

## CURRENT PROJECTS

This summer we're building one of the most technologically advanced wooden sailboat rigs we've ever seen. The spars we're building are for a 65-foot cold-molded yawl designed by David Pedrick and his team at **Pedrick Yacht Design** that's being built at **Hodgdon Yachts** in East Boothbay, Maine. The hollow, oval-shaped masts have internal halyards, the booms feature carbon fiber reinforcement for mid-boom sheeting and a modern hydraulic vang, and all of the hardware is custom, highly polished stainless steel. Although this particular boat was not designed specifically for racing, there is no question that the various rating formulas used for handicapping classic yachts heavily favor wooden spars – and we're excited to see how other new and existing classic yachts might benefit from spars made of wood that incorporate this technology.

Our first step, after purchasing an array of metric tape measures, was to erect a temporary extension of the shop to accommodate the 26.2 meter (86') mainmast. The 3" thick, aircraft-grade Sitka spruce was supplied by **Touchwood BV** of the Netherlands, where each individual piece (some of them as long as 38' in length) was carefully selected for clarity and grain orientation, then labeled for its position. This service insured absolute quality, minimal waste – and, most importantly, peace of mind. It's a joy to work with a lumber supplier who understands the



final product as well as Touchwood BV's John Lammerts van Bueren does, and interestingly, Touchwood BV also supplies Steinway with the Sitka spruce for its piano soundboards. The grading of high-quality Sitka spruce goes from mast & spar grade, up to aircraft

grade, and finally to the premium called instrument grade.

The hardware we'll be using is some of the finest custom stainless work we've seen, and is being produced in partnership with Jonathan Egan and his crew at **Lyman Morse Fabrication** in Thomaston, ME, and Walter Butler of **New England Metal Castings** in Standish, ME.



Many pieces were developed as 3D computer models then printed as 3D plastic patterns for investment casting in 2025 Duplex – a high-grade stainless steel.

Jay Maloney of **Maloney Rigging** in Southport, ME, rounds out the team by furnishing all of the standing and running rigging.

It's an honor and a privilege to collaborate with such fine and talented specialists, and to me it epitomizes the spirit and capacity of the custom boatbuilding industry here in Maine. For a complete gallery of photos take a look at the "**Spar Project Gallery**" on the Artisan Boatworks **Facebook** page.

## W-22 CLASS SLOOPS

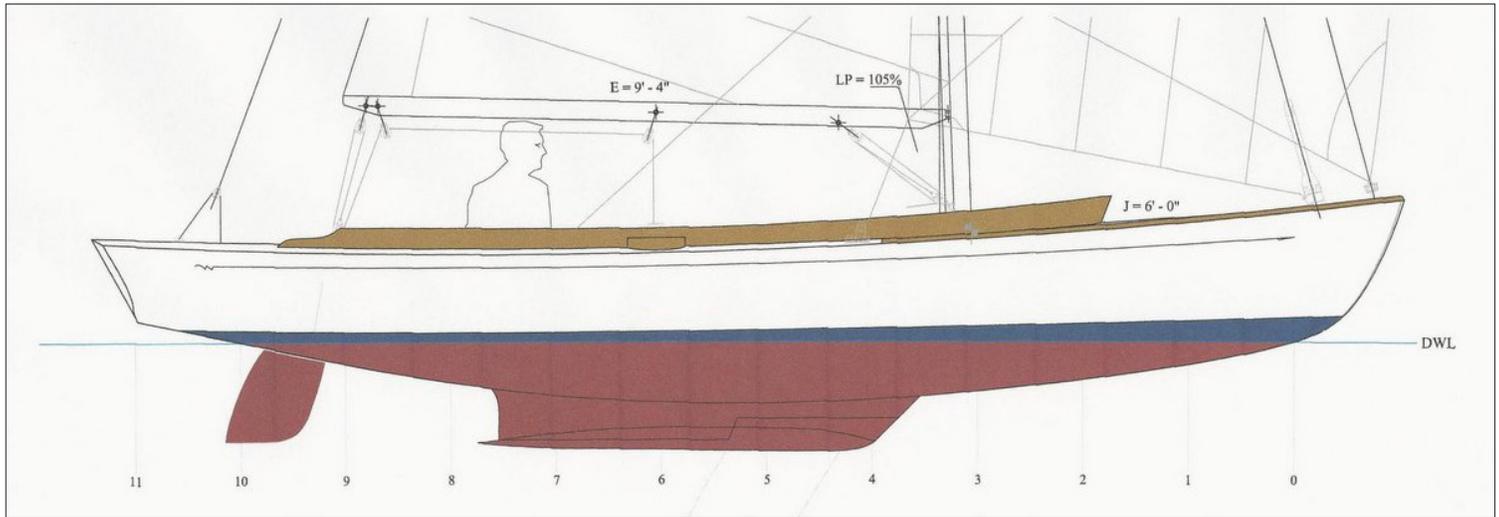
Also underway this summer is the first batch of the W-22 class of high-performance, shallow draft, Spirit of Tradition daysailers to be marketed and sold by Donald Tofias and his **W-Class Yacht Company**. The W-22s are based on a Joel White design, with some upgrades by his son, Steve, and Bruce Johnson of Brooklin Boat Yard. The boats will measure 22' 10" on deck, displace 1,900 lbs., and draw only 22 inches of water with the ballasted centerboard raised. The familiar trio of Hall Spars, Harken Hardware, and North Sails will provide the power above deck, and Artisan Boatworks will put it all together after building the cold-molded hull.



