



October 2010 Newsletter

ARTISAN BOATWORKS

410 Main Street • Rockport, Maine 04856 • artisanboatworks.com

It has been nine months since our last newsletter, but not for lack of news. In fact, we're so busy it's been difficult to find the time. Thankfully, with the arrival of Larrain Slaymaker, our new Office Manager, Alec is free to build boats, converse with customers, and write the newsletter, and Erin can finally dedicate the majority of her attention to the children.

Year in Review



This spring was particularly exciting, with the launching and delivery of a new boat and two major rebuilds. In May, *Whisper*, a full keel Buzzards Bay 15, was delivered to her new owner in Norwalk, CT. He spent the summer weekends daysailing with his young family on the light days, and single handedly surfing down waves and burying the rails when the wind got above 20. It's been wonderful for us to meet younger (post-baby-boomer) owners of wooden boats, demonstrating that the next generation of sailors still appreciate the timeless value of craftsmanship.

Our two rebuilds were very different boats by design, but similar in other ways. *Dragonfly*, a 32' Clinton Crane designed *Idem* scow built in 1901, and *Andiranda*, a 30' Sparkman and Stephens Dark Harbor 20 from 1938, were both competitively raced in one-design fleets. Both boats were restored with particular emphasis on hull fairing, and following their restorations, both *Dragonfly* and *Andiranda* won every ounce of silver to be had this summer in their respective series. Surely most of the credit goes to their outstanding skippers and crews, but if you happen to race an aging one-design, (such as a S-boat or Knarr) and regularly place 2nd or 3rd, perhaps an extra half knot of boat speed from a fair bottom, and few degrees of windward lift from a stiffer hull, would make all the difference!



Following the launch of *Whisper*, we went right to work on a new Herreshoff Fish Class. For this particular couple in southern Maine, making way against the local four knot current, required a capable inboard engine. They loved their Haven 12½, so a Fish was the obvious choice. The Fish Class was designed in 1915 by Nathaniel Herreshoff and scaled up from the same offsets as the

Past Year Continued

ubiquitous 12 ½. She measures 21' on deck, displaces 2850 lbs, has room for a small diesel engine in the spacious cockpit, and will feature a gaff rig. The new Fish will be completed this fall and make her public debut in March, at the [Maine Boatbuilders Show](#), in Portland.



Noteworthy

On the topic of the Fish Class, *Sculpin*, the original 1916 Fish once owned and raced by John Foster Dulles, is still available for restoration, **FREE**, with the stipulation that she be restored here at Artisan Boatworks to exact original specifications.

If you would like to learn more about the Fish Class, or any other classic design, **CHECK OUT OUR COMPLETELY NEW WEBSITE!** Finally, after a year of tireless work by [Claire Donnelly](#) and [Matt Bagwell](#), [ArtisanBoatworks.com](#) has come a giant step closer to realizing its full potential. The new site is a treasure trove of information on classic boat designs, new construction, restoration, and essays on why wooden boats are preferable to those of alternative materials. [ArtisanBoatworks.com](#) will serve as an ever expanding resource to those who love wooden boats, and we encourage all of you to contribute feedback, photos, and other complimentary materials.

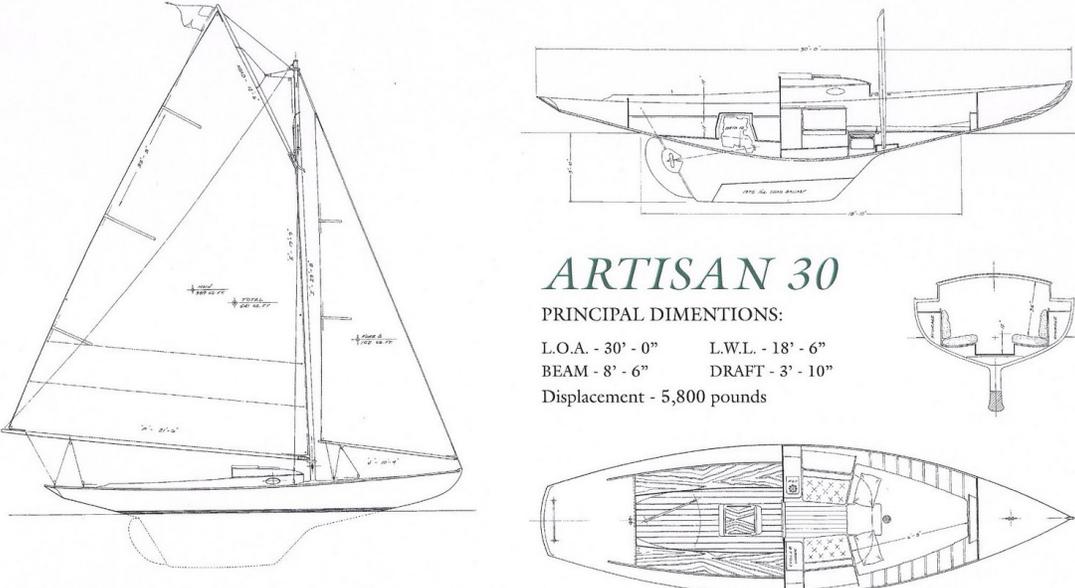
Press

You will find our boats in two prominent calendars this year! *Murmur*, the full keel Buzzards Bay 15 we launched in 2009, is Miss July in Benjamin Mendlowitz's [2011 Calendar of Wooden Boats](#), and also leads the parade as Miss January in Alison Langley's [2011 Wind and Sail Calendar](#). Both calendars would make excellent holiday gifts for the wooden boat aficionado in your life, as would an actual boat!

