, *PENTIMENTO* is too good to pass up.

The Brokerage page at ArtisanBoatworks.com is regularly updated with new listings, many of which are exclusive and not found on Yachtworld.com. These include *SAY WHEN*, a remarkable cold-

molded *Buzzards Bay 25* built by Brooklin Boat Yard; *ANCHOVY*, a 21' Pete Culler-designed *Buzzards Bay 19*; and *FROG*, an Artisan-built *Herreshoff 12 ½* replica.

Press

February has been quite a month for Artisan Boatworks in the press! *UNCAS*, launched last August, was nominated for **Classic Boat magazine's** Boat of the Year award, and thanks to your votes, received second place!

UNCAS went on to grace the cover of this month's **WoodenBoat magazine**, where she is featured in an awe-inspiring collection of photographs by world-renown yachting photographer **Alison Langley**, documenting the boat's construction and maiden voyage.

Also in this month's *WoodenBoat* magazine (March/April, 2013), editor Matt Murphy writes an in-depth article describing our edge-glued planking philosophy and technique. I won't go into detail here, as you can easily obtain a copy from the WoodenBoat Store. If you have an interest in Artisan Boatworks, which you've clearly demonstrated by reading this much of our newsletter, then you will certainly enjoy this issue of *WoodenBoat* magazine.

GLUED-EDGE PLANKING • USING HANDSAWS • FOLDING-STOCK ANCHORS

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OFF CENTER HARBOR . COM

Over at OffCenterHarbor.com, my most recent blog relates the fantastically ironic story of how I obtained my complete collection of *WoodenBoat* magazines and how I later came to know the man who sent them to me. By now, most of our readers probably belong to the OffCenterHarbor.com community, but if not, it's well worth the price of admission.

Upcoming

We're hard at work finishing up the current *Watch Hill 15* for display at this year's **Maine Boatbuilders Show**, which will be in Portland, ME, during March 15, 16, and 17. We will also be displaying *UNCAS*, the *Buzzards Bay 18*, and look forward to seeing many old friends there. Boat shows such as this give people a great opportunity to see our boats firsthand, and allow them to speak directly with the builders. I will be there all three days and look forward to seeing you.

If Portland is a little too far north, or Maine a little too cold for you in March, don't worry. Our next show will be the **WoodenBoat Show** at Mystic Seaport on June 28, 29, and 30. We will have *UNCAS* there as well, and also at the **Maine Boats, Homes, and Harbors Show** during August 9, 10, and 11.

Our show season finishes up with the **Newport International Boat Show**, September 12-15. Be sure to mark your calendar now, and if there is a particular design that interests you, we'd be happy to arrange a test sail at any time from June through September. Please contact us to schedule your test sail, and don't be shy. Even if you're not ready to pull the trigger immediately, you'd be doing me a favor by giving me an excuse to get out on the water!

We've got a new shop dog named Cyrus who just turned five months old. He enjoys chewing cedar bark, avoids wet glue, and tracks muddy paw prints through Erin's kitchen. Adella and Georgia are three-and-a-half and four-and-a-half now—and Adella recently marched into the shop and asked, "Why are you guys still building this boat?" She's got management potential, for sure.

Thanks for taking the time to read this, and I look forward to being in touch.

Best Regards,

Alec E. Brainerd
President, Artisan Boatworks

Around the Yard

We replaced the teardrop-shaped mahogany coamings and a section of the covering boards on a 112-year-old Idem-class sloop, the centerboard trunk in a *Haven 12 1/2*, a handful of broken frames in a *Rozinante*, and we are building five Sitka spruce masts, booms, and gaffs for the new catboats being built at Arey's Pond Boatyard on Cape Cod. *ALERA*, the New York 30 we have in storage, is receiving a new tiller and a few more interior refinements; and *GLORY*, the 42' Sparkman & Stephens yawl also stored and rebuilt here, will be receiving a new cockpit and aft deck. Other than that, we're plugging away on the commissioning of storage boats for the new sailing season, which is just around the corner.