W-22

We have been working with Gardner Pickering at **Hewes & Co** in Blue Hill, ME, to utilize CNC cutting technology in new ways in order to save time and cost. Not only were all of the bulkheads and molds CNC cut, but also for the first time we are employing the CNC machine to shape components of varying thickness like the deadwood, rudder, and contoured seats. Even the deck panels are being cut on a CNC machine, including cutting the cockpit opening and the scarfs for joining the panels together.

Hull #1 will make her debut at the **WoodenBoat Show at Mystic Seaport** on June 26-28, and Hull #2 will follow later this summer. Keep your eyes out for an article on the new W-22 Class, being written by Art Paine for an upcoming issue of **Maine Boats, Homes, and Harbors Magazine**.



W-22

## COMPLETED PROJECTS

### FOXFIRE

We built our 6th Herreshoff Buzzards Bay 15 last summer and fall. She sports a full keel, gaff rig, and after the WoodenBoat Show in Mystic (where she will share the stage with our first W-22), will call Marion, MA, her homeport.



FOXFIRE

## FLYING EAGLE

We sold our family's 33' Jonesport-type lobsterboat and gave her a thorough upgrading before she left for her new home in the San Juan Islands of the Pacific Northwest. FLYING EAGLE was built for lobstering on Beals Island, ME, in 1963 by Vinal Beal, and her new owner was intent on preserving her working heritage and character. Aside



from many structural, systems, and cosmetic upgrades, we also installed an electric pot-hauler and davit, supplied four round-top wooden lobster traps complete with cedar buoys, and refurbished the dry exhaust system for that authentic throaty rumble that will surely turn heads

in any harbor. I'm looking forward to reconnecting with FLYING EAGLE and her new owner at the Port Townsend Wooden Boat Festival September 11-13, and to the prospect of soon building a cold-molded replica with some subtle underwater upgrades.

## ALDEN INDIAN

Visitors were surprised to see a fiberglass boat in the shop for a month this spring, but when we were asked to restore one of Nantucket's lovely Alden-designed Indian class sloops we just couldn't say no. This highly competitive fleet of 21' centerboard sloops originated, in wood, in the early 1920's – and several of the early ones remain competitive in Nantucket's otherwise fiberglass fleet today. We gave this boat's bottom a thorough fairing, smoothing, and polishing to a world-class racing finish. Above the waterline we stripped and refinished her wooden spars, painted the hull and deck, and updated her with the full complement of Harken racing hardware. Despite what some may think, we here at Artisan Boatworks have nothing against fiberglass providing it isn't being used to promote shoddy construction. There are some excellent fiberglass boats out there and some of the older classics were very well built of that material. Neglecting a fiberglass boat because "they can take it" has caused some really good older ones to become run down. A proper restoration of one of these rag-taggers can result in a first-class little yacht – as capable if not more so of turning heads and winning races as any modern equivalent. And probably at a lower cost.



