

Vol. 2, Issue 2 | Fall/Winter 2016

# PASSAGES

The semi-annual journal of FRONT STREET SHIPYARD.

## IN THIS ISSUE:

BERILDA Launches  
Yearlong Feadship refit completes  
SINDBAD in the Shop  
Our next big refit begins  
Brevilla Boats 48  
New power cats under construction

# PASSAGES

The semi-annual journal of Front Street Shipyard  
Volume 2, Issue 2: Fall/Winter 2016

Published by:  
Front Street Shipyard  
PO Box 558, 101 Front Street, Belfast, ME 04915 USA  
T: (+1) 207-930-3740  
E: [info@frontstreetshipyard.com](mailto:info@frontstreetshipyard.com)  
W: [frontstreetshipyard.com](http://frontstreetshipyard.com)

Edited, designed and produced by:  
Rhumbline Communications  
PO Box 533, Belfast, ME 04915 USA  
T: (+1) 207-450-9943  
E: [info@rhumblinecommunications.com](mailto:info@rhumblinecommunications.com)  
W: [rhumbline.com](http://rhumbline.com)

Photography by (unless otherwise noted):  
Billy Black  
84 Hedly Street, Portsmouth, RI 02871 USA  
T: (+1) 401-683-5500  
E: [mail@billyblack.com](mailto:mail@billyblack.com)  
W: [billyblack.com](http://billyblack.com)

## FRONT STREET SHIPYARD Management Team

President: JB Turner  
CFO: Tuesdi Woodworth  
HR Director: Tammy Combs  
Business Development: Michael Bach  
Bruce Johnson  
Office Administrator: Shelby DeGraff  
Lead Designer: Craig Picard  
Billing Manager: Julie Smith  
Carpentry Manager: Gordon Keller  
Composites Manager: Rick Ames  
Paint Manager: Lloyd Bryant  
Project Manager: Michael King  
Purchasing Manager: Hank Whit  
Rigging Manager: Kyle Witbeck  
Service Managers: Paul Lamoureux  
Justin Wiegble  
Systems Manager: Ben Feeney  
Fabrication Foreman: Scott Whitman  
Yard Foreman: Sam Smith

Copyright 2016. All rights reserved.

# TABLE OF CONTENTS

Note from JB.....	3
Completed Refit .....	4
BERILDA	
New Construction.....	6
Brevilla Yachts 48	
Design.....	8
Ullberg 50CC	
Upcoming Refit .....	9
SINDBAD	
In the Shops.....	10
News & Events .....	11
Site Map .....	12

Got a story idea? Interested in reprinting articles from this publication? Would like to be added to our free subscription list?

Please email [news@frontstreetshipyard.com](mailto:news@frontstreetshipyard.com).



One of my favorite pastimes in summer is sailboat racing. Whether it's weeknight round-the-buoys racing with the local fleet, or weekend-long regattas racing against renowned sailors, I have a great time on the water — win or lose. This summer I had the opportunity to crew aboard some fun boats in great racing conditions with a variety of talented sailors.

## *A Note From Our President* **JB TURNER**



There are plenty of opportunities to race in Penobscot Bay. We have a strong regional organization, Gulf of Maine Ocean Racing Association, that partners with dozens of yacht clubs to organize and support racing throughout the state. Most importantly for all the sailors on the water, everyone's priority is to have a good time and promote a sense of camaraderie throughout the fleets.

we hosted at Front Street Shipyard, Penobscot PHRF.

Tuesday nights are for club races in Rockland aboard BOOGIE TYP, an Etchells that has raced around New England for more than a decade. We have a small crew of friends who laugh together as hard as we work together on the water.

My most intense race of the season was the Eggemoggin Reach Regatta. For three days I sailed aboard a cold-molded, Brooklin Boat Yard-built race boat called AURORA. With big breezes for both feeder races and the ERR, our crew worked tirelessly to get the 55-foot sloop around the courses. We finished with two seconds and a first, so we know our teamwork paid off.



