

RECENTLY LAUNCHED

In mid-June and a week before the **Wooden Boat Show**, VIM, the 36' lobster yacht we rebuilt last winter, made the run from Maine to Mystic, CT, on her own bottom. The response to her at the show was tremendous—particularly with regard to the layout and installation of her extensive array of systems. VIM sports a Muir self-launching electric anchor windlass with helm control, a bow thruster, Vacuflush head, microwave oven, refrigeration, auto pilot, and a surround-sound stereo, just to name a few.

She is also super sound-insulated. Her working deck and engine box are built from sound-deadening plywood made by the **Soundown** crew of Salem, MA. Below that are two inches of Soundown foam insulation, an AquaDrive thrust bearing, custom wet exhaust muffler, and fully-gasketed deck hatches. The result is that while cruising at 16 knots, her helmsperson can carry on a normal conversation without raising his or her voice. In fact, during sea trials, the stern wave made more noise than the 240hp turbo-diesel humming along at 3300 rpm!

Outside this high-tech infrastructure is a wonderfully pure classic lobster yacht from the 1960s. All surfaces are painted (no varnish!) with a blend of matte and gloss sheens that were custom mixed by our friends at **Epifanes** in nearby Thomaston. All metalwork and hardware is bronze, much of it custom fabricated by Joel Cox at **Rockport Marine**. Some of the more extreme measures include electroplating the stainless steel shore power plug with bronze, fitting a short length of copper pipe over the base of the VHF antenna, and installing slate veneer from Sheldon Slate over the tops of the galley counter and engine box.

VIM really needs to be seen for one to fully appreciate her level of detail, and if you're in Newport this summer, you can see her moored just off the Ida Lewis Yacht Club. Or you can check out VIM's photo gallery under **PAST PROJECTS** at ArtisanBoatworks.com.

There are many fine candidates for this type of restoration, including the Down East 42, PEGASUS on our **SAVE A CLASSIC** page. Also, by working with various yacht designers, we can develop plans and build new versions of VIM. So contact us with your goals for a new downeast lobster yacht. From 18-foot outboard skiffs up to 50-foot cruisers, we can either locate and restore, or build new, the powerboat of your dreams. Many production fiberglass boats try to emulate these classic wooden lobster yachts, but why not have the real thing?

The other boat we had on display at this year's Wooden Boat Show (and delivered immediately afterwards) was GULL, a Fisher's Island 24 built by the famous Henry B. Nevins yard in 1922.

We replaced all of GULL's frames and floor timbers, her keel and deadwood, deck, and coamings. "Why," might you ask, "would anyone choose to replace that much of a boat instead of simply starting from scratch?" Several reasons: First, it's less expensive; and second, by preserving all of the planking, longitudinal stringers, and spars, we were able to maintain GULL's patina—and thus her connection with the





past. Structurally, GULL is stronger now than when first launched 92 years ago, and her shape has been restored to the original lines. The mast, which had come apart along its longitudinal seam, was re-glued with epoxy. Non-original hardware, added over the years, was replaced with period-correct pieces. There is no wooden boat too far gone to restore, and a well-managed restoration will always be less expensive than new construction. In the case of GULL, the photos speak for themselves. We wish her owners another two or three generations of fair winds and first-place finishes.

Our third restoration this spring was a 17-½ foot lapstrake runabout built by the White Canoe Company in 1961. Structurally, THE BARON was in pretty good shape, but she had been outside under a leaky tarp for many years and the brightwork was shot. We replaced her mahogany rails, deck, and outboard well, veneered the transom with a layer of mahogany, and re-finished the windshield frame. These boats were originally built in assembly-line fashion with little or no bedding between individual pieces—pieces that often were just nailed together and not sealed with paint or varnish on the hidden surfaces. For these reasons, our end result is not exactly as original, but done to a slightly higher standard. All of the permanent mahogany joinery is now glued together with epoxy and sealed or finished on all surfaces. Components such as seats and floorboards are now also glued together, but installed with threaded inserts of bronze to facilitate easy removal for cleaning and maintenance. All of the mechanical and electrical systems were renewed, the cable steering was upgraded to a SeaStar hydraulic system, and the new 50hp Evinrude E-tech outboard from **Bamforth Marine** in Brunswick looks surprisingly unobtrusive, given its fifty-three year lead on the rest of the boat.