New Design

This summer we worked with Mark Fitzgerald, of [Fitzgerald Marine Architecture](#) in Camden, to design an exciting new daysailer. Many prospective customers have approached us over the years with a similar request: A stunningly beautiful boat, like the Herreshoff 15 or Dark Harbor 17, with a small inboard diesel engine, a spacious comfortable cockpit, and spartan sleeping accommodations for the possible overnight trip. This seemed like a basic set of parameters, and so surely Herreshoff, Crowninshield, or one of the other greats from the last century must have already designed it- but no. We searched and searched the archives, and many designs came close, but nothing satisfied all of our parameters. Our challenge for Mark: Create the new design, by drawing together outstanding elements of successful, classic designs from the early 20th century. We are extremely proud of the new *Artisan 30* design, and eagerly anticipate Art Paine's review in the upcoming issue of [Maine Boats, Homes, and Harbors Magazine](#).

New Design Continued



ARTISAN 30

PRINCIPAL DIMENSIONS:

L.O.A. - 30' - 0"	L.W.L. - 18' - 6"
BEAM - 8' - 6"	DRAFT - 3' - 10"

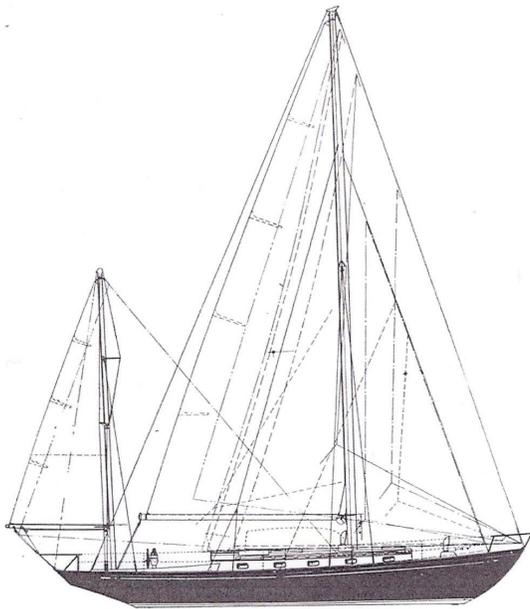
Displacement - 5,800 pounds

ARTISAN BOATWORKS

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Current Projects



The latest member of the Artisan Boatworks fleet is the 43' Sparkman and Stephens yawl *Glory*. *Glory* arrived at Artisan Boatworks following several years of neglect, the result of a barn fire in which her mizzen mast and all of her sails were lost. Under new ownership, *Glory* will receive frame repairs and bottom planking, a complete systems upgrade, refinishing of all interior and exterior surfaces, and of course, a new mizzen mast and suit of sails. *Glory*, which was launched in 1957, represents a sometimes under-appreciated era in yacht design. This was the age of the venerable Concordia Yawl, and Sparkman and Stephens, along with John Alden and Aage Nielsen, were designing cutting edge ocean racers, with the coveted Bermuda Race in their sights. On the verge of fiberglass dominating the market, these ocean racers of the 50's and 60's, in many respects, represent the very height of pre-epoxy wooden boat construction, and today make wonderful cruising boats. *Glory* is double planked with cedar and mahogany over steam bent oak frames, and boasts diagonal bronze strapping, bronze floor timbers, a bronze centerboard and centerboard trunk, and bronze mast step. We are honored to have *Glory* in our care, and look forward to a long lasting relationship with her and her new owner.

Lazarette

Although Artisan Boatworks is not a brokerage for used boats, and none of the boats built here have ever been offered for sale, we are offering a brokerage section under “SERVICES” at ArtisanBoatworks.com. Occasionally we encounter boats listed for sale which we would like to be involved in restoring, or that we feel would be of particular interest to our customers. We will not accept brokerage fee's, but will list select boats for sale by private individuals and other brokers.



Photo of Sister Ship

There **IS** one pre-owned boat we are **VERY** keen to sell: A 2004 Landing School Haven 12 ½ offered at \$25,000. She is in perfect condition, gaff rigged, and includes an electric inboard motor, and custom Triad Trailer. For her new owners we will extend our customary three year warranty offered with new boats, store her for the winter, provide annual paint and varnish, and deliver, launch, and rig her next spring. For more information contact Alec directly at (207) 236-4231.

As the leaves turn to orange, yellow, and brown, we say farewell to one of the nicest summers in recent memory. Each day one or two boats return and are put to bed, the woodstove in the house has come to life, and work is lining up for the winter months. We still have building slots available for spring 2011 delivery, and as always we are grateful for your continuing support. Please visit www.ArtisanBoatworks.com, send us your feedback, and forward this newsletter to friends and family.

Best Regards,

Alec and Erin Brainerd
And the crew at Artisan Boatworks