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# MAINE

## BOATS, HOMES & HARBORS

FEBRUARY/MARCH 2011 | ISSUE 113

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Another new build was a custom kayak based on the Mill Creek 13, rigged for fly fishing Maine's lakes and ponds, and perhaps even going after a few stripers on the Kennebec River. Dennis Hansen, proprietor and solo builder, once again spent time away from his shop to work on larger craft, including the restoration of a vintage Norwegian daysailer and the finishing of several fiberglass hulls with varnished wood trim. 207-594-8073.



C.W. Hood: 32' Daysailer

**C.W. HOOD YACHTS** of Marblehead, Massachusetts, launched the new C.W. Hood 32 daysailer. When in need of power, sailors can choose either a side-mounted Torqeedo electric outboard or a permanent motor located aft of the keel and powered by a Torqeedo lithium battery. (See page 62 for more information.) The sailboat joins the company's family of downeast-style powerboats and motoryachts. 781-631-0192.



Howard Boats

**HOWARD BOATS** of Barnstable, Massachusetts, completed 5 Barnstable catboats—a design based on John Beetle's wooden catboat—and 12 14-foot Fisher Cats. The shop redid a Haven 12½ that was originally built by Legendary Yachts, and restored several sailboats, a wooden Penn Yan runabout, and a Bristol 15 runabout. The shop annually cares for a "blend of 50 to 60 wooden and glass traditional boats," with the usual mix of frame and deck repairs. A shop expansion is on the books for the new year. 508-362-6859.

Hunt Yachts

**HUNT YACHTS** of Portsmouth, Rhode Island, launched a line of Harrier 36 hardtop coupes. The recently added coupes feature an all-weather bridgedeck area, an oft-repeated customer request. Thanks to the hardtop and side windows, the helm and settee area can be air-conditioned or heated, or the windows can be opened for natural ventilation. Features include sidecock handrails, rooftop kayak stowage, a standard L-settee to port and a helm station to starboard, plus an optional sliding sunroof. The Ray Hunt line of deep-V hulls includes the Surfhunter and Harrier, as well as the Hunt 52 motoryacht, and a 30' hard-bottom inflatable. 401-324-4201.



Billy Bine/123

The e33, a performance daysailer designed by Wurmfeld, inspired by Etchells, built by Lyman-Morse.

## The e33 and the C.W. HOOD 32

LYMAN-MORSE & C.W. HOOD by John Snyder

**W**ALK AROUND THE DOCKS at any boat show these days and you are bound to find a wide variety of able daysailer-weekenders. Some are sleek, classic-looking head-turners that are destined to be dock ornaments. Others are solid, well-built craft that lack any class pedigree or hope of satisfying performance. There is little to interest, let alone excite, most sailors. One boat might be a competitive class racer lacking anything in the way of comfort, another might be easy to rig and sail, and provide a comfy ride, but it might be a real dog to sail. Some are just too pretty.

So is there a perfect boat, something with the bones to satisfy even the most demanding sailor? I doubt it, but here are two new daysailers, each with a unique heritage, that I think are worth a close look.

### THE E33

Thanks to the vision of Robbie Doyle, *America's Cup* and Olympic sailor and founder of Doyle Sails, and New York yacht designer Jeremy Wurmfeld (Persak & Wurmfeld, New York), formerly of Sparkman & Stephens, the Etchells-inspired e33 is an exciting performance daysailer that appears to be setting the stage to become a class of its own. Each e33 is built to world-class standards by Lyman-Morse Boatbuilding of Thomaston, a yard renowned for unparalleled fit and finish work, extraordinary customer service, and state-of-the-art hull construction techniques.

But as modern as the e33's hull shape is, a certain classic look has been maintained. Generous overhangs fore and aft add to the attractiveness of the boat's lines as well as to the dryness of the ride. The long, deep cockpit provides security and comfort whether you are racing or out for a casual sail. All sail-control lines are led aft to within easy reach of the helmsman, including the main halyard, which exits through the carbon fiber mast into the cuddy cabin. The halyard is led aft through a cheek block mounted on a molded raised pod that runs the length of the cockpit sole (and makes a great foot rest) to a centerline winch beneath the tiller. The halyard can be handled by a winch if needed, but the sail is just as easily raised by hand.

