

building an even larger yacht. 'I hope one day to be able to live on board my yacht and do some long-distance cruising, so I needed something bigger than the 48' New York 32. For me, **another S&S design** was the logical choice, and Bruce Johnson from S&S suggested design No. 85, the **55' yawl AVANTI**, which was destroyed in 1954 by Hurricane Carol.' Van der Aa reckons she is about the largest size that one man can build on his own in a reasonable time—though most mortals might disagree.

"Unlike the original designs, both **MASQUERADE** as well as the latest project are built strip-planked with 25mm-thick (1") western red cedar, sheathed inside and out with fiberglass cloth set in epoxy, for a strong and low-maintenance hull. The backbone timbers, transom, and deckbeams are of white oak, and the ballast keel of cast lead. The method was sanctioned by Olin Stephens during **MASQUERADE's** construction, and she was accepted into the NY32 Class with sail number 21, the first new sail number assigned since Henry B. Nevins launched the original fleet of 20 boats in 1936. Van der Aa is well on his way with his latest creation, most recently fitting out the

mahogany interior. As with the earlier boat, he has designed accommodations (with the designer's blessing) to suit his own needs. The new yacht's deckhouse is of teak, and the deck itself of Alaska yellow cedar, with bronze winches and fittings." For more on these projects, see the builder's website, www.pietervan.deraa.com.

■ **MP&G LLC in Mystic, Connecticut**, is currently restoring two Nathanael Greene Herreshoff-designed yachts from 1914. One is **MINK**, the last of the four original **Buzzards Bay 25s** to be restored over the years by the company. The other is **MARIBEE**, a **Buzzards Bay 15**.

The owners are brothers who share a serious commitment to authenticity. "Both projects have challenged us by requiring the retention of as much original material as possible at the expense of efficiency and longevity," Andy Giblin said. "All replaced structure is to exactly replicate the original, even to the point of copying inherent production oversights. Basically, we were asked to replicate the 'as-built' condition, warts and all. These brothers have an extensive background in car restoration and

have asked us to attempt that type of approach. For example, recording and duplicating where different-style roves for the rivets were used, custom-making various fastenings. We are hunting and rebuilding original rigging blocks. We have soldered wire terminations in custom turnbuckles." The rig will use galvanized wire shrouds and manila line. "We have made many trips to the Herreshoff Marine Museum to glean details from **ARIA**, an unrestored original we put into display condition many years ago after Paul Bates, her owner, saw the value in leaving an original just for this purpose."

MINK, the first **Buzzards Bay 25** built, had been languishing in Stonington, Maine, when Giblin himself bought the boat the better part of a decade ago to stabilize it and await the day when a sympathetic owner appeared. He got more than he wished for. The new owner had honed his taste for original condition and absolute authenticity with antique cars, and he has insisted on saving as much original material as possible. The **BB25 ARIA**, restored for museum display, didn't get the kind of structural restoration as the sisters **BAGATELLE** and **VITESSA**, which were restored for use, with strength and longevity in

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to raise the hull enough to float it to deeper water, then get a 98'6" (30-meter) submerged lift barge underneath her hull. Wanggaard and his sponsor, real estate company Tandberg Eiendom AS, estimate the cost at \$6 million (U.S.). Wintering over is a possibility. "The cold will freeze-dry the ship, helping to preserve it," Wanggaard said. "MAUD is in pretty good condition below the waterline," preserved by cold, low-salinity water that lacks marine borers. "We're not stressed about the time. We'll do whatever it takes to get the MAUD home safely," he said.

There are no plans to restore the ship, which will be housed in a specially built "MAUD house" in the Asker section of Vollen, a suburb of Oslo.

Bruce Kemp is a freelance writer living in Westbank, British Columbia. In 2103, he sailed the Northwest Passage as photographer aboard MV AKADEMIK IOFFE.

Around the yards

■ "Although attaching the word 'amateur' to the name of **boatbuilder Pieter van der Aa** is a misnomer of the most



Beside the River Linge in Heukelum, Holland, Pieter van der Aa is building—by himself—a 55' Sparkman & Stephens yawl. This is his second S&S yacht, following his construction of the 48' MASQUERADE (inset), which was accepted into the New York 32 class with sail number 21.



COURTESY PIETER VAN DER AA

extreme kind, that's exactly what he is," Ron Valent writes from Holland.

"When he started his first yacht, the New York 32 MASQUERADE back in 2005, his only previous experience in boatbuilding was maintenance and refit work on a 28' Buchanan-designed East Anglian. On looking at the finished product in 2010, it was hard to imagine that van der Aa was actually responsible for every step of her construction, from lofting her lines to building her hull,

her beautiful interior, even her lovely Sitka spruce masts. When van der Aa acquired her plans from Sparkman & Stephens, his old school friend John Lammerts van Bueren, a wood importer, lent him a copy of *Skene's Elements of Yacht Design*. He first taught himself lofting: 'I simply started with it, and it more or less grew on me as I went along.'

"After a five-year solo building project, some would relax and go sailing. But van der Aa immediately **started**