Our neighbors at **Aurora Sails and Canvas** built an exact replica of THE BARON's original canvas dodger, and also built a full cover to protect her varnish from the elements when not in use. We launched her on Lake Megunticook in Camden on July 14th to establish and mark the waterline, and were tickled with her performance. THE BARON topped out at 30-knots with two of us aboard, tracked beautifully, and handled well while maneuvering in close quarters. We delivered THE BARON to her owner (the grandson of the original owner) in Stamford, CT, last week where she will reside at the **Halloween Yacht Club**. There is a **video** of our sea trial on the Artisan Boatworks **Facebook Page**.

These lapstrake plywood runabouts from the 1960s are relatively easy to come by and make great platforms for restoration. Building new plywood lapstrake runabouts is also an option, and by taking advantage of modern design and power, we can increase both speed and stability.



SHOP EXPANSION

We're proud to announce that Artisan Boatworks is again expanding. This time, it's a small expansion compared to the past few, but from a "quality of life" standpoint it's gigantic. **Maine Coast Construction** is building for us a 1,600 sq. ft. addition that will include a stockroom, machine shop, business office/reception area, two



bathrooms, a break room/kitchen for the crew, and an upstairs design office and conference room. It will also expand our main work bay so we can accommodate multiple projects simultaneously. The work should be completed by early November, at which time we're planning an open house to celebrate. We'll let you know the date as soon as it's been set.

CURRENT PROJECTS

This spring we started the restoration of an Alden Triangle. VEGA was built in 1924 for William Haley Sr. and has always sported sail #7. So far, all of her frames have been replaced, her sheer restored, and we have completed a new deck, coamings, and trunk cabin. We'll keep you up to date as progress continues.



We just began construction of our sixth Buzzards Bay 15. This new boat will be built over the course of the summer and launched this fall. She will be built to Herreshoff's No. 674 design with a full-keel, larger cockpit, and gaff rig with no running backstays. To see photos of the other Buzzards Bay 15s we have built, check out the **PAST PROJECTS** galleries at ArtisanBoatworks.com.

It's interesting to compare the finished products of restoration versus new construction. Although we're working to the same design, the results are often different. When restoring original boats, we go to great lengths to preserve patina. We prefer flat, antique shades of paint; we use canvas for the deck sheathing, and are extremely hesitant to make changes in layout, wood species, etc. In short, our goal is to return the boat to a condition and appearance consistent with when she was first launched. These original boats have significant antique value, and to alter them in any way (other than correcting known structural deficiencies) tends to reduce their value.

On some restorations we have even gone back to cotton sails despite their requiring greater care and their not having the performance of Dacron. But the sensation and the sound of a big cotton sail soaring across the deck in a jibe is something special. If you've experienced a large bird flying close overhead on a quiet day, you'll know what I mean.

When we build new boats to old designs we have a little more freedom. Small changes such as substituting mahogany for oak, widening cockpits, eliminating running backstays, and installing diesel engines or electric motors make the boats more user-friendly and easier to maintain. The use of classic one-design sailboats has changed over the past 100 years even if the aesthetic hasn't. Most were originally used exclusively for racing, in any weather conditions, with a crew of two or three. Today, those designs survive because, with a few modifications, they are equally well suited to more leisurely family daysailing and single-handing. In some cases, we have even changed centerboard boats into full-keel configurations. These may have a slight loss of light-wind performance, but the added stability and space in the cockpit are worth it for many people.

The level of finish is typically much higher on a new boat. Not because it needs to be, but because it's what our customers tend to expect. Today, we have access to superior paints and varnishes that allow us to obtain a level of gloss that was unimaginable 100 years ago.

