

THE ARTISAN JOURNAL

NEWSLETTER OF ARTISAN BOATWORKS

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AS WE SETTLE INTO THE RHYTHM OF WINTER HERE IN MID-COAST MAINE, the shop is abuzz with a great crew working on great projects. We have lots of exciting news to share, including our recent acquisition of JOKER, a 49' Herreshoff Bar Harbor 31 that was built in 1903, and will be soon available for restoration. We go on to highlight some exclusive brokerage opportunities, and even a pitch for yacht inspired fine furniture!



FOXFIRE is a 24' Buzzards Bay 15

Dan MacNaughton and his team in the Service Department are at capacity as always, and we will be adding our third 6000 sq. ft. storage building, along with an expanded paint bay in the spring. We are accepting new clients for the 2017-18 season.

If you can dream it we can build it – from an 8' rowboat to a 50' sailboat or powerboat. It all starts with a conversation, so please give us a call to schedule a visit. We look forward to hearing from you!

*Happy Holidays
and
Best Wishes for the New Year!*



RECENTLY COMPLETED PROJECTS

This past year we rebuilt two 100-year old Fish Class sloops, both from the original 23-boat fleet that was delivered to the Seawanhaka Corinthian Yacht Club of Oyster Bay on Long Island. Nathanael G. Herreshoff (NGH) designed these 21-footers, and his yard (HMCo) turned out 41 of them



ANCHOVY just after launch

between 1916 and 1937 as an enlargement of the ubiquitous Herreshoff 12½-footers, but with a small cuddy cabin. After their hulls were pulled back into shape, both SCULPIN and ANCHOVY received all new frames and floor timbers as well as new transoms, decks, coamings, and cabin houses. The majority of the original cedar planking was retained on both boats, as were the spars and deck hardware.



SCULPIN as restoration begins

SCULPIN was delivered to her owners on Nantucket in May, and ANCHOVY was dropped off at Northeast Harbor in September. Both boats came back to Artisan Boatworks for storage and for their annual maintenance as welcome members of our ever-expanding storage and maintenance program. [See photos of both restorations on our website.](#)

RECENTLY COMPLETED PROJECTS CONTINUED

Our Sitka Spruce spars for the 64' David Pedrick-designed, cold-molded yawl MOONRISE were delivered to Hodgdon Yachts in May, complete with rigging. It was a sprint to the finish, and we received awesome support from Maloney Marine Rigging and Lyman Morse Fabrication. The end result was nothing short of stunning! MOONRISE sails from Northeast Harbor, and when viewed from afar is reminiscent of a 1950s Sparkman & Stephens CCA ocean racer. However, when you get up close it's apparent that she's a state-of-the-art superyacht through and through. Take her rig, for example: With mid boom sheeting; a hydraulic vang; internal running rigging; and carbon fiber, bronze, and G-10 reinforcements throughout—this is arguably the most technologically advanced wooden sailboat rig ever made! It was an honor to work with Hodgdon Yachts on this project, and we look forward to other collaborations. For more details on this project see the June 2015 issue of the *Artisan Journal*, and for more photos of the project, [view the photo album at artisanboatworks.com](http://artisanboatworks.com).



Main and mizzen masts for the 65' David Pedrick yawl MOONRISE, launched by Hodgdon Yachts in 2016



MARIAH

MARIAH is the fourth Herreshoff 12½ replica we've built—this one for a family in Solomons Island, MD. She was built traditionally of caulked cedar planking on oak frames, with mahogany brightwork and a gaff rig of Sitka spruce.

We delivered MARIAH in June and on the way made a quick stop at the Wooden Boat Show in Mystic, CT, where she won first place as the best professionally-built sailboat.

When building replicas like MARIAH, we endeavor to be as true to HMC's production practices as we are to details of construction, hardware, and rigging. Our molds were developed directly from NGH's original 1914 offsets, insuring absolute conformity for racing, coupled with a standard of finish and authenticity that is unparalleled by production boats of other hull materials.

CURRENT PROJECTS

Artisan Boatworks was called in this fall to oversee plank replacement and bottom refastening of the 86' schooner APPLIEDORE—a Coast Guard-inspected vessel that carries passengers on two-hour sails out of Camden during the summer and from Key West in the winter. Too large to be brought to our shop, she was hauled out at Lyman Morse in nearby Thomaston, and her 2" thick white oak and Douglas Fir planking was replaced where necessary and the entire bottom refastened to the frames using 6"x 3/8" galvanized ship spikes.



SCHOONER APPLIEDORE

CURRENT PROJECTS CONTINUED

FILDIL and FANCY are both one-design cabin sloops from the 1930s that are well known locally here on Penobscot Bay.

