

Vol. 2, Issue 1 | Winter/Spring 2016

PASSAGES

The semi-annual journal of FRONT STREET SHIPYARD.

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"Rebuild-a of BERILDA"
The refit of a 126-foot Feadship

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Crossover sportfish design

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Volume 2, Issue 1: Winter/Spring 2016

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We just passed a major milestone here at Front Street Shipyard: our fifth anniversary. Some days I feel like these five years have passed by in the blink of an eye, and other days I feel so entrenched in this yard that I can hardly remember what the landscape of the city and the Maine yachting community was like before we were here.

A Note From Our President
JB TURNER



To celebrate the occasion, the owners gathered together at the yard for a potluck dinner, drinks and reminiscing. We spent the evening sharing stories and looking back at the months leading up to the launch of our new business. We each remembered our nervous moments when we wondered whether we could bring our vision to fruition — through many late nights and long phone calls. While we made plenty of decisions and changes to our business plans together, one thing we never compromised on was our shared vision of creating the best, most capable yacht yard in the northeast. Together we made our vision a reality.

One of the reasons we've been a successful ownership team is our friendship and commitment to each other and the yard. I don't just have business partners, I have close friends. Two of my partners own other boatyards, Steve White of Brooklin Boat Yard and Taylor Allen of Rockport Marine. I find myself calling them several times a week to run ideas by them or to ask for advice. Ken Priest, owner of Kenway Corporation, used to be my boss for a year while we were working toward buying the property



that would become Front Street Shipyard. His business acumen and understanding of composite construction is unmatched by anyone I've ever met. The best among us is Lucia Michaud, a former restaurant owner and entrepreneur who took a chance on a boatyard. Her level-headed presence keeps us all focused.

With five years under our belts, we're as committed as ever to growing the yard and bringing more yachts from Maine and all over the world to Penobscot Bay. Recently we've been working further with the city on our plans to construct Building 6, our largest shed yet that will open up more opportunities for refits and new builds. By our tenth anniversary, we could double the number of superyachts in our bays.

We needed a lot of help to get to this five-year anniversary. Our customers, our community and people who cruise Maine waters in boats from 20 feet to 200 feet have made Front Street Shipyard what it is today. On behalf of all the owners, I thank everyone for making our anniversary so special.



The Rebuild-a of BERILDA

From the moment we met the owners of BERILDA, we knew the 126-foot Feadship's refit would result in a stunning, like-new yacht. With a true vision for her interior and modifications to her layout inside and out, BERILDA's owners can already close their eyes and imagine the finished yacht cruising the East Coast and Florida.

Before the Front Street Shipyard team began the refit last fall, we walked through the classic 1978 motoryacht with the owners while they shared their vision with us. Oftentimes we recommend a yacht designer or stylist to our customers when they plan to undertake a refit of grand scope, but we could tell there was no need for a professional eye on BERILDA. With rich descriptions and succinct direction, BERILDA's owners brought their ideas to life for us.

BERILDA has spent time at



our yard over the past few years when she was known as SIRENUSE under her former ownership. We'd contributed to her maintenance and made some upgrades, but we'd never had the opportunity to do the comprehensive refit she needed. The new owners have coined the project "the rebuild-a of BERILDA," and our team of craftspeople have embraced the scope and challenge.

We started with a basic work list including some corrosion repair to the hull and new paint. Our welding team began replacing



BERILDA Captain Jacob and stew Desiree underneath the yacht's bow.

much of the metal plating along the bottom immediately, since we knew from past maintenance projects that BERILDA's bottom needed attention. Many of BERILDA's systems are aging, so the owners decided to install a new 100-kw generator, air-conditioning compressors and air handlers, a watermaker, sewage system and engine mounts.

The heart of the refit is the interior transformation. The owners have asked us to convert the dining room forward on the main deck to the owner's stateroom. The finished room will be open and airy with a modernized interior including new carpeting, custom cabinetry and new furniture. A pantry on the main deck will become the master bathroom.