## GREYHOUND

Also in the working boat genre, we had the honor of restoring the 14' yawlboat that serves the LEWIS R. FRENCH – a schooner that was launched in April of 1871 (that's right, 1871!) and is now a National Historic Landmark as the oldest commercial sailing vessel in the entire country. These coasting schooners were built with no inboard power and remain so to this day. The FRENCH and the other Maine Windjammers depend on their mighty little yawlboats to push and pull them when the wind isn't blowing. In GREYHOUND we replaced twenty broken frames and in the process eliminated the knuckle that had formed along the turn of the bilge due to the broken ones. By using laminated frames instead of the original steam-bent variety, GREYHOUND's shape and strength should remain for many years to come.



Photo: Fred LeBlanc

LEWIS R. FRENCH & GREYHOUND

## LILY

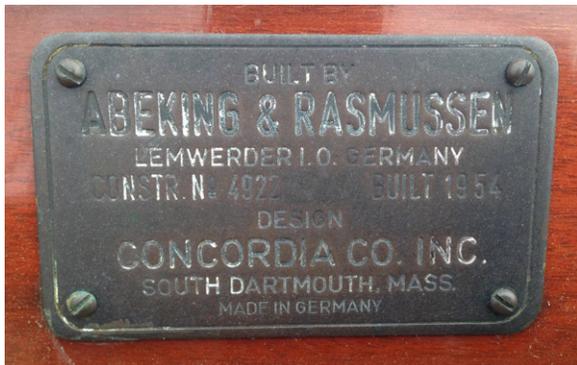
This is the first of several Herreshoff E-boats (aka Buzzards Bay 15s) built by the late Dave Corcoran of **Bullhouse Boatworks**, Arundel, ME. She came to us this past winter filled with leaves, tangled rigging, and solid ice that was up over the seats. Her mast had fallen over and taken a section of the deck with it, and her varnish had long since peeled away. As sad as it was to have her arrive with this level of neglect, the good news is that her owner values this very special boat, and that it wasn't too late for a resurrection. Structurally, LILY was still sound and not too old, having been built in the early 1990s. Her centerboard trunk and rudder tube blocking had delaminated and all of her exterior paint and varnish required stripping and refinishing. We were able to repair the mast, replace the standing rigging, and rebuild her trailer. By spring we were finished and returned her to her home on Belgrade Lake in Maine. We wish LILY and her owner the very best in their next chapter together.



LILY

## RESTORATION CANDIDATE

Designed in 1938 by C. Raymond Hunt and built in 1954 as hull #4922 by the world-renowned Abeking & Rasmussen shipyard in Germany, SPICE is a shining example of the famous Concordia 41 yawl. She is stored inside a shed in Marblehead, MA, and must be moved before summer. Although SPICE has been diligently maintained for 18



years by her current owner, for us she represents an ideal restoration candidate because she is entirely original. Although still serviceable in her current condition, she deserves to receive all of the upgrades that

all Concordia Yawls need at this stage in their lives. SPICE's owner needs to find her a good home—and fast. His primary concern is that she be well cared for; price and terms are very negotiable. Please email [Alec@ArtisanBoatworks.com](mailto:Alec@ArtisanBoatworks.com) for more information, photos and a recent survey.

We still have PEGASUS, the Downeast 42, as well as SCULPIN, the 1916 Herreshoff Fish class sloop available for restoration. And we know of several B.B. Crowninshield-designed Dark Harbor 17s and a Camden class sloop from the same designer. All these boats have a lifetime of history to offer. What an honor it could be for a new owner to write their next chapter!