FILDIL is a 30' Sparkman and Stephens-designed Dark Harbor 20 (DH-20) that races with the Tarratine Yacht Club fleet on Islesboro. She's the third DH-20 we've restored and we hope she'll be as successful on the racecourse as "our" other two DH-20s that regularly finish near the top. We will be replacing a handful of broken frames, all of the floor timbers through the middle of the boat, and the plank keel. In order to stiffen FILDIL's hull, we will be splining all of her plank seams, and then giving her a high-gloss racing finish. Competition among the Dark Harbor 20s is stiff on Islesboro, and their owners should be commended for having gone to great lengths to insure conformity between boats.



FILDIL and FANCY under restoration

FANCY is one of the 31' Gunnar Stenback-designed HAJ class sloops that were built in Finland in 1933 for the Camden Yacht Club—at nearly the same time as the Lawley-built (in Massachusetts) DH-20s. FANCY is being refastened and receiving a cosmetic makeover. After more than 80 years, she is still based in Camden and has belonged to the same family since new.

SANDPIPER, a lovely 34' ketch designed by Winthrop Warner and built in 1979 by Gordon Swift and Bill Page, is in the paint bay for annual painting and some cosmetic upgrades including a refairing of her topsides, stripping and refinishing much of her varnish, and changing some on-deck colors. SANDPIPER resides across the bay in Pulpit Harbor on North Haven, and we are proud to have her in our care this winter.



SANDPIPER

Our Service Department crew will be at work through the winter months painting, varnishing, and detailing the more than sixty classic wooden boats we store here at Artisan Boatworks. Come spring, we will deliver, launch, and commission them in a variety of harbors between New York and Downeast Maine. Our Storage and Maintenance Program expands every year and we continue to accept new customers.

FEATURED EMPLOYEES

Although I'm convinced that all of our fifteen employees are extraordinary, I'd like to highlight two in particular who epitomize those special qualities that make running this operation as rewarding as it is.

FREELAND ACKERT is from Cape Cod, having studied boat building and design at the Landing School, then working at Ballentine's Boat Shop in Cataumet, MA. He came to work with us in the spring of 2015. Freeland is one of the smartest boatbuilders we have had the pleasure of working with. He loves to be challenged, possesses an impressive diversity of skills, and his eye for proportion and pleasing lines is as good as they come. All of this, coupled with his mastery of CAD design has proven him a huge asset.



JOSH CUNNINGHAM came to work with us at about the same time as Freeland. While he arrived as a specialist in spraying Awl-Grip, he mastered the badger hair brush in no time, having risen to become one of the best brush finishers in the industry. Josh studied carbon fiber and other advanced composites at Southern Maine Community College's Composites Science Program, and has also become a valued member of our rigging crew.



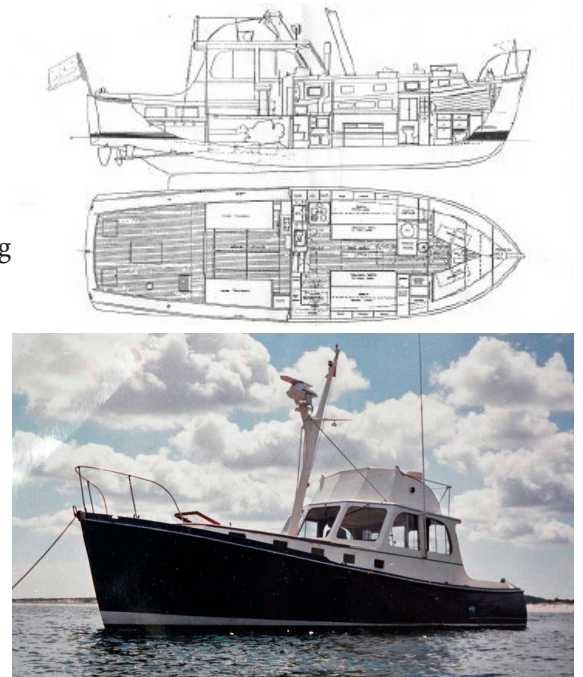
What really sets Freeland and Josh apart, and why they deserve special attention, is their attitude: When the work they are doing is grueling or seems impossible, Freeland and Josh are rock solid in their care and enthusiasm and their belief in the value of what they are doing. They continually uplift their fellow workers, and we are grateful to have them on our team.