HALF MODELS

We have had several interesting opportunities to make half models this past year, and in doing so have discovered a new technology that brings the quality and accuracy to a whole new level. The first model we carved was for a customer for whom we had recently built one of our Herreshoff 12-½ replicas. Because we had lofted the boat full size from Herreshoff's original hand-written offsets, there was no appropriately scaled set of lines from which to build a model. In an effort to produce the most accurate model possible, we transcribed the offsets into a computer spreadsheet, and then, working with naval architect **Matthew Smith** of Barrington, RI, created a digital 3D model. Remarkably, every single point from the offsets faired perfectly, and we cut the model from a solid block of Western Red cedar using a CNC machine. N.G. Herreshoff designed his hulls by first carving a half model, and then carefully measuring it with a finely calibrated machine. The measurements, called offsets, were then written in an small notebook to be plotted full-size by the loftsmen. So, like "The Curious Case of Benjamin Button," we've come full circle in that we lofted our computer model full-size from those offsets and then reduced them to create a wooden half model at the same scale as his original.

After finish sanding, the model was painted to match the boat, and a duplicate model was then cut and donated to the **Herreshoff Marine Museum** in Bristol. Since then, using the same approach, we have produced half models of B.B. Crowninshield's Dark Harbor 17 and Herreshoff's Buzzards Bay 18. It's a shame to miss out on the process of hand-carving,



CNC MACHINING BY HEWES & CO.

HALF MODELS CONTINUED

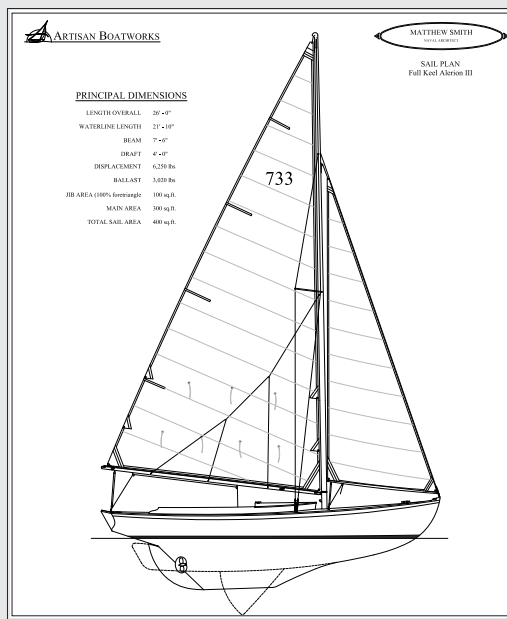
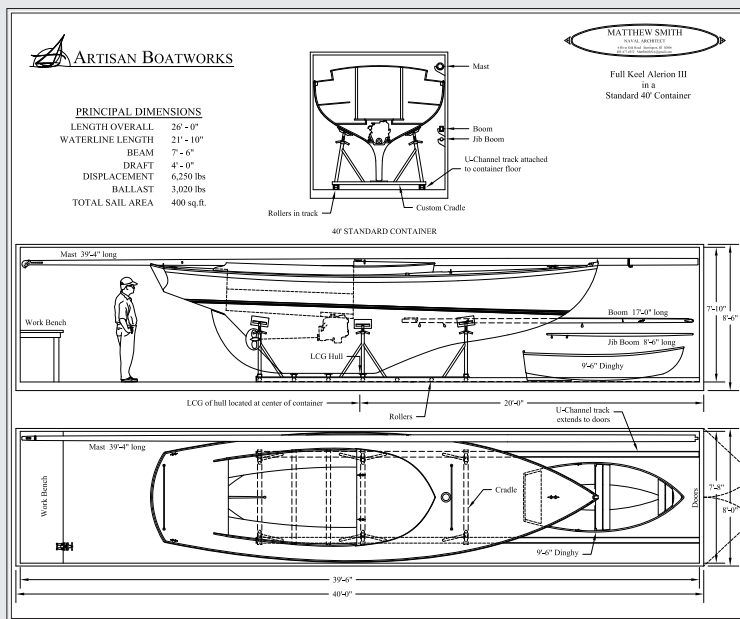
which was always a favorite pastime for me, but the accuracy and consistency of CNC machining simply cannot be matched. If there is a particular classic design you would be interested in having a model of, please don't hesitate to call. They will be finished to the same exceptional standard as our full-sized boats, using the same products and applied by the same finishers.



A PROPOSAL

Captain Nat Herreshoff designed ALERION III for himself in 1912 as a retirement boat for his winter vacations in Bermuda. The original ALERION III was a keel/centerboard boat, but in 1914 he added a full-keel to the half-model to create the larger Newport 29. In the 1970s, his son Sidney DeWolf Herreshoff used that same full keel configuration for the smaller Alerion 26 in fiberglass. What strikes me is that, to the best of my knowledge, no one has yet built a full-keel version of ALERION III at her original scale. The result would be a comfortable daysailer/weekender with ample room for a self-bailing cockpit and diesel or electric auxiliary propulsion.