The former owner's cabin, located aft, is being converted into

two cabins with a queen bed and head in each. These guest accommodations will also be fully updated and tastefully appointed.

On the main deck we're building a new pantry and service area. We're all of the on the main The salon new carpet and the day get a face new tile and In fact, six total heads tile.

“
We're thrilled to be here, but we can't wait to get her on the water!”

—Owner, BERILDA

replacing overheads deck level. will have throughout, head will lift with accessories. of the ten will get new

On the upper deck, we're redesigning several of BERILDA's areas for lounging and for entertaining. We're building a new custom hot tub where the owners and their guests can relax. Nearby will be a new barbeque and bar.

We've enjoyed working with them to bring their very creative ideas to fruition. "Seeing as how this is a new venture, we're sometimes pretty out there with some of the things we think we can do," said one owner. "[The Front Street Shipyard team] very kindly steers us in the right direction!"

BERILDA will relaunch in August and her owners will bring their new yacht south for the winter. This is their first yacht, so they know there will be additional modifications they'd like to make after they've gotten to know BERILDA better. They're already making lists of new ideas for future work that they see happening next year at Front Street Shipyard in a second phase of the "rebuild-a of BERILDA."





Axia

REFIT

Excellence

Best Sailing Yacht Refit 2016

From 2014 to 2015 we had the opportunity to be part of an impressive two-phase refit of the performance yacht AXIA. A Sparkman & Stephens-designed 123-foot aluminum yacht, AXIA was built in 1990 by Palmer Johnson. Two years ago she came under new ownership by a competitive sailboat racer who had his sights set the annual St. Barth's Bucket regatta. With hopes of winning the long-standing invitational race, AXIA's owner began assessing his options for a refit.

Langan Design Partners of Newport, Rhode Island, proved to be the best yacht design firm to take on AXIA's upgrades, and designer Sam Howell led the direction for AXIA. The design brief was to develop a new performance-optimized fin keel to replace the existing shallow draft wing keel. Along with that conversion, Langan Design Partners also developed a high aspect spade rudder to replace the existing skeg-hung rudder.

The refit should have seemed straightforward, but the new keel design was constrained by structural requirements, helm

and trim balance and a ballast package that had to achieve a desired righting moment. A new spade rudder design had to tie into the existing steering system, which needed to be modified to fit the new stock diameter, location and angle.

Given the complexity of the refit, Langan Design Partners and AXIA's owner chose Front Street Shipyard to perform the refit. The captain delivered the boat to Belfast in the fall of 2014 with a tight time-frame to replace the keel and get AXIA back in the



Photo by Front Street Shipyard.



ft) but the new keel draft was allowed to go to 4.75 m (15.58 ft). Howell used a Computational Fluid Dynamics (CFD) analysis to help determine a range of options. He then ran those through a Velocity Prediction Program (VPP) to determine the optimum keel based on a target wind range and angle.

Following the removal of the skeg, the Front Street Shipyard team reinforced the hull body structurally. Meanwhile a new carbon rudder was fabricated at New England Boat Works. Front Street Shipyard's crew removed the entire steering system and cut open the deck to install new upper and lower bearings. Ultimately the quadrant, auto pilot tiller arms and emergency steering all had to be modified to fit the new rudder stock.

Once the new keel and rudder were attached, AXIA was relaunched for sea trials. The difference in performance was obvious quickly. AXIA left Belfast during the winter and headed south where her owner, captain and crew practiced in anticipation of the St. Barth's Bucket. The entire Front Street Shipyard team followed AXIA's performance in the regatta, and were proud to know she won her class at the prestigious event.

Last fall AXIA returned for a repower and new generators. The second phase of the refit was less constrained by time, so we performed additional upgrades and maintenance for the yacht.

This comprehensive refit didn't go unnoticed by the superyacht industry. At the 2016 Refit International Exhibition & Conference in January in Ft. Lauderdale, Florida, Front Street Shipyard, Langan Design Partners and the many contributors to AXIA's refit were honored with the Refit Excellence Award for Best Sailing Yacht Refit. AXIA's refit team was chosen based "not only the finished yacht, but on the teamwork, problem-solving and efficacy of everyone involved in the refit." We're proud to have been an integral part of that team, and we look forward to seeing AXIA win more honors on the race course.

water for the March 2015 Bucket.

