

ARTISAN BOATWORKS

CLASSIC WOODEN DAYSAILERS

Another summer has come and gone. Of this I am sure, because we awoke to six inches of snow this morning. The leaves are off the trees now, our storage boats have all returned, the heat is on in the shop, and our kids are waking up at 5 am thanks to being back again on standard time. Fall is my favorite time of year though. It's a season of anticipation and energy.

Alera and a new Storage Building

This summer we managed to get our entire fleet delivered on time, and as often occurs, the first boat was hauled out for storage before the last one was launched for use. This year, the first boat through the door was *Alera*, the first of eighteen New York 30s built by the Herreshoff Mfg. Co. (HMCo) and launched in late 1904. *Alera* was purchased this spring by a gentleman from Switzerland. He arrived in Maine in July to take possession, race in the Eggemoggin Reach Regatta and its feeder races, and then find a winter home for his new prize. *Alera's* owner was seeking a yard that not only specialized in the care and maintenance of classic wooden boats, but also a place with the capacity to handle a yacht her size that had a sufficiently humid shed to insure that she wouldn't dry out. Based upon several well regarded recommendations, *Alera's* owner chose Artisan Boatworks, for which we are extremely proud.



Alera, The first of Herreshoff's New York 30's, launched in 1904

When *Alera's* owner asked us to care for his new old boat, we immediately said "absolutely," with genuine enthusiasm, despite our current 5600 sq. ft. storage building being already filled. Following a rather lengthy visit with Skip Bates at Bangor Savings Bank, and several phone calls to Allan Mitchell at McCormick & Associates Construction, a new and larger (6500 sq. ft.) storage building was underway. This might seem a considerable commitment for just one boat, and perhaps it was... But *Alera* is a very special boat, and truth be told, the new building is already nearly full of additional newcomers!



New Herreshoff 12 1/2 Replica

About the time McCormick's began construction, we received a commission to build a new Herreshoff 12 1/2 replica. We had previously built several of these charming little boats and have restored many others, so this was a relatively straightforward project. However, this one turned out to be special in her truly authentic hull shape. A year or so ago, while researching a different commission, I was lucky enough to stumble upon the original Herreshoff offsets for the 12 1/2. This is the list of measurements that absolutely and exactly define the hull shape with little or no opportunity for interpretation. They were previously thought to be lost. This accidental discovery led me to completely and thoroughly research the 12-1/2's design and develop a definitive collection of plans, measurements, and

The shop - six inches of fresh snow. The roof of our new storage building is visible in the back.

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New Herreshoff 12 1/2 Replica Cont.

construction history. We worked with Steve Nagy of [The Herreshoff Registry](#) to trace the design modifications that HMCo had made through the years and assemble a database of measurements from existing 12-1/2s. We then went to John Palmieri, Curator of the [Herreshoff Marine Museum](#), to study the actual half model that N.G. Herreshoff had carved, and then traveled to [Mystic Seaport](#) to study Herreshoff's original building jig. Finally, with the help of Halsey Herreshoff and Adam Langerman of [Herreshoff Designs](#), we were able to view Nat Herreshoff's original hand-written design notes.

Although I could probably write a book on all I learned about 12-1/2s, I will say here that we determined the zenith of the design's evolution to be 1936. Boats around that year incorporated all of Herreshoff's modifications, but were built just before cost-saving measures, like utilizing store-bought hardware, were implemented.



Building Jig for Herreshoff 12 1/2 replicas, with new transom in place.



New Herreshoff 12 1/2 replica, photo by Alison Langley

In July, we began building what is probably the first authentically-shaped wooden Herreshoff 12-1/2 since 1943 when HMCo built the last one. The new boat, which has yet to be named, will be launched on December 2nd, and make her debut at Portland's [Maine Boatbuilders Show](#) in March. Besides building an authentic hull, we have exactly replicated Herreshoff's molds and patterns, which will allow Artisan Boatworks to build new 12-1/2s exactly as Herreshoff did and also to "re-manufacture" needy originals.

Last week, the new 12 1/2 was lifted onto her custom [Triad Trailer](#), moved out of the carpentry bay and into the paint and varnish bay next door. There, she is receiving ten coats of varnish, four coats of paint, hardware, and all of the finishing touches. You can see more photos of this new Herreshoff 12 1/2 replica at [ArtisanBoatworks.com](#) by clicking "Current Projects" in the Gallery dropdown menu.

Electric Propulsion for Jeanne



Jeanne, a new Watch Hill 15, sailing in Palm Beach, FL

Jeanne, the new Watch Hill 15 that we built and delivered to Westport, Connecticut, last spring, and then displayed at the [Wooden Boat Show](#) at [Mystic Seaport](#) was back in our shop this fall. Her owners were dissatisfied with the side-mounted electric outboard setup that we had supplied to help them on and off their dock, and in and out of their crowded harbor. We talked over the pros and cons of inboard propulsion and decided that, given the extremely tight maneuvering that was needed, inboard power was indeed necessary. Among Mastervolt's new line of electric drive options (conventional shaft driven, sail drive, and pod drive), we chose the 24 Volt [Mastervolt PodMaster 2.0](#) with a folding bronze propeller, since the Watch Hill 15 has no available

bilge space. Mastervolt specified two, 200 amp Slimline AGM batteries, along with a complete charging and monitoring system to tie it all together. We were able to install all of the electronics under the foredeck, and went on to fabricate bronze brackets to hang the batteries under the seats.