The concept so intrigued me that I asked Barrington, RI, naval architect Matthew Smith to sketch it up. The added bonus, as you can see in the rendering, is that the full-keel Alerion will fit neatly into a standard shipping container.



FULL KEEL
ALERION PROPOSAL
BY MATTHEW
SMITH NAVAL
ARCHITECTURE

CENTENARIAN

In the summer 1913, **Wianno Yacht Club** member Fritz P. Day commissioned local boatbuilder H. Manley Crosby to design "a fast, handy, handsome, seaworthy, rugged, shoal-draft knockabout, appropriate for the notoriously shallow and choppy waters of Nantucket Sound."

The first fourteen boats, measuring 25' on deck, 17' 6" on the water, and weighing 4,500 lbs, were delivered in the spring of 1914 at a cost of \$600 apiece. Those boats are 100 years old this year, and since their debut in 1914, about 150 more WIANNO SENIORS have been built, the last wooden one launched in 1976. When we judge the success of a design there are many factors to consider, but at the end of the day, when wooden boats like the Wianno Senior and Herreshoff S-boat are still actively raced after so many years, these surely have earned the ultimate testament. I wonder which modern-day one-design sailboats of fiberglass will be racing 100 years from now?

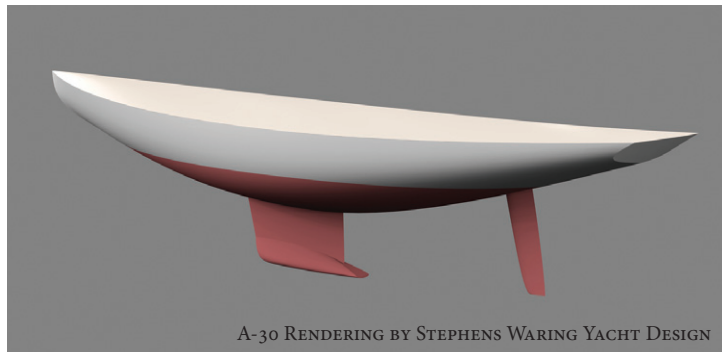
There has been much excitement surrounding this 100th anniversary, which will be celebrated July 25th through the 27th. Many old Wiannos have been pulled out of retirement for one last race, and several others have been completely rebuilt for the occasion. There are still several existing Wiannio Seniors that would be deserving candidates for restoration, and alternatively, this would be a great design to build anew. Wiannos are similar in many ways to B.B. Crowninshield's Dark Harbor 17s, which we have both built and restored. (See *WoodenBoat* magazine #169 of May/June 2007.) To learn more about Wianno Seniors and the upcoming centennial celebration, visit the **Wianno Senior Class Association**.



THE KENNEDY FAMILY ABOARD
WIANNO SENIOR, VICTURA

PRESS

Soundings magazine this month published a nice article by Stephen Ditmore entitled “Daysailors Rejoice!” The article compares eighteen different daysailers between twenty and forty feet in overall length, and features a modern adaptation of the Herreshoff Buzzards Bay 18 (30' LOA) that we are working on with **Stephens Waring Yacht Design** of Belfast, ME. Called the A-30, this new boat would have a modern fin keel with spade rudder, high-aspect aluminum rig, and composite construction.



The article begins, “There is a plethora of beautiful, well thought out daysailers in the 28- to 34-foot range, but the A-30 promises to be distinctive because of the team involved. The design firm Stephens Waring and builder Artisan Boatworks are the here and now of “spirit of tradition yachting” in the United States...” Be it gracing a tranquil small cove in Maine, or adorning the top deck of a Mediterranean mega yacht – we look forward to making the A-30 dream come true.

