

THE ARTISAN JOURNAL

NEWSLETTER OF ARTISAN BOATWORKS AND ARTISAN YACHT SALES

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BESHERTE ©NICHOLAS BAXTER

RECENTLY LAUNCHED

We launched two new boats this past summer: JOY, a Watch Hill 15, went to Nantucket, and BESHETERE, a Buzzards Bay 18, went to Falmouth, MA. After a few months, however, BESHETERE's owner had to return to the city and asked if he might bring his new boat with him. We were happy to oblige, so drove down to **MacDougall's** in Falmouth, lifted her onto her custom **Triad Trailer**, and by the next day had her launched and fully rigged at **North Cove Marina** in the heart of Manhattan's financial district. It was great to see BESHETERE sailing against the New York City skyline, and we were thrilled to know that her owner got in an extra month of sailing. BESHETERE is now back here in Rockport, nestled beside her sister and others of her type for the winter.

RESTORATIONS

For the past four months, after launching BESHETERE, our crew has been hard at work on OWL, a classic 36' mahogany-planked lobster yacht built by Thomaston, ME's famed Newbert & Wallace yard in 1957. She is now in the final stages of an extensive restoration entailing 60 new laminated frames, a new sound-insulated platform in the cockpit, new fuel and water tanks, a redesigned interior, an extensive range of cutting-edge mechanical and electrical systems, and a complete paint and varnish refinishing. We have struck what we feel is a great balance between new and old by staying with bronze hardware throughout and keeping modern amenities discreetly out of view. Now renamed VIM, the boat will debut at the **Maine Boatbuilders Show** in Portland on March 14, 15, and 16 before heading to Newport, RI, where she will permanently reside.

There are several existing and worthwhile lobster boats and lobster yachts available for this same type of retrofit as well as a number of designs available for new construction. In sizes up to 40 feet, this Downeast style of powerboat is as good as they come. Let us know what you're looking for in a boat of this type, and we'll propose a suitable custom-built new one, of wood.



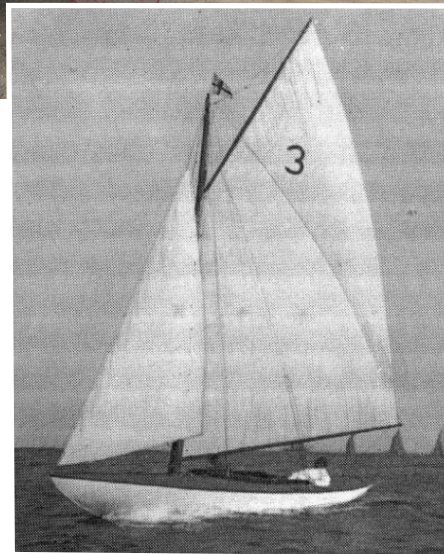
VIM'S NEW KNOBS

UPCOMING PROJECTS

VIM will go out the door in December, and we have three restoration projects lined up for this winter.

The first is GULL, a 24' Fishers Island One-Design, designed by Charles Mower for the Fishers Island Yacht Club. Sixteen of these boats were built at the Nevins yard in City Island, NY, in 1922. Two were lost in Hurricane Carol in 1954, and the remaining fourteen continue to race out of Groton Long Point, CT. They are reportedly the third oldest racing fleet in the country, preceded by Maine's North Haven Dinghies and the Idem class sloops on upper St. Regis Lake in the Adirondacks.