Meanwhile, Howell was busy running a lot of numbers for AXIA to ensure the keel would perform as hoped. There were inherent limitations and constraints that narrowed the parameters for the new keel since the keel attachment to the underbody couldn't be altered without removing the entire engine room. Howell knew the new the keel geometry options were limited: the existing wing keel had a draft of 3.658 m (12



Photo by Front Street Shipyard.

The Front Street Shipyard crew who worked on AXIA show off the award for Best Sailing Yacht Refit 2016.



Calvin Beal 42: Supporting a Maine Tradition

Front Street Shipyard is proud to be supporting another Maine yard, SW Boatworks of Lamoine, by building the mold and first hulls for their newest boat line, the Calvin Beal 42.

The new design is similar to its popular sister, the 38-foot Calvin Beal, but with more length to accommodate commercial, sportsfishing and pleasure demands. This design has been approved by designer Calvin Beal and Captain Stewart Workman, owner of SW Boatworks.

Calvin Beal boats have been popular among fishermen and recreational boaters for decades. They are very popular and handsome custom designs in the downeast style. These

rugged boats are known for their seaworthiness, stability, and fuel efficiency — all proven by fishermen and enjoyed by yachtsmen.

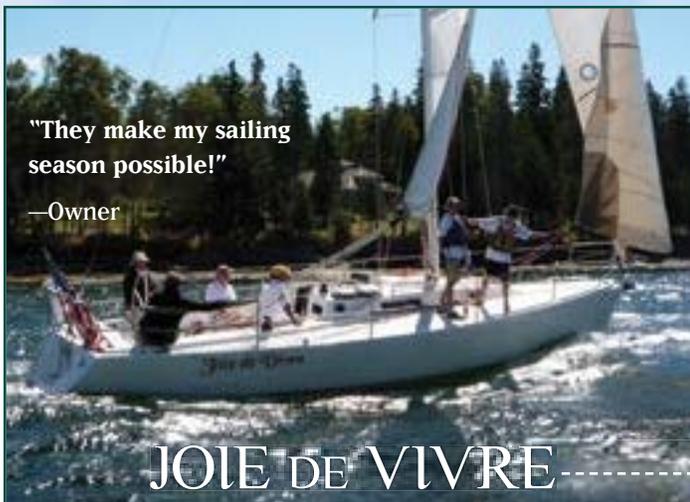


Designer and builder Calvin Beal has long been revered for his hulls, and current builder SW Boatworks has maintained the integrity of the boats since purchasing the molds several years ago.

SW Boatworks' boats are in high demand. Their team is very busy building several boats, and we're honored that they asked us to

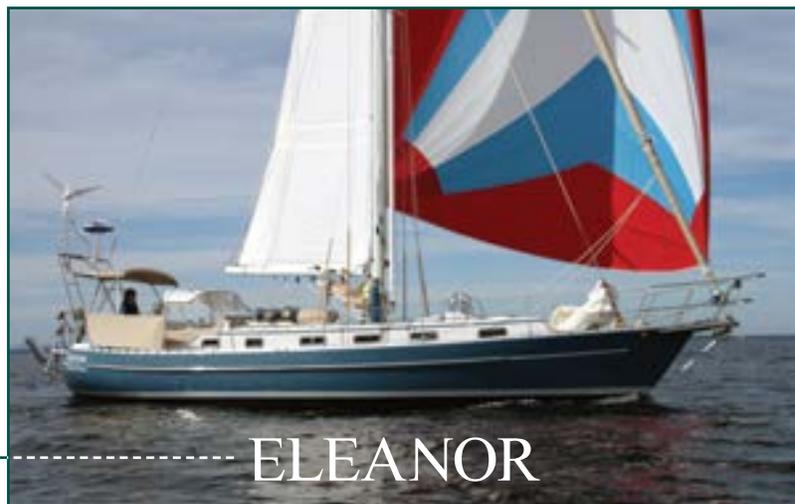
help them with their load. Anyone interested in purchasing a Calvin Beal hull should visit the SW Boatworks website at www.swboatworks.com.