Back in March, *The Camden Herald* ran a story entitled “Boatyard’s Success Recognized by SBA” which goes on to describe a visit paid to Artisan Boatworks by the Small Business Administration (SBA) regional administrator for New England, Seth Goodall. Goodall is quoted as saying that, “It is important to visit and promote successful SBA companies like Artisan because it demonstrates that our programs and partnerships are working to help grow businesses that create good-paying jobs in Maine. Artisan is a success story in Maine and New England and it has found the right path forward by focusing on providing superior craftsmanship and service.” Read the full article in the **PRESS** section at **ArtisanBoatworks.com**.

Another nice bit of press coverage also came in March, this time from the Maine Department of Labor. Commissioner of Labor Jeanne Paquette announced that Artisan Boatworks and three other businesses had earned the Safety and Health Achievement Recognition Program Award (SHARP).

Specifically, the announcement stated that, “They have voluntarily undertaken a rigorous safety achievement program, and their acceptance into SHARP by the Occupational Safety and Health Administration (OSHA) recognizes these businesses as models for worksite safety and health standards.”

“Employers earn SHARP recognition by operating their facility under strict safety and health management standards,” said Maine Governor Paul R. LePage. “We congratulate these worksites for earning SHARP certification. They demonstrate to their industry peers that making safety a priority pays off for everyone.”

Fewer than 2,000 worksites in the United States have been given SHARP certification, and we’re proud to have earned the distinction.

As many of you may have seen, one of our Buzzards Bay 18s, UNCAS, is “Miss July” in Benjamin Mendlowitz’s *Calendar of Wooden Boats*. It’s a great shot, as always, but what makes me chuckle every time I see it is knowing that, in order to set the photo up, Ben asked the boat’s owner and one of the other builders to “get out of the shot for just a minute.” So they are huddled down out of sight, patiently awaiting permission to re-emerge. It was a beautiful evening up at the **Eggemoggin Reach Regatta**, in Brooklin, and one of the nicest sailing days I’ve had in a long, long time.



2014 WOODEN BOAT CALENDAR
BY BENJAMIN MENDLOWITZ

SHOW TIME!

It’s early August in Maine, which we all know means three things: blueberries, the beach, and the Maine Boats, Homes and Harbors Show. If you love the coast of Maine, you won’t want to miss the latter which is the **12th Annual Maine Boats, Homes & Harbors Show**, held Friday through Sunday, August 8-10. This high-summer event features a gathering of Maine’s finest artists, architects, boatbuilders, craftsmen, designers, furniture makers, jewelers, and marine gear vendors, all together in one place at one time, so you can meet them in person. Plus a variety of live music, fine fresh food, an activities area for children, and of course, the running of the World Championship Boatyard Dog® contest on Sunday at 10:30.

The show is like the pages of the magazine brought to life, and is the only in-water boat show in the state, with more than 70 boats in the water and 150 or so exhibitors on land. There truly is something for every member of the family, and this year they’ll be celebrating the 100th anniversary of the Herreshoff 12-½.

We’ll be there with a Herreshoff 12 ½ replica we built in 2007, and RED SKY, a Somes Sound 12 ½ designed and built by John Brooks in 2002. RED SKY is for sale and ready to launch. We look forward to seeing you there!



EMPLOYEE OF THE MONTH: DAN McNAUGHTON

There are many job titles in an organization like ours (too many for my taste), but one of the most valuable members of our merry band of craftsmen has no title, wants no title, and will probably be angry with me for even drawing attention to him. He's Dan MacNaughton, and he's got more experience in all aspects of wooden boat maintenance, design, paint and varnish, rigging, and seamanship than all the rest of us combined. He is an accomplished author, has owned and managed boatyards, taught courses, and extensively cruised the coast of Maine and beyond. In a yard this size, it's imperative that everyone has a variety of skills, and Dan is the ultimate example. In a typical week, he might lay a perfect mirror coat of varnish on the deck of a classic runabout, proofread an e-mail to an important customer, install an electric bilge pump, rig a Dark Harbor 20 down at the dock, and then deliver a Herreshoff 12-½ to its grateful new owners in upstate New York.

Dan is unassuming, works quietly, and is usually humble. However, one of his most valuable and appreciated characteristics was highlighted recently by Aaron Porter in Aaron's latest editorial in *Professional Boatbuilder* magazine entitled "If You See Something, Say Something." In essence, the message was that there should never be an instance in an industry with such a huge liability exposure as in boatbuilding where an employee ignores a potential problem (or worse yet, a hazard) because he assumes that it's someone else's job to care. Dan always cares.