Electric Propulsion for *Jeanne* Cont.

The system performs remarkably well. For getting on and off the dock and maneuvering in tight quarters, it has more than enough thrust, is totally silent, and will push the boat at four knots for up to two hours. Most importantly, the only visible alteration was a short and discreet joystick in the cockpit. Although this system costs about as much as a diesel engine installation, it requires virtually no maintenance. There is no annual winterization, no filters to monitor, no oil changes to make, and no fuel to carry.

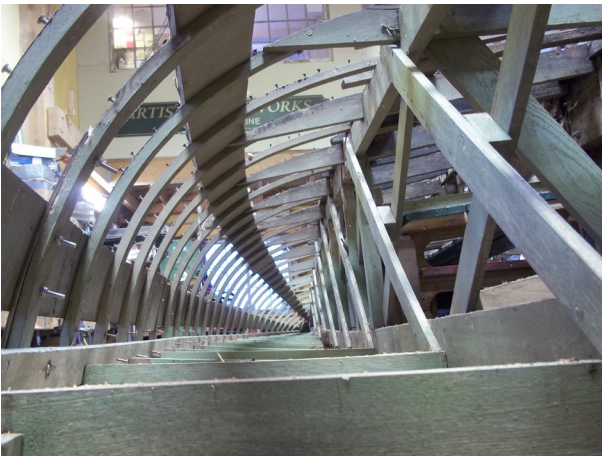


Mastervolt Podmaster 2.0 with folding prop.

With this experience under our belts, we can confidently recommend this kind of Mastervolt electric propulsion system for any size and type boat, and can specify and install it—taking into account the weight, available space, and intended use. If you currently own a classic daysailer, and have been convinced that conventional inboard propulsion is not an option, give us a call. This system by Mastervolt has certainly changed our minds.

With her new electric inboard motor installed, and gleaming with fresh coats of paint and varnish, *Jeanne* made the trip to her winter home in Palm Beach, Florida. There are now photos of *Jeanne's* construction, engine installation, and views of her sailing in the “Past Projects” Gallery at ArtisanBoatworks.com.

Current Projects



Internal structure of the 1901 Idem scow, *Spider*.

Glory, the 43' Sparkman & Stephens yawl that we rebuilt last winter, was launched on August 18th, and her owner used her for day sails throughout the remainder of the summer. She is back in the shop now for a full interior, cockpit, systems, and finish. Jeff Walsh, a renowned local furniture builder, has joined our team and will be responsible for the majority of *Glory's* fine interior joinery. Check the “Current Projects” Gallery at ArtisanBoatworks.com for progress updates, and to view drawings of the new interior layout by Mark Fitzgerald.

Two years ago, we rebuilt a 1901 Clinton Crane-designed Idem class sloop that races in the historic one-design fleet on Upper St. Regis Lake in New York. This winter we have been commissioned to rebuild a second boat of the class. *Spider* will receive a new backbone and centerboard trunk, be re-planked, and then be carefully faired and elegantly finished. You can keep up with *Spider's* restoration by also clicking on “Current Projects” in the same Gallery dropdown at ArtisanBoatworks.com, or view the earlier Idem restoration of *Dragonfly* in the “Past Projects” Gallery.

Upcoming

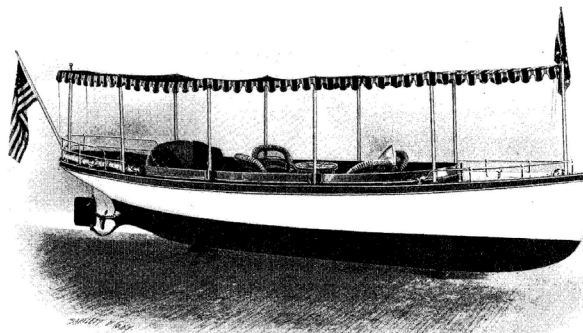
In January when *Spider* goes in for paint and varnish, we will begin construction of the first Herreshoff designed Buzzards Bay 18 to built since the original fleet of five boats in 1904. The 29' gaff-rigged sloops were the K-Class class for the Beverly Yacht Club, and in essence, were an enlarged version of popular Buzzards Bay 15's. This is a particularly exciting project for us, because the Buzzards Bay 18's are an otherwise lost class. None of the original five boats survive, and there is only one photograph known to exist. The new boat will be launched in July for a customer in Cape Elizabeth, Maine. You can follow progress at ArtisanBoatworks.com in the “Current Projects” gallery.