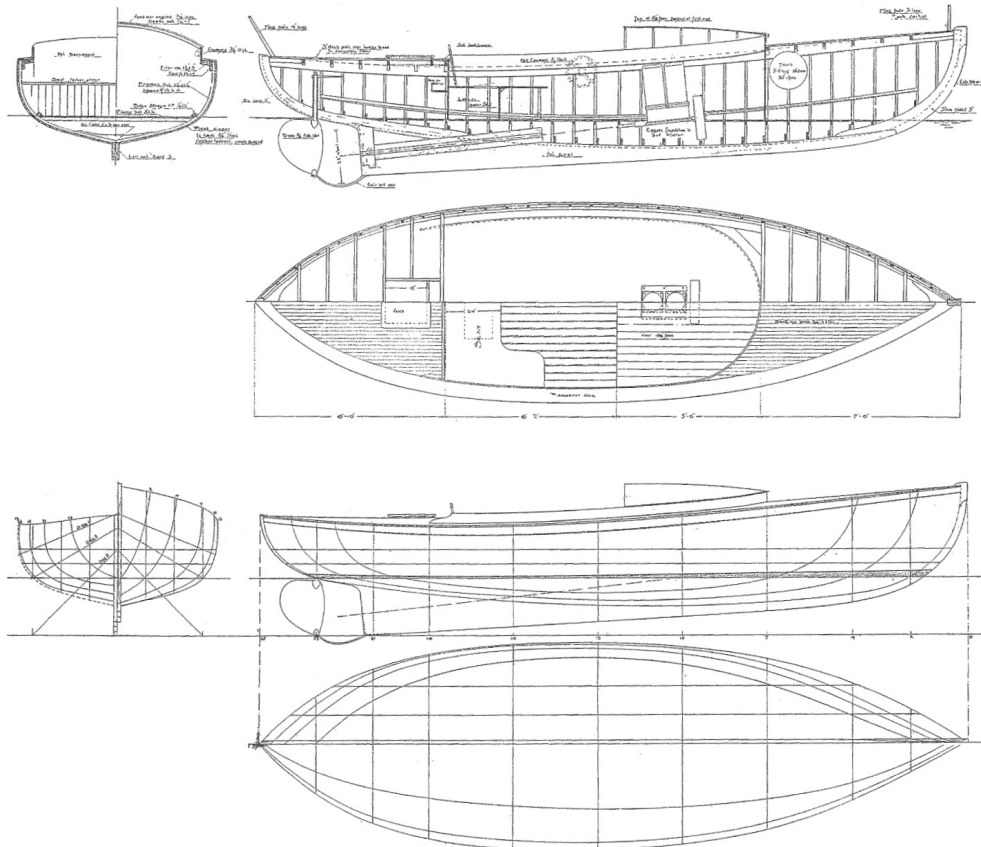
GULL will receive a complete rebuild to restore her hull shape, structural integrity, and finish, and will emerge in as-new or better-than-new condition. It's a relatively straightforward project for us, but I was particularly excited to learn about the design (which was new to me) and the fleet of existing boats. We hope to see more of them in the future.



Speaking of Charles Mower and Fishers

Island, here's a drawing for a lovely 25' launch I recently discovered in Anne and Maynard Bray's book *Designs to Inspire*. This gentleman's launch was designed in 1908 for the choppy waters off Fishers Island, located at the eastern end of Long Island Sound.

I think the plan speaks for itself and we would love to build this one.





SISTERSHIP

©MAYNARD BRAY

Next up for rebuild is a 28' 6" Alden Triangle class sloop. This boat (which is as yet unnamed) was partially rebuilt more than ten years ago by Thad Danielson at Redd's Pond Boatworks in Marblehead, MA. When her owner recently decided to resume work on the boat, Thad had retired, so Artisan Boatworks was asked to complete the project.

The Triangles were introduced in 1926 as Marblehead's answer to the Sound Interclub class sloops, which appeared in New York waters the same year. The points of the Triangle represent the Boston, Eastern, and Corinthian Yachts Clubs, all of which were (and still are) based in Marblehead. The first eight Triangles were launched by the James E. Graves yard in Marblehead, and after a fire destroyed the molds shortly afterwards, production moved to Rhode Island. The last Triangle came out in 1938, and of the approximately 60 built, no more than 15 are thought to remain. Thad Danielson believes that this particular boat is one of the original eight, but little else is known of her history.

Every boat that comes to us for restoration has a story, and the initial inquiry from the owner of our third project began as follows: "I have a 1962 or '63, 16' White lapstrake runabout in need of restoration. The boat belonged to my dad and I have great memories of fishing Moosehead Lake with him at the helm. I've been storing the boat with the plan of having it restored as a gift to my son and grandsons."