IN THE SHOPS AT FRONT STREET SHIPYARD



► This **J/105** is a local boat that stores with us every year, and we keep her well maintained for cruising and the race course. During the past year we stripped her bottom, faired her keel and put on new bottom paint and a bootstripe. She also got new standing rigging, a fresh coat of paint on her boom and a few coats of interior varnish.

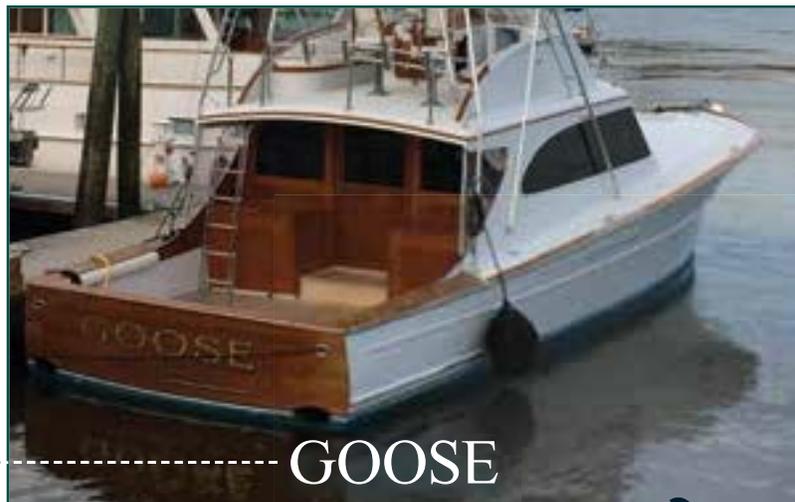
For two and a half years this **VALIANT 40** has been getting ready for blue water sailing. Our list of work included rebuilding her generator, installing a new engine, painting her hull and deck, building a new custom arch for wind generation, replacing her standing and running rigging and replacing most of her electronics. ←



► This **JON MERI 40** has stored with us the past two winters. This year, it was time for a new teak deck. Our crew worked to build templates for the hardware, and then we had some fiberglass repairs where there was water damage. Now we're gearing up to replace the deck and reinstall the hardware to get her ready for the boating season.



The owners of this **MERRITT 46** decided to change the cabin layout forward. We worked with them to build a full mockup of the new interior and then we began the demolition on the old cabin and head. We cut out the cockpit sole to replace both leaky fuel tanks and we rebuilt the sub-sole and laid a new teak deck for the entire area. ←



Robert Ullberg Introduces the



Ullberg 50CC

Robert Ullberg, one of today's best sportfish yacht designers, has chosen Front Street Shipyard to build and represent his newest project: 50CC. The 50CC is intended to be a crossover between large center consoles and mid-size flybridge sportfishing yachts. The boat is perfectly suited for a multitude of recreational boating options while optimized for dayfishing functionality.

The yacht's cockpit is the obvious focal point. The working ends of most modern sportfishing boats are shrinking in order to allow for larger interior spaces. Since these interiors are hardly used during daytrips, Ullberg instead maximized the cockpit for active fishing and socializing.

"In my mind, this boat is a gentleman fisherman's solution to the large, multi-outboard dayfishing platform," said Ullberg. "It is intended to be a vehicle that demonstrates the simplicity and dependability of inboard diesel propulsion, and also exudes all the critical touches of the nimble and lightweight classic and classically inspired sportfishing boats."

Structurally the 50CC will be built by Front Street Shipyard of foam-cored carbon fiber. Cosmetically she will have epoxy and E-glass skin coats in order to facilitate inexpensive blemish repairs and offer a skid pad for the bottom. All major



components will be toughened through epoxy infusion and double-bag laminate compression to ensure the highest glass-to-resin ratios without using an autoclave.