RESTORATION CANDIDATES

POWER

This past weekend Erin and I climbed aboard PEGASUS, the 1963 Frank Sample-built Down East 42 that's stored here and looking for a new owner. Erin had never been aboard, and despite the boat's dilapidated condition, gave her an upbeat assessment. Granted, it'll be a total rebuild, but there's something about PEGASUS that just tugs at one's heartstrings. Perhaps it was the way the afternoon sun poured through the big pilothouse windows, or her impressive inventory of irreplaceable bronze hardware, or the fact that the interior is reminiscent of a 60-foot sailboat. But as we stood there we could almost hear the kids playfully laughing as they dove off the fly bridge while PEGASUS lay at anchor in some secluded anchorage—perhaps in the Bahamas.

We think PEGASUS is special because she not only represents a style and a standard of workmanship that is rapidly being replaced by mass-produced production boats lacking such qualities, but her size is such that she would be equally perfect for an occasional afternoon outing with the grandkids or for an entire season of living aboard.



PEGASUS

An Artisan Boatworks restoration of PEGASUS would bring her up to “as new” condition by carrying out the structural and cosmetic work, but also modernize all of her electrical and mechanical systems—so you'd have the best of both worlds: a true classic, yet one that's completely up to date internally. Because the new diesel engines are more compact and weigh less, there'd be space for a gyroscopic stabilizer, a generator, and other conveniences; yet PEGASUS would still float on her designed waterline.

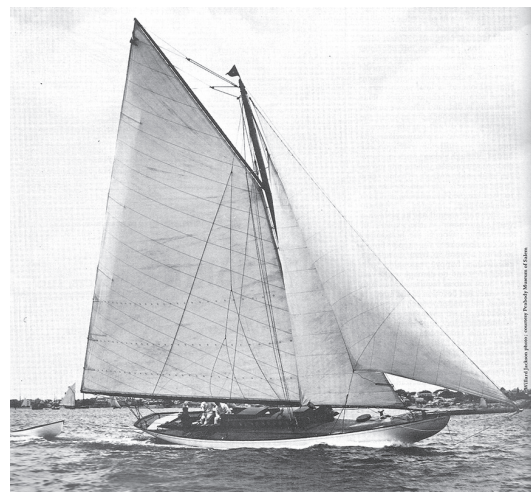
Erin and I both hope that someone will come forward soon and help us save this special boat which is stored outdoors and continues to deteriorate. The time is fast approaching when she will no longer be with us.

SAIL

Over the past decade several century-old, gaff-rigged racer/cruisers designed and built by Herreshoff have been purchased as near-relics and spectacularly restored. Realizing that the “supply” is limited, we are proud to announce that Artisan Boatworks has acquired what's left of the 49' JOKER, one the 13 Bar Harbor-31 class (BH-31) sloops built in 1903 by the Herreshoff Mfg. Co. of Bristol, RI. While four BH-31s besides JOKER have survived, only one still sails, rigged as an easy-to-handle Marconi yawl.



JOKER



49' on deck, Herreshoff Bar Harbor 31

JOKER could go

either way. For pure

cruising, it's hard to beat a yawl. But for originality and to compete on the racecourse with other Herreshoffs that have been restored to their original gaff sloop rigs, giving JOKER a pure restoration might make more sense.

Arrangements are now being made to transport JOKER to our facility, put a proper steel cradle under her, and place her under cover to insure that no further deterioration occurs. Our goal is to see her thoroughly restored—either for the classic racing circuit, or to a new life as a family daysailer. We would be happy to send you more information about her, including a timeline for the restoration and a detailed estimate of associated costs.

RESTORATION CANDIDATES CONTINUED

TENDERS

All large boats need tenders, and there is a host of great designs available. However, for those who love old boats as much as we do, you need to hear about the original 16' Luders motor launch that just came to us a few weeks ago and is available for restoration.

This boat requires a complete overhaul, but the hull shape is good and she still has her original builder's plaque. Depending on your requirements, this could become an authentic "museum quality" restoration, or we could talk about adding strength and stability by means of sheathing her hull in fiberglass and epoxy so she'd stand up better to strenuous service a yacht tender.

Even if you don't own a large yacht and don't require a tender, this sweet little craft could be just the ticket for leisurely touring the harbor or be kept at-the-ready next to a shallow-water dock. There are some wonderful small diesel engines available that would suit her perfectly. Just the sound of her putt-putting along would bring a smile to the face of passengers and onlookers alike.



16' Luders Motor Launch ready for restoration

PARTNERSHIPS

There is a brand new Classic Yacht Owners Association (CYOA) and we are pleased to say that we are now proud members. The CYOA's stated goal is to "bring owners together to create a positive and cohesive voice to the issues, challenges, and opportunities facing the yachts and their owners today as well as create an organization to more effectively work with the regattas and communities with whom they serve and should support more effectively." They also aim to support the building, restoration, sailing, and racing of classic wooden yachts. To learn more about the CYOA you can visit their website at www.ClassicYachtOwnersAssociation.org.