The White Canoe Company was founded in 1888 and was purchased by Old Town Canoe nearly a century later in 1984. The hull of this boat appears sound, but she will receive a complete cosmetic and mechanical restoration. Along with all of the finish work and reconditioning the original controls and gauges, I'm looking forward to adapting a 1960s-era Evinrude outboard motor's cover to the boat's new Yamaha engine.



With our schedule quite full of restoration projects, we have room for only one new build this winter. The space is yet unfilled, but given the choice, I'd like it to be a catboat. At the boat shows I'm usually set up next to my friend Tony Davis of **Arey's Pond Boat Yard** (Orleans, MA) or Jeff and Kristin Marshall of **Marshall Marine** (South Dartmouth, MA). Their customers and fans continually amaze me with their unwavering devotion to catboats. Personally, I've always been a jib-and-keel type of guy, but I'm slowly starting to come around.



©BENJAMIN MENDLOWITZ

One of my favorites is the Great South Bay Catboat, designed by Gil Smith in 1891, and in this case, pictures speak louder than words.

For someone interested in trailer sailing, we can apply epoxy composite construction to this design, and fit it out with a custom Triad trailer and a lightweight carbon fiber mast. Who says you need to own a home on the water before you can enjoy a classic daysailer!

BROKERAGE

Since we started offering brokerage service this summer, things have really taken off. ANCHOVY, the Pete Culler-designed Buzzards Bay 19, was sold in August to a gentleman from Cape Cod; the Buzzards Bay 15 ORPHAN, built by the late Dave Corcoran, was sold in August; and FROG, a Herreshoff 12 ½ replica that we built in 2006 was sold in September. We're thrilled that both ORPHAN and FROG will remain in our storage and maintenance program.

We now have sixteen exclusive wooden boat listings, including three original Herreshoff 12 ½s, a Rozinante, and many others that are worth knowing about.

One featured listing comes to us from Brooklin, ME. You may remember that *WoodenBoat* magazine #199 (November/December 2007) featured the Boothbay Harbor One-Design EIGHT BELLS on its cover. EIGHT BELLS was built by Brooklin Boat Yard using cold-molded epoxy construction over steam-bent frames and a laminated mahogany backbone.

What you may not know is that over the past few summers one of Brooklin Boat Yard's finest craftsmen, Eric Blake, led a crew of students at the WoodenBoat School in constructing an identical sistership using the same method and building jig. (Unfortunately, a storage facility fire later destroyed this elaborate jig.) OSPREY is virtually brand new and has only been sailed a handful of times. She is offered at a very competitive price.

Our Second featured listing also originated in Brooklin, ME. SAY WHEN is a Herreshoff-designed Buzzards Bay 25 replica, cold-molded in 1996 by Brooklin Boat Yard. The Buzzards Bay 25s are well known for being fast, powerful, and above all, stunningly beautiful. What's great about SAY WHEN is that she has been long owned by an experienced yachtsman who has spared no expense in updating and maintaining her at a level that rivals or surpasses that of many brand new boats.



SAY WHEN



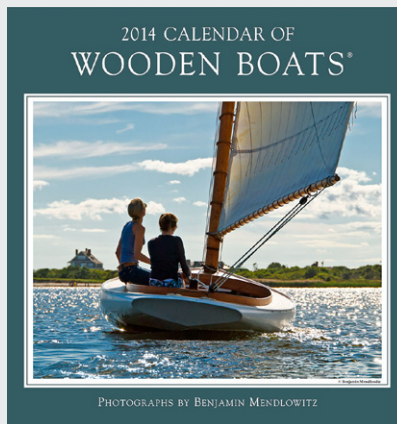
OSPREY

It's no secret that, these days, some of the best values in boats are in those that someone else has recently built new or refitted. Such projects are taken on for the love of, well...the projects themselves. SAY WHEN is one such boat and is listed for a small fraction of what a person would have to pay for a similar boat, built new.