*Aurora*



*Boogie TYP*



*J'ai Tu*

I'm lucky enough to have a few great friends with racing boats who invite me out regularly. For decades I've been a mainstay aboard a J/35 called J'AI TU. The owner and crew are from my home state of Connecticut, but they spend every summer cruising and racing in Maine where they say the sea and the scenery are more enticing. We took home a couple trophies this year, including first in class for the regatta

Next summer's racing calendar is shaping up to be even better than this year's, and we always hope more boats will join our events. If you and your crew are looking for a new racing venue, please consider a trip to Penobscot Bay in 2017. I'd love to see you on the race course.





# Bon Voyage, BERILDA



**B**ERILDA has been a flagship refit for Front Street Shipyard for the past year. More than just a successful project, BERILDA is the stunning result of exceptional teamwork among her owners, her crew and the entire team at Front Street Shipyard. We're proud of the finished yacht, and we're grateful to all involved.

For almost four decades BERILDA has enjoyed a distinguished pedigree in addition to her timeless design by Feadship. Originally launched as CLAYBETH in 1978, BERILDA has been known as SHARON S, HIGHLANDER IV, VIRGINIAN, LADY ALLISON and, most recently, SIRENUSE.

In fall of 2015 she was lucky enough to come under the ownership of a family committed to restoring the esteemed yacht to her original glory — and better. They re-



imagined BERILDA with a new general arrangement, a modern interior design and fully updated systems for long-range cruising along the East Coast and the Caribbean.

The owners enthusiastically became part of the refit crew at Front Street Shipyard, frequently spending long stretches of time in Belfast with the boat. They led all interior design decisions without the need for a stylist, which resulted in modern, warm spaces with inviting tones and





BERILDA's name boards are hand-gilded with genuine gold leaf.

creative touches. They were also on-hand for the frequent engineering and systems decisions that are necessary during a refit, helping us to streamline the process.

Those decisions were critical for BERILDA. As our technicians at Front Street Shipyard began digging deeply into the project early on, they discovered many previously unknown issues that could have affected the integrity of the yacht. Hidden corrosion in her metal bottom resulted in the extensive replacement of metal plating. Her systems were aging as well, so we installed a new 100kw generator, air-conditioning compressors and air handlers, a watermaker, sewage system and engine mounts. Consistently the owners chose never to cut corners on the vintage vessel, ensuring she would be of

the highest quality when she returned to the water.

“  
The fantastic  
craftsmanship up  
here...is second to  
none.

—Owner, BERILDA

BERILDA was relaunched on September 28, 2016, almost exactly one year after she was hauled at Front Street Shipyard to begin the refit. All the shipyard's employees who took part in BERILDA's refit turned out for the christening, as well as the crew, owners and their family.

Addressing the Front Street Shipyard team during the launch, BERILDA's owner remarked, "If you remember what she looked like when she came to the yard, and then you have a look at her today, it's something that every one of you should be incredibly proud of. And we couldn't be happier."

BERILDA will make her way south for the winter, possibly exploring the Bahamas and parts of the Caribbean. She has a capable crew of six who will care for the yacht and her guests. Her owners are looking forward to the opportunity to get to know their yacht, since they didn't have a chance to spend time on board her before she went into the shop.

We wish BERILDA, her pleased owners and her crew the best of luck with this like-new yacht. Having seen the beauty of Maine's coastline in the summertime, her owners may even chart a course for the Northeast next year, giving us the opportunity to see BERILDA in action on the water. We'll certainly be hoping to receive updates, wherever she ends up.





# BREVILLA



# BOAT CO.

**F**ront Street Shipyard has begun construction on the first boat in a new series of center-console power catamarans for Brevilla Boat Company. Hull number one is a 48-foot composite catamaran with a 13-foot, 10-inch beam and 20-inch draft.

The full Brevilla boat line, which includes a range of sizes that are based on a proprietary new hull form, will be available for new construction in the coming months.

The Brevilla hull form provides lift, speed, shock mitigation and exceptional handling. The Brevilla Boat 48 will run at speeds in excess of 55 mph with twin 350-hp outboards, operating with a 30-40% increase in fuel efficiency over a comparably sized monohull. The tunnel-mounted outboards are above the boat's maximum draft, providing propeller protection when running in shoal water or when beaching.