He is always listening, always watching, and is generous about sharing his insights from a lifetime of experience. We are so thankful when Dan politely places a hand on one of our shoulders and says something like, "that looks really nice, but please realize that it will never work."

We love you Dan. We're grateful to have you with us, and hope you never leave.



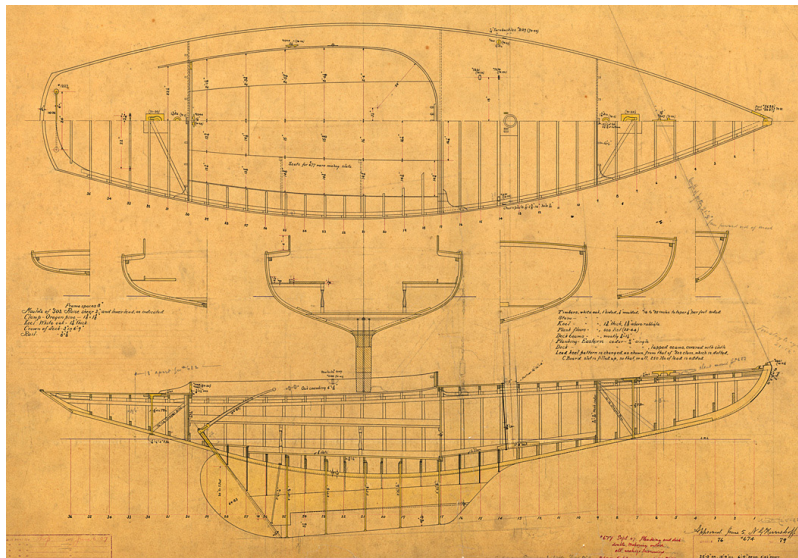
PHOTO BY ALISON LANGLEY

THE HERRESHOFF LEGACY: EFFICIENT AND ELEGANT MARINE DESIGN

We do a lot of work with our friend Kurt Hasselbach, the longtime curator of the MIT Museum's Hart Nautical Collections. Kurt is "the man with the plans" when it comes to Nathanael Herreshoff, John G. Alden, George Owen, and the works of many other designers. Many of you have seen black-and-white images of Herreshoff drawings in various publications, but only a select few have been so fortunate as to put on white gloves, and view the original drawings themselves. They are truly works of art. Herreshoff and his draftsmen primarily drew in ink on sheets of linen, using multiple colors, shading certain areas for clarity, and making faint pencil notes and calculations in the margins. For those who are as fascinated with Herreshoff as I am, to behold an original drawing rivals the sense of awe one might experience at the Louvre in viewing the Mona Lisa for the first time. You will be excited to learn about Kurt's **Herreshoff Legacy Project** whose key objectives, as Kurt explains it, "are to build a stunning multimedia international traveling exhibition and a permanent state-of-the-art interactive, aggregated website related to the total Herreshoff legacy. Getting the word out has been a big focus in the past year. Of course fundraising is also an ongoing task."

They have hired TellArt, a Rhode Island design firm, to begin the task of organizing the approach to this complex task of seamlessly presenting the broader Herreshoff legacy in complimentary web and exhibition venues. "Our goal is to provide unprecedented interactive access to all Herreshoff content we hold as well as to collections of a wide variety of collaborators," according to Kurt.

Those interested in the project can keep abreast of developments, gain a sense of where they are headed, and check out ongoing additions of Herreshoff-related images by visiting the website: <http://herreshoff-legacy.mit.edu>



CONSTRUCTION FOR BUZZARDS BAY 15 FULL KEEL VERSION FLICKER
(HMC # 674 - PLAN # 76-79), COURTESY OF THE MIT MUSEUM.

BROKERAGE

We had a big spring by selling three Herreshoff 12-½s in May and June. Brokerage has slowed up a bit since, but there are still some spectacular values to be found. Two boats in particular deserve special consideration:



MISS BUCKEYE is a 24' Lyman Sleeper, built in 1961. In 2002, she was sent back to where she was built in Ohio for a major makeover. The yard replaced all of the varnished mahogany pieces: decks, rails, windshield, bulkheads, ceiling planking, cockpit sole, etc. They also replaced her electronics and installed a 325hp Crusader engine. Since then, she has been immaculately maintained here at Artisan, and should be considered both cosmetically and mechanically "as new." Unfortunately, in the past few years, it has become clear that her lapstrake plywood bottom planking needs to be replaced, and her current owners have decided they no longer spend enough time on the water to justify the expense. The good news is that they have listed her for sale for barely what the engine installation cost, and the cost of the necessary bottom job will be a small fraction when compared to the work that has already been done.