To learn more about OSPREY or SAY WHEN, or to peruse our many other listings, you can visit our **brokerage page at www.ArtisanBoatworks.com**, or call Alec directly at (207) 542-0372. Both OSPREY and SAY WHEN are ready to sail and can include delivery, launching, and rigging anywhere in New England or New York.

PRESS

We're proud to be featured in two of the world's best 2014 classic boat calendars: UNCAS, the Buzzards Bay 18 we built in 2012, is "Miss July" on Benjamin Mendlowitz's **2014 Calendar of Wooden Boats**, and is also "Miss February" on Alison Langley's **2014 Nautical Images Calendar**. It's never too early to buy next year's calendar, and each of these are available by clicking on their respective links to the right. These calendars make especially great Christmas gifts!



This past November/December issue of **WoodenBoat** magazine was great for Artisan Boatworks: **West System Epoxy** is running a half-page ad featuring our Watch Hill-15, KITTY, on page 9; there's a full-page preview of the **Calendar of Wooden Boats** ad featuring the UNCAS photo in a full spread on page 28; and PEGASUS, our Down East 42, is featured in Maynard Bray's "Save a Classic" on page 144.

Nicci Perides of **Christie's International Real Estate** magazine did a nice piece on Artisan Boatworks in June called "**The Art of Craft**", and in July Andrea Seifert of The Hunt Guides wrote a blog about our work, appropriately titled "**Artisan Boatworks**". You can read both of these articles in the PRESS section of ArtisanBoatworks.com.

Our website has received a major facelift this fall, including new designs on our classic designs pages, new listings to our **brokerage** page, and an all new "**Save a Classic**" page. **FACEBOOK** continues to be our best platform for day-by-day updates, and even if you're not a member, you can access our page through a window on our home page or in the "**Current Projects**" gallery. Thanks to Jane Kurko of **Langley Photography** for her work on our website and graphic design projects.

HAJ CLASS

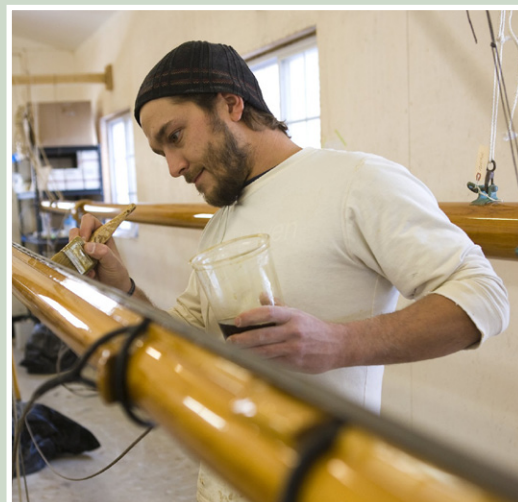
FIREFLY is one of the Haj Class Sloops, (haj is Finnish for shark) designed by Gunnar L. Stenback in 1930 and built by Abo Batvarf (boatyard) in Turku, Finland. A fleet of 25 Finnboats as they were called were imported to Camden, Maine, in 1933 as a low-cost alternative to the New England-built one-design classes like the BB Crowninshield **Dark Harbor 17s** that were popular at the time.

One-Design racing in the Finnboats was strong in Camden through the 1950s, but ended in the late 1980s. FIREFLY was rebuilt by **The Apprenticeshop**, a few miles south of here in Rockland, and came to us this fall to join our seasonal storage and maintenance program. We refinished the oak brightwork with ten coats of Epifanes varnish, re-faired the topsides, and re-scribed the white boot-stripe. There are a handful of Haj Class sloops still in midcoast Maine, including one that is available for restoration. As a member of the Camden Yacht Club, I think it would be great to see a reunion race sometime in the next few years, and if you're interested in restoring an original Haj, please **send us an email** or call Alec at (207) 542-0372. The Haj class is still going strong in France, where they are called Requins (requin also meaning shark). They were also imported there in the '30s and chosen after WWII as training yachts for naval officers. About 400 were built by different boatyards, including several in fiberglass.