"The Brevilla hull form creates a remarkably nimble, quick-

maneuvering ride that is surprisingly smooth even at maximum speeds," said JB Turner, president of Front Street Shipyard. "When I had the opportunity to ride on a smaller, Brevilla prototype, I knew the boat would have a unique niche in the marketplace. We're looking forward to sea trials on the 48-footer."

Front Street Shipyard's team built the deck tooling for the Brevilla 48 this summer, and then they immediately began constructing the composite hull from CNC-machined molds.



Boatbuilding team photo inside the first Brevilla Boat 48 hull (by Front Street Shipyard.)



# Brevilla Boat 48

## Principal Specifications

Length overall ..... 51'-0"  
(including engines)

Length overall ..... 48'-4"  
(excluding engines)

Length waterline ..... 42'-9"

Beam (max).....13'-10"

Draft ..... 1'-8"

Displacement ..... 19,245 lbs

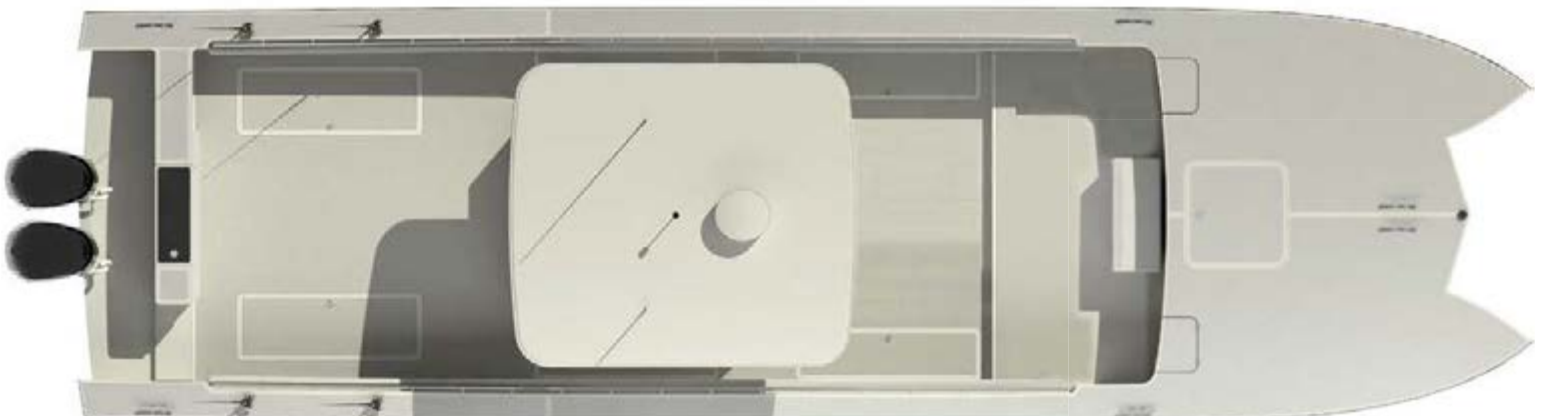
Propulsion ..... 2x 350 6-cylinder

Both the hull and deck are constructed using a resin-infusion process, an efficient construction method that ensures the boat's strength and integrity.

The first Brevilla Boat 48 will be fitted out as an offshore fishing machine. The power catamaran features a workstation that's integrated into the center console, which includes a sink, cutting board and storage. The boat will have a T-top, livewells, locking rod storage, built-in coolers and a day head. The level of finish throughout the Brevilla Boat 48 will be of yacht quality.

Front Street Shipyard will launch the first test platform of the Brevilla Boat 48 in fall 2016. Designs for additional models in the Brevilla boat line will be posted on Front Street Shipyard's website as they are made available from Brevilla Boat Company.

Following initial sea trials, Brevilla Boat Company will make the new design available to interested boaters for new construction. Prospective buyers should contact Front Street Shipyard for more information, to schedule a sea trial or to discuss customization options: via phone (+1) 207-930-3740, or via email at [info@frontstreetshipyard.com](mailto:info@frontstreetshipyard.com).





# ***Ullberg*** ***50CC*** ***Gaining Momentum***



**R**obert Ullberg's new 50-foot sportfish design, the Ullberg 50CC, has been gaining traction among boaters and sportfishermen since Front Street Shipyard released the design in early 2016. That popularity sent Ullberg back to his drawing board to develop some additional renderings based on feedback from fans of the design.