I'm now serving on an advisory board of the [MIT Museum](http://MITMuseum.org), working toward an exhibition about the legacy of Nathanael Greene Herreshoff entitled *Lighter, Stronger, Faster*. "This exhibition and unique digital resource will inspire and educate a new generation of sailors, boat

builders and marine engineers. Drawing primarily on the MIT Museum's world-famous Herreshoff Collection of physical and digital artifacts, it will tell the story of Herreshoff's life, work and influence."

The exhibition, scheduled for an April 2018 opening, is part of the larger Herreshoff Legacy Project that will include the digital release to the public of over 14,000 plans and drawings via an online database. To learn more about the Herreshoff Legacy Project or to make a contribution, please visit www.herreshoff-legacy.squarespace.com.

THE LANDING SCHOOL

An unrivaled diversity of Marine Industry Technology education

Over the years we have hired quite a few of our crew from [The Landing School](http://TheLandingSchool.com) located in Arundel, ME. The programs there include yacht design, wooden boatbuilding, composite boatbuilding, and marine systems, and are among the best in the industry. I'm proud to also be serving on that school's Program Advisory Committee.

Serving on boards such as these (add to the list serving on the board of directors of both the Maine Marine Trade Association and Camden Yacht Club) is not only a great way to give back to the community, but it also provides continuing opportunities to expand our own network and learn from others about ways of improving our own business.

BROKERAGE

EAGLET, one of the earliest Herreshoff Buzzards Bay 15-footers (24' 6" overall), was contracted by Beverly Yacht Club member R. L. Bacon on September 28, 1898. She was launched the following spring, and is not only the last known survivor of the original fleet, but also the oldest known Herreshoff boat anywhere that is not in a museum!

EAGLET received all new frames, a deck, plank keel, and centerboard trunk within the past 20 years, and although still requiring some cosmetic work, can be sailed just as she is.



EAGLET

JEANNE is a 24' 6" Herreshoff Watch Hill 15 replica built here at Artisan Boatworks in 2011. She's a near sister to EAGLET (but many years newer) and carries a Marconi instead of a gaff rig. JEANNE is only the second boat we've built in the past 15 years that's been offered for sale. She has a laminated mahogany backbone, and her hull is planked with edge-glued cedar strips over steam bent oak frames, sheathed outside with biaxial E-glass set in epoxy. She comes with sail covers, a custom galvanized Triad trailer, and an auxiliary electric Mastervolt pod drive.



JEANNE



JEANNE

TIDAL WAVE, a fast and distinctive double-ended cruising ketch, is one of Philip Rhodes' early success stories. She was built by the famous Minneford Yacht Yard on City Island, NY, in 1930, and became a legendary racer early in her career, leaving behind many articles in the yachting press of that era. In 2000/2001, TIDAL WAVE underwent a substantial rebuild that included new frames and floor timbers, a new timber keel, some planking, stems, fastenings, deck, and diesel engine, and a number of other improvements. Rockport Marine did this upgrade to extremely high standards, all while not disturbing the boat's original interior.

Other than seasonal cosmetics, it is our opinion that TIDAL WAVE is in excellent condition and ready to go for another 86 years. The asking price is a bargain at \$64,500, and reasonable offers will be considered. [Click here to see a detailed listing.](#)



TIDAL WAVE

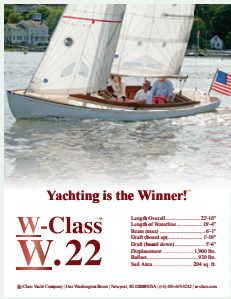
FINE FURNITURE BY ARTISAN BOATWORKS

OK, so not everyone has room in their lives for another boat. We get that. So for those of you who want to do a project with Artisan Boatworks, here's an alternative that we're excited to offer:

In our many years of association with the MIT Museum's [Hart Nautical Collection](#) we have pored over hundreds of Herreshoff plans and drawings. Among them are countless details for the built-in cabinetry and fine furniture that once adorned the magnificent sailing and steam yachts of the gilded age.

Using this grand resource, we can make exact replicas of Herreshoff tables and chairs, as well as custom built-in cabinetry with authentic details and hardware based on what's shown on the HMCo drawings. Imagine having your office furnished with pieces that duplicate those once aboard J. P. Morgan's 304' steam yacht CORSAIR III!