Interior accommodations include a simple but complete galley aft of the cabin entrance. There are two bunks above the massive tackle lockers, drawers and cabinets. A wet head is forward.

Preliminary calculations predict 45 to 50 knots of speed with twin 900-1,000 BHP diesels. Alternatively a steady 40- to 42-knot top speed can be achieved with more fuel-efficient twin 800-BHP diesel power.

With today's advanced, cost-effective and readily available manufacturing and materials technology, Front Street Shipyard and Robert Ullberg hope to maximize sportfishing vessels beginning with the 50CC. The new design is a truly high-tech machine with world-class dayfishing capabilities.

FAST FERRIES SPEEDING AHEAD

Our plans for a new carbon fiber ferry construction company, Arcadia Alliance, have been moving forward with our Norwegian partner, Brødrene Aa. In December we had a visit from Senator Angus King who offered his support for our new endeavor. The following month we made our debut to the commercial ferry industry at MariTrends in Washington D.C.

MariTrends is an annual conference and exhibition from the Passenger Vessel Association. Ferry captains, builders and vendors gather to discuss the state of the industry at the event. Representatives from both Front Street Shipyards and Brødrene Aa attended and exhibited at the event, where we made new professional contacts.



Photo courtesy of Senator Collins' office.

One special meeting took place following MariTrends at the Capitol with Maine Senator Susan Collins. As a longtime supporter of Front Street Shipyards, Senator Collins expressed her enthusiasm for our

new endeavor, and even had the opportunity to meet our international partner, Ole Andre Aa. We're looking forward to working more with both senators as our plans evolve.

NEW MEMBERS OF THE FSS TEAM

Paul Lamoureux has become a service manager at FSS. Paul came to us from Morris Yachts where he worked as manager for the mechanical and electrical department on new boats in production, interfacing with customers and providing real feedback for engineering. In 2013 he became the production project manager overseeing the scheduling and work flow. He is an ABYC-Certified Master Technician in mechanical, electrical and corrosion control.



Captain Wendy Umla is our new representative in southern Florida for refit work. Wendy has a USCG 3000 ITC license and numerous country equivalencies. She has run both charter and private yachts throughout the world. Wendy's extensive business experience outside the yachting community enables her to bring proven management techniques into the yachting world.



FRONT STREET SHIPYARD GOES GLOBAL

MARCH
17
Palm Beach International Boat Show
We'll be part of the US Superyacht Association Pavilion — 3/17-3/20/16.

AUGUST
12
Maine Boats, Homes & Harbors Show
We'll have a booth at this annual Maine show— 8/12-8/14/16.

MARCH
18
Maine Boatbuilders Show
Come visit us at this classic Maine event — 3/18-3/20/16.

SEPTEMBER
15
Newport International Boat Show
We'll be in the Northeast yachting hub for this event — 9/15-9/18/16.

APRIL
13
Antigua Classic Yacht Regatta
We'll be holding our annual party at this unique regatta — 4/13-4/19/16.

NOVEMBER
03
Ft. Lauderdale International Boat Show
Stop by our booth at our biggest annual event — 11/3-11/7/16.

FRONT STREET SHIPYARD

101 Front Street | Belfast, Maine, USA

- 1** Service department; custom spray booth; customer lounge area, washer/dryers, bathroom and showers; electronics display; shop space.
- 3** Metalwork and fabrication department, parts department, carpentry department, mechanical department, storage space.
- 4A** Heated shop and storage space with four bays.
- 4** Heated shop and storage space with three oversized bays and rig shop.
- 5** Administrative offices; two 155-foot service bays; carpentry department; parts department; systems department; composites department.
- 6** New building under construction in 2016: Project management offices, two superyacht work bays.
- 7** Bathroom and showers; laundry facilities; spar storage; outboard storage; customer lockers.
- 8** Spar storage and rigging.

Off-Site Facilities Not Pictured

Composite production facility in Bucksport, Maine.

One workshop and six storage buildings, both heated and cold, in Belfast, Maine.

Seven acres of outdoor storage in greater Belfast, Maine.