SPICE

## EMPLOYEE OF THE MONTH

There aren't many jobs around here that I can't do myself in a pinch, but there's one exception that's most crucial—and that's running the office. Not only does **Nicole Salisbury** manage all of the accounting and budgets, insurance and taxes, payables and receivables, payroll and benefits, shipping and receiving, travel and accommodation, licenses and memberships, inventory and invoicing, but she also tracks time and materials against estimates, and is the first to eagerly pull on gloves and join the glue clean-up gang under a new boat that's being planked. Actually, all of the above is probably only 10% of what Nicky does in a given day; the rest I don't even realize is happening. And if you were to call the yard at 6am on Sunday morning because your bilge pump has stopped working, she'll cheerily answer the phone and then send someone down to fix it. She's like that, and we're wicked lucky to have her.



## MAGAZINE ARTICLES

Last October *The Robb Report* published an article on our new A-30 daysailer designed by Stephens Waring Yacht Design entitled “**New A-30 Daysailer from Artisan Boatworks Combines 21st Century Sailing With the Look and Feel of an Heirloom.**”

Alison Langley of **Langley Photography** made it down to New York City last fall to photograph one of our newly-built Buzzard Bay 18s sailing against the Manhattan skyline and the results were so spectacular that London's *SuperYacht Design* published one of her photos as a two-page spread in their article about Artisan Boatworks entitled “**Pride in Pedigree.**” Also featured in the same article, which was written by Angela Audretsch, were great photographs of some of our boats by **Jamie Bloomquist** and **Billy Black**.

*Maine Boats, Homes, and Harbors* magazine published an article by Dave Getchell, Jr. in the February/March issue called “**VIM: A 1957 Classic Rebuilt with Modern Touches.**” This piece was about the 38' Newbert & Wallace-built power cruiser that we refurbished last year.

The English magazine *Classic Boat* published a feature article in its December issue called “**GULL's Freedom**” subtitled “After reaching 80 years old and being passed down from fathers to sons, this Fishers Island 24 called GULL has a new lease of life.” This piece was written by Chris Mussler and included some great photos by Alison Langley. Following that article, GULL was nominated to *Classic Boat* Best Restoration Under 40 Feet Award, and in the end, Artisan Boatworks was honored to receive the magazine's Editors Choice Award.

Any of the above four articles can be read in full by clicking their links, or in the press section at [www.ArtisanBoatworks.com](http://www.ArtisanBoatworks.com)



## BROKERAGE

*ARTISAN YACHT SALES has finally taken the leap and established a [www.Yachtworld.com](http://www.Yachtworld.com) listing page and Tom Kiley, an avid sailor and very experienced broker, has now joined our team. So whether buying or selling, we look forward to sharing our many years of professional experience and personal connections to guide our clients through the process.*

### DRAGON CLASS SLOOPS

The International Dragon was designed in Norway by Johan Anker in 1929 for racing and coastal cruising, and went on to become the official class boat of the Olympic Games from 1948 to 1972. Today there are over 1,400 Dragons (in both wood and fiberglass) owned worldwide. SINGOALLA was built in 1947 in Grimstad, Norway, with sail number D-US2, indicating that she was the second Dragon to come to the United States. She is planked with Douglas fir over white oak, and her deck is of larch with varnished mahogany covering boards.

SINGOALLA was totally restored to International Dragon Association standards several years ago by East Passage Boatwrights of Bristol, RI.

The restoration included all new frames, floor timbers, keel, stem, transom, deck, mast, standing and running rigging, planking below the waterline. She is bronze fastened, has new sails, and a new custom Triad trailer. SINGOALLA is here at Artisan Boatworks and is listed at \$78,000.

Also available from the same seller is another Dragon, US-252 GRACEFUL, built in 1972 by Borresen in Denmark. She is bright-finished mahogany on oak, and listed at \$19,800. Her owner states, "I regret that time compels me to part with these 'girls.' They are without a doubt the best boats I have personally been a part of, so to speak. You will not be disappointed with their condition or sailing qualities."



GRACEFUL and SINGOALLA

### JERICHO BAY SKIFF

Another recent listing is a 16' Joel White-designed wood/epoxy Jericho Bay skiff built in 2012. Perfect either for lake or bay, this boat is in new condition and can be easily stored in the garage on her Load Rite trailer. She has a full cover to protect the varnish, new electronics, and a brand-new, 25 hp Suzuki 4-stroke outboard with electric start and tilt that has never been used. Asking price is \$27,900, and she, too, is here at Artisan Boatworks for viewing—and could be on your dock tomorrow.