MISS BUCKEYE is currently in the water, fully commissioned, and could be used "as is" for a few more years—so long as her top speed of 50 mph is kept under control. For those who know and appreciate Lymans, this is an opportunity too good

to miss. For a complete listing, please visit the **BROKERAGE** page at ArtisanBoatworks.com.

As my two daughters (ages 4-½ and 6) begin to discover rowing and sailing, I find myself focused on Rozinante canoe yawls, and have queued up L. Francis Herreshoff's book "The Compleat Cruiser" for a re-read. It might be a few years before our family gets its own Rozinante, but until then I will continue to look. There are currently six Rozinantes for sale on Yacht World, three of which are here in New England, two on the West Coast, and one on the Great Lakes. Of the three New England boats, one in particular is both in the best condition structurally and the least expensive.



OSPREY was built in 1976 at the famous Smith & Ruhland yard in Lunenburg, Nova Scotia. The yard was best known for large wooden commercial vessels and fishing schooners, but they built at least three Rozinantes. Smith & Rhuland closed in 1969, but the yard remained intact and was later re-opened. During the down time, Fred Rhuland built OSPREY for his son-in law, and she was reportedly the last boat built under the yard's original ownership.

The current owner has had her since 2002, and she has been professionally maintained. His goal was always to keep her in perfect structural condition, and to reduce annual maintenance by painting everything. OSPREY could use some cosmetic upgrading, but she's ready to sail "as is" and could be launched, rigged, and be on your mooring as soon as next week. For more information, call Alec at (207) 542-0372.

SAVE A CLASSIC

Few would argue that for a combination of looks, performance, and "feel," nothing beats a sleek, long-ended, deep draft boat with plenty of ballast and sail area. The Dark Harbor 12 is about the smallest boat that delivers all of those things without compromise. B.B. Crowninshield designed the Dark Harbor 12 in 1915 for one-design racing in Islesboro. They are 20' 2" on deck, 12' 5" on the water, displace 1,923 lbs, and carry 210 square feet of sail.

Fast and wet, with a self-bailing cockpit and only a small hatch accessing the forward compartment, these boats are essentially a "corked bottle" and can safely be driven without mercy for a truly spectacular sailing experience. They are exceptionally fast under all conditions, and are terrific ghosters in light air.

I grew up sailing a Dark Harbor 12 called BOBBIN, No. 14 of the class, and raced every

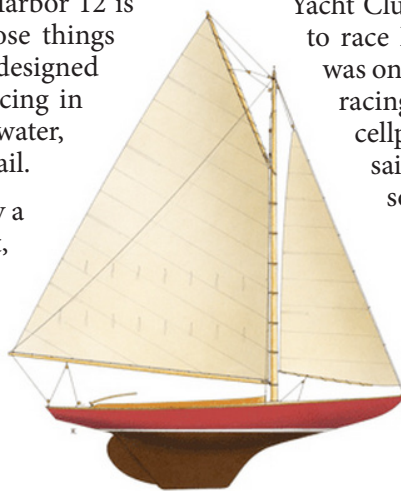


ILLUSTRATION BY KATHY BRAY

Wednesday and Saturday during the summers with my father, brother, uncles, and cousins at the Bucks Harbor Yacht Club. I was the fourth generation in my family to race BOBBIN, and believe that by then the boat was on her 4th set of sister frames! When we weren't racing, we were exploring, and before the days of cellphones and GPS, my brother and I would sail as far from home as the wind allowed—sometimes not returning until the breeze filled back in long after dark.

Eventually there came a point where No. 14 required a rebuild that was beyond our family's resources, and she was regretfully sold. Now, twenty years later, there is an opportunity to restore another Dark Harbor 12—hopefully for a family that will cherish her as we did ours. Call or **e-mail** for details.



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