If William Fife is more your style, we can work with the collection at Fairlie Restorations in the UK and obtain drawings of similar pieces and details. Perhaps you own and love a Concordia Yawl. How cool would it be to make iconic Concordia fold-down berths for the grand-kids along with a built-in end table and a chest of drawers? As with our new boats, it all begins with a conversation. So give us a call and let's chat about furniture.



PRESS

Since our last edition of the Artisan Journal, Art Paine wrote a nice piece for *Maine Boats, Homes, and Harbors* for the August 2015 Boat Show Edition on the pair of Joel White-designed W-22s we built for Donald Tofias and his W-Class Yacht Company.

Rick Strollo wrote a great piece in the February, 2016 issue of *Northwest Yachting* about FLYING EAGLE, the 33' Vinal Beal lobsterboat that we restored, then shipped to the San Juan Islands.

Katherine Arteché wrote about Artisan Boatworks in the May-July issue of *Jet Gala*, an Asian private aviation magazine whose slogan is "Life beyond first class." Her article was entitled, "Custom Classics: Wooden Boats Crafted to Stand the Test of Time."

We just received news that our friends at Gougeon Bros, Inc., makers of West System Epoxy, have graced the back cover of Wooden Boat Publication's annual *Small Boats* magazine with a full-page ad featuring one of our 24' Herreshoff Watch Hill 15s.

In May, at the Herreshoff Marine Museum's 7th Classic Yacht Symposium, I presented the extensive paper that I wrote on the centennial Herreshoff Fish Class and the restoration of SCULPIN. You can read the entire paper as well as all of the above articles and just about everything else that's been published about Artisan Boatworks in the Press Section of our website at www.ArtisanBoatworks.com.

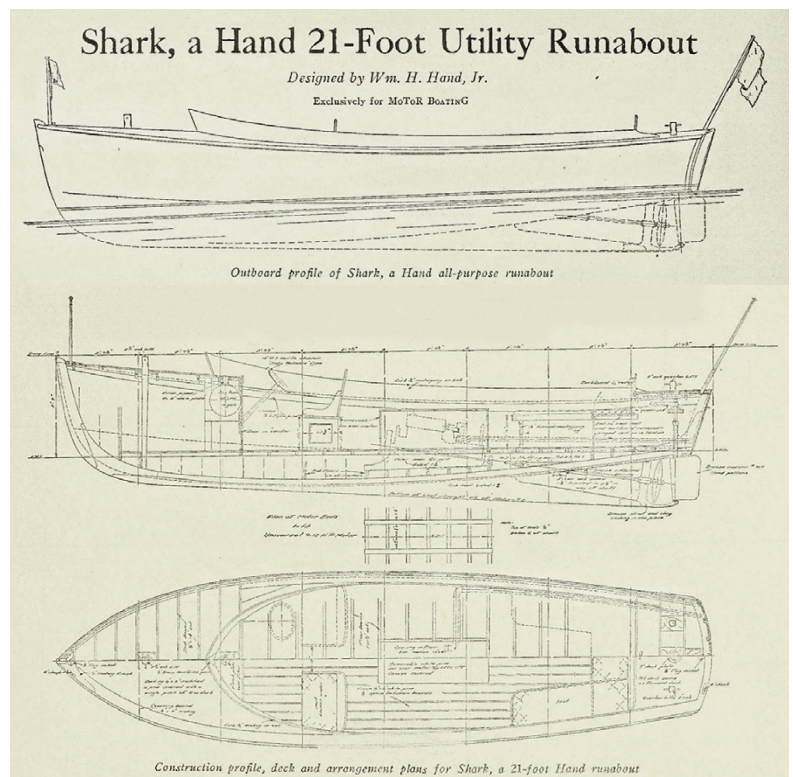
As for books, W. W. Norton & Co just published "Herreshoff: American Masterpieces." Written by Maynard Bray and Claas Van der Linde, with photographs by Benjamin Mendlowitz, this is the first opportunity for many to see some Herreshoff drawings published in full color and high resolution. For Classic Yacht aficionados, this book is a must have. It features a chapter on UNCAS, the Buzzards Bay 18 replica that Artisan Boatworks built in 2012.

SHARK: A 21' UTILITY RUNABOUT

In closing, I want to tell you about the boat we would most like to build next. Despite today's pontoon boats and center consoles, there remains a small yet passionate niche for a wholesome boat like SHARK—a craft that is every bit as relevant now as when William Hand designed her back in 1920. It's thanks to designs like this, and the people who yearn for them, that our business continues to thrive!

We sincerely appreciate your taking the time to read this, and ask that you share it with friends and family, or with others who appreciate such things.

Give us a call to chat about your next boat. And if you find yourself in Mid-Coast Maine, please stop by the shop for a visit.





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