EMPLOYEE OF THE MONTH

Service is the name of the game here at Artisan Boatworks, and no one lives that role more fully than our service manager Justin Ward. We hired Justin five years ago to hang cedar shingles on the end of a new storage building. He then proved himself outstanding with a paintbrush and with rigging, and before long was managing all of our customer correspondence, our estimating, and providing oversight in our storage and maintenance department. Managing fifty wooden boats, almost as many owners, and our staff of finishers, riggers, and subcontractors is no small feat. But this past year Justin's duties have expanded to include those of Safety and Environmental Director. As Artisan Boatworks continues to expand, so does our responsibility to agencies such as OSHA and the DEP. We have never taken our safety or environmental responsibilities lightly, but compliance for boatyards our size requires many hours of training and mountains of paperwork. Thanks to Justin's efforts we are on our way to achieving OSHA's SHARP (Safety Health Achievement Recognition Program) certification, and the **Maine Marine Trade Association's** Clean Boatyards and Marina's Program gold standard. Well done Justin; keep up the good work!



SAVE A CLASSIC

Last year the wooden boatbuilding world was saddened by the passing of Jim Pearson, a well-liked and highly accomplished boatbuilder from Plainfield, VT. In his darkened shop there now awaits, unfinished, Joel White's design #29: A 29'4" double-ended cruising sloop—a smaller version of the Aage Nielsen-designed cutter NORTHERN CROWN that Joel used to own. More information about Design #29 and her drawings are shown on pages 148-151 of the book *Joel White; Boatbuilder, Designer, Sailor* by Bill Mayher, Maynard Bray & Ben Mendlowitz.

The Pearson-built hull has been strip-planked with cedar. The bow and stern stems are of laminated mahogany, as is the keel. The spruce spars are completed and varnished. The tiller also. The partly completed rudder is composite: marine plywood with structural bronze castings. The wooden

pattern for casting the lead ballast keel is ready to go. There are custom-made bronze stanchions and many other custom bronze pieces of hardware, as well as the keel bolts and rudder shaft.

Some work has been started inside the hull, but the bulkheads are not yet installed, nor are the deck, cabin house, cockpit, etc. The outside of the hull still needs some fairing and epoxy coating.

Artisan Boatworks would be honored to complete the project, or would be pleased to facilitate the sale of the boat "as is" to someone who would finish her themselves. *Please contact us for more photos and plans.*



ILLUSTRATION BY KATHY BRAY



SIR TOM

For those of you who love antique boats, SIR TOM is rare find. She was designed by BB Crowninshield and built in 1919. When she was recently uncovered in an old storage building just north of here in Belfast it was as if she had been forgotten by time itself.

SIR TOM's exterior finish shows some age, but when you look below, all of her frames, planking, floor timbers, etc., are bare wood, and could pass for ten years old. Some first rate restoration work was done in the 1970s by Fred Cousins in Noank, CT, and she appears to be very sound.

She's 33' on deck and carries an impressive gaff sloop rig. She'd be a wonderful daysailer, has room for the occasional overnighting, and could easily be fitted with an inboard engine. She would also be right at home in a museum, with all bronze hardware, a canvas-sheathed deck, and beautifully antiqued oak trim.

SIR TOM is not among our brokerage listings, nor in our "Save a Classic" listings either. She falls perfectly in between, and at the price for which she is currently being offered, I'm relatively certain she will be snatched up within a day or so of this newsletter's release.

Imagine the pride, to look out and see this beautiful classic floating at your mooring, patiently awaiting your hand on the tiller. SIR TOM needs a new home, so give us a call and together we'll make it happen.



Thanks for taking the time to read the Artisan Journal, and please forward it to anyone you know who might be interested. As always, we welcome questions, comments, and especially visits to the shop. Stop by any time!

Best Regards,

*Alec E. Brainerd
President
Artisan Boatworks*



HERRESHOFF FISH CLASS TULIP LAUNCHED IN DECEMBER, 2011

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