Sheets are led to blocks mounted on the forward end of the pod. Fine-tuning blocks are fixed to the carbon fiber boom. The boat is rigged for end-boom sheeting, so the traveler has been located aft of the helmsman. This further frees

## THE E33

LOA: 33.5'

LWL: 27.08'

Beam: 8.75'

Draft: Standard keel 5.75'

Draft shoal keel 44.75'

Displ. 5,900 lbs.

Ballast: 2,500 lbs.

Sail Area: upwind 530 sq. ft.

Sail Area: downwind 1020 sq. ft.

**Design:** Persak & Wurmfeld,  
68 Jay Street, Unit 411,  
Brooklyn, NY 11201.  
877-4-EYACHTS;  
www.esailingyachts.com and  
www.persakwurmfeld.com

**Builder:** Lyman-Morse  
Boatbuilding, 84 Knox Street,  
Thomaston, ME 04861.  
207-354-6904;  
www.lymanmorse.com

up precious cockpit space and leaves room for additional seating in the stern. The tiller itself is dog-legged, which allows it to fit under the traveler. The rig is modern and has a fractional carbon-fiber mast, swept spreaders, and a high-performance flat-topped main with an extra-large roach and no backstay.

The e33 is extremely stable, with almost six feet of bulb keel with plenty of weight. An optional shoal keel is also available. Because of the e33's narrow beam and deep cockpit, there is no need for hik-

ing out on the rail. Additional customization such as a lifting keel is also possible.

Below, the cabin is spartan when compared to other so-called "daysailers," but it is perfectly functional, with bunks for four, an enclosed marine head, and a cooler. Auxiliary power is provided by a 14-hp Yanmar diesel Saildrive.

Other features include a self-draining cockpit, hydraulic headstay with a below-deck furler, foredeck hatch, and a high-aspect-ratio carbon-fiber spade rudder. Owners can also opt for a self-tacking jib.

## THE C.W. HOOD 32

The new C.W. Hood 32, designed by Chris Hood and Ben Stoddard, is elegant in its simplicity. This is a pure daysailer with timeless appeal.

Well known for building smart-looking power cruisers, Chris Hood, nephew of sailing legend Ted Hood, has, like his uncle, always had an eye for just the right lines—whether for a redesign of the timeless Wasque, a Jarvis Newman downeaster, or a Hood motoryacht.

Since the mid-1990s, Chris Hood and Chris Stirling, co-founder of the C.W. Hood yard in Marblehead, Massachusetts, have built a reputation for quality and service through their dedication to keeping alive iconic powerboat designs. While power cruisers remain the core of the business, Hood is now exploring new territory by returning to his sailing roots. He hopes this purposeful daysailer will, like the e33, eventually become a class of its own.

The C.W. Hood 32's profile, with graceful overhangs fore and aft, modest freeboard, and a conservative sail plan, is stunning. Below the waterline, the entry is vee'd before it flattens out at the centerline amidships and again as it exits toward the transom. The hull itself is laid up by hand and vacuum-bagged with infused rovings and mat around a foam-cell core. The result is a very stiff and light structure. The hull is fitted with a high-lift, carbon-fiber rudder. For stability it has a modest low-drag keel with a flattened bulb tip.

The cockpit is completely open, with a teak coaming and cockpit-length bench seats—nothing more, nothing less. The sheet for the fully battened main is led to a post in the center of the cockpit. Other sail-control lines terminate in a dash-

## C.W. HOOD 32

LOA: 32'6"

LWL: 21'

Beam: 6'11"

Draft: 4'

Displ. 2,750 lbs.

Sail Area: 285 sq. ft.

**Design:** C.W. Hood Yacht Yard,  
P.O. Box 443,  
Marblehead, MA 01945.  
781-631-0192;  
www.cwhoodyachts.com

board-like arrangement below the forward coaming. The headsail is self-tacking, with the track running nearly rail to rail, and is furled by a drum below the foredeck. Forward of the track is a flush sail-locker hatch. The mast is carbon fiber and built by Selden; the boom is aluminum.

While it's doubtful that one boat can be all things to all sailors, these two exciting new daysailers strive to fill an important niche. The designers of the e33 appear to have gotten it right with a modern rig, ease of handling, comfort, stability, and good looks—a modern performance daysailer that is truly in a class of its own. The C.W. Hood 32 has no pretensions to be anything other than what it is—a sleek, purpose-built daysailer that is guaranteed to sail like a dream and turn every head on the dock. ★



The C.W. Hood 32—pure daysailer, timeless appeal.