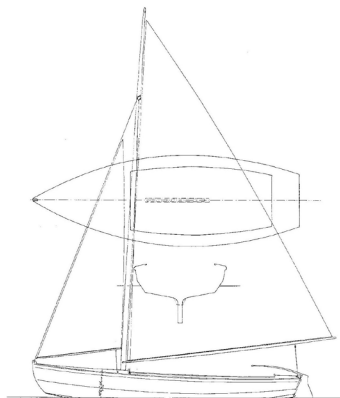
Buzzards Bay 18 rendering by Kathy Bray

New Designs

With so many daysailers going out our door these days, I am concerned that nine out of ten boats currently being sold in the US are propelled by motors, not sails. We've been researching motorboat designs that would compliment our current sailboat offerings, and have come up with some exciting prospects—the most notable being the open fantail launches, both steam and electric, of the late 1800's built by Elco, Fay & Bowen, and others. Of course, all of our boats are custom built, and we can build anything to suit your needs from an 8' hydroplane to a 50' commuter yacht. Check out the "Motorboats" at ArtisanBoatworks.com in the "Classic Designs" pull down menu to see what we've added.



25 foot Elco Electric Launch



The Herreshoff Biscayne Bay 14

PARTICULARS	
LOA	14' 5"
Beam	5' 0"
Draft (cb up)	1' 0"
(cb down)	3' 0"
(fixed keel)	2' 0"
Displ. (at DWL)	about 1,000 lbs
Sail area	122 sq ft

Recently, while searching for an economical daysailer to fill the gap between the Herreshoff 12 ½ and open, spritsail-rigged rowboats, I came across what was for me an unfamiliar Herreshoff design—one of the few I couldn't redraw from memory. It's the 14' 5" *Biscayne Bay 14*, and has somehow managed to elude me all these years. What a great design this is! Nat Herreshoff designed the *Biscayne Bay 14* in 1925 to have either a bolt-on fixed keel or a centerboard. She has only 11 steam-bent frames and only three wide planks per side—making her an ideal candidate for glued plywood construction. This would be a perfect boat for kids at the lake. It is a stable and swift externally-ballasted daysailer that's unsinkable (it has a watertight forward compartment) and can be built for about the same cost as a carvel-planked or lapstrake rowboat.

Brokerage

As to other news, we've learned of a special boat for sale—if you have an affinity for Aage Nielsen/Murray Peterson-type double-enders and are looking for an able little daysailer similar in size to a Herreshoff 12 ½. The Apprenticeshop of Rockland, Maine, where I am a proud director, designed and built this 15' lapstrake double-ender last year. It is currently offered for sale at a price that, according to my calculations, barely covers the cost of materials. Your purchase of the *Apprentice 15* would help support a very worthy organization, and Artisan Boatworks would be happy to help with supplying a trailer, delivery and rigging, and ongoing storage and maintenance. For more information about the *Apprentice 15* or about the Apprenticeshop, you can visit their website at www.apprenticeshop.org.

Press

We are proud to announce that Benjamin Mendlowitz has chosen to feature one of our boats in his Calendar of Wooden Boats for the second year in a row. If you are a current customer, then you received your complimentary 2011 CWB featuring *Murmur*. This year when you open to September, you will find a great profile of *Kitty*, the Watch Hill 15 we built in 2009.



It's been a long time coming, but Artisan Boatworks is now on *Facebook*. We will be updating our page regularly with photos and commentary on current projects. Presently, you can find a link to a local newspaper article about our new storage building, and some great photos not found on our website. Please be sure to "like" us so your "friends" can see what we've been up to as well

The APPRENTICESHOP
est. 1972
A School for Traditional Boatbuilding and Seamanship

Introducing...The Apprentice 15

Double-ended daysailer
designed by Kevin Carney and
built at The Apprenticeshop.

Cedar on white oak, lapstrake
construction. Dynel deck with
white oak trim. Sitka spruce spars.

Sails by Nat Wilson.
Launched June 2011.
Asking price:
\$25,000.



643 Main Street, Rockland, Maine 04841 Ph: 207-594-1800
www.apprenticeshop.org

Press Cont.

Lastly, there is an outside project I have recently become involved with that I think many of you would enjoy immensely. [Off Center Harbor.com](http://OffCenterHarbor.com) is about to be launched as an online, comprehensive collection of quality videos on building, buying, maintaining and adventuring in well-designed boats. Its primary mission is to provide reliable know-how for boaters worldwide, while inspiring the use of well-designed boats to connect with friends, family and the natural world. Its secondary mission is to help parents and grandparents introduce their children and grandchildren to the freedom and self-reliance that comes from using well-designed boats. I hope you enjoy what you see and will sign up as a member. Check back regularly for updates. Much of the content is in video format, and is produced by Steve Stone, Bill Mayher, Eric Blake, Benjamin Mendlowitz, and Maynard Bray. Later on, there will be video's of interviews from the crew here at Artisan Boatworks.

Warmest regards to you and yours this holiday season. And thank you for your continued support, and for recommending Artisan Boatworks to your friends and colleagues. We always look forward to your questions and comments. Please call, email, or better yet- come up for a visit this winter.

Best,

Alec E. Brainerd
President, Artisan Boatworks
Rockport, Maine