MISS M

You can contact Alec Brainerd or Tom Kiley by emailing [Brokerage@ArtisanBoatworks.com](mailto:Brokerage@ArtisanBoatworks.com) for more information.

## NEW DESIGN

We've had quite a few inquiries lately for smaller powerboats, ranging from an 18' slightly enlarged version of Joel White's Jericho Bay Skiff up to a 26' inboard-powered diesel launch. It seems as though every conceivable size, shape, and power option should be available in this popular range, but the common complaint we're hearing is that there's simply nothing pretty enough out there. The cost to design a more beautiful boat is minimal, and if I were to commission one myself it might be 22' long by 8-½' wide with a center console, a self-bailing cockpit, and look like one of Dick Pulsifer's Hampton Boats above the water and a Hunt Harrier below. For power in this size range, nothing beats an outboard motor. The hull would be a single layer of 5/8" strip planking with unidirectional cloth on the outside. This would be strong, economical, and allow for a varnished interior.

## VIDEOS



We have added several fun and interesting short videos to **Artisan Boatworks' YouTube Channel**, including the presentation Alec made at the Camden Public Library about the Restoration of GULL, which ends with a lively and informative question-and-answer session focusing on restoration philosophy.

## MARINE MEDIA

John Snyder of **Marine Media** recently produced a promotional how-to video for Epifanes Yacht Coatings here at Artisan Boatworks on brush finishing and rolling and tipping [[Click here to watch](#)]. If you want to know the secret to how we achieve the finishes that we do – this is your chance to find out!

## SMALL BUSINESS REVOLUTION

In mid-May we hosted photographer Luke Boelitz of **Reel Peak Films** for two days, and through advertising agency **Flow Nonfiction**, The Artisan Boatworks story will be featured along with 99 other small businesses as part of **Deluxe Check Corporation's Small Business Revolution**. Artisan is scheduled to be the featured small business during the week of July 20th, with photos and short stories on their website, Facebook, Instagram and Twitter accounts. Be sure to also join our **Facebook** and **Instagram** pages as we will be sharing their posts. In the meantime, check out the stories of other small businesses being told at [smallbusinessrevolution.org](http://smallbusinessrevolution.org).



## UPCOMING EVENTS

On June 25–28 we'll have two new boats at the **WoodenBoat Show** at Mystic Seaport: FOXFIRE, a full-keel version of the Herreshoff Buzzards Bay 15, and the first boat of the W-22 class. This year it will be a family affair, as for the first time Erin and the girls will be joining me. We look forward to exploring the Seaport and all that Greater Mystic has to offer.



Later in the summer we'll be at the **Maine Boats, Homes, and Harbors Show** in Rockland, August 14–16. Later still, it will be the Port Townsend Wooden Boat Festival on September 11–13. Finally, both of the brand-new W-22s will be at the Newport International Boat Show with W-Class Yacht Company September 17–20.

Erin and I are the proud new owners of a 41' Sparkman & Stephens yawl called NORA, and hope to be in Brooklin for the **Eggemoggin Reach Regatta** August 1st. We also plan on weekend cruising with the girls as often as possible. If we don't see you at one of the shows or here at the yard in person, we hope to cross tacks somewhere on the water this summer.

*Thanks as always for your continued support!*



**OffCenterHarbor.com** (OCH) produced a great video filmed and narrated by Maynard Bray that shows how Alec makes a Herreshoff-type tiller. For those who have not yet visited our shop, this video offers a first-hand look at an example of the craftsmanship that goes into our boats. And if you're not already a member of OffCenterHarbor.com, after you view this video [[click here to watch](#)] and check out a few other clips that show what OCH is all about, you'll see why I recommend that you join.

You can watch these videos by clicking on their links or by going to the VIDEOS Page at [www.ArtisanBoatworks.com](http://www.ArtisanBoatworks.com)





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