The first and most logical design modification is the addition of a tuna tower. We've added a full tower with second-station controls and electronics.

We also developed two general arrangements. The first (top right) is a very utilitarian space that's best for day-trips and occasional overnights. The second arrangement (bottom right) offers more opportunities for fishermen who intend to spend longer stretches of time on the water. We've incorporated a settee that provides a place for socializing or lounging. We moved the day head amidships, offering direct access without walking the length of the cabin. And we moved the bunks forward, utilizing the space under the walkaround sole. This layout also separates the bunkroom from the salon and galley areas for more privacy.

We'd love more feedback on the design. Visit the website at [frontstreetshipyard.com](http://frontstreetshipyard.com) to see more renderings and comment.



## **Ullberg 50CC Specifications**

Length overall .....	50' 5" (15.4 m)
Beam (max).....	15' 6" (4.73 m)
Draft .....	3' 8" (1.11 m)
Displacement .....	29,000 lbs (14.5 ton)
Fuel capacity.....	700 gal (2650 L)
Fresh water capacity.....	100 gal (380 L)
Propulsion .....	Twin MAN I6-800 (800 mhp)





Photos by Front Street Shipyard

# SINDBAD: *A Classic Tale*

**S**INDBAD is a new refit project beginning at Front Street Shipyard, which will utilize the talents of the entire shipyard crew before it's finished.

Launched in 1962 as a custom steel-hulled North Sea trawler, SINDBAD was designed and built in Uskedal, Norway. At 80 feet long and 150 US tons, she was intended to be an ice class vessel. Three decades later, she was purchased by the current owner's father, who transformed her into a yacht-class vessel. Now, a quarter-century later, she will undergo her next major refit with extensive upgrades and equipment replacement.

SINDBAD has had minimal maintenance in recent years, so we've got our work cut out for us. Following a comprehensive report from an independent marine surveyor, we've collaborated with SINDBAD's owner to outline the work necessary to bring back the boat's former yacht quality.

SINDBAD was hauled out at Front Street Shipyard in mid-October. Her refit will begin with sandblasting the bottom to reveal any corrosion issues, which we'll assess using ultrasound.

We'll remove SINDBAD's variable pitch propeller and replace it with a five-blade fixed-pitch propeller. Our systems technicians will also work closely with engine manufacturer CAT to evaluate the main engines and transmission for repairs or replacement.

All of SINDBAD's fuel, freshwater and black-water systems will be cleaned and assessed for either replacement or rebuilding. Other systems will undergo the same review, including the hydraulics and bilge. Many of these systems require new sensors and new parts throughout. We'll replace a tremendous amount of the boat's wiring to bring its electrical systems up to standard. Most of the electronics will be replaced with new technology.

We'll replace much of SINDBAD's decking where there is cracking and excessive wear. We'll cut off the boat's caprails where there is corrosion, and then rebuild them. Many of the boat's hatches and doors will be replaced or relocated throughout the deck and superstructure. Finally we'll apply new paint from top to bottom.

# IN THE SHOPS AT FRONT STREET SHIPYARD



ELISE

► This **BRIDGES POINT 24** came in for storage last year with a bad engine oil report. We rebuilt the existing Yanmar 1GM. We also gave the deck new paint and a non-skid makeover. The owner wanted to be able to raise the main without leaving the cockpit, so we added a new main halyard system led to a cabin top winch.

The owner of this **EAST BAY 49** found us when he visited the yard with the NYYC last year. We repaired some deck moisture issues by cutting deck areas out, recoring, laminating and repainting the non-skid. We also removed a leaking fuel tank from under the saloon and replaced it with a wine storage locker. ◀



ALACRITY



JOURNEY'S END

► This **SEGUIN 44** underwent phase two of a two-year cockpit teak and decking replacement this year. We also replaced the original skeg rudder design with a carbon spade rudder designed by Jim Taylor Yacht Design and built by Composite Solutions. Finally we stripped, primed and painted her bottom, and gave her some new hull paint.

This **SELENE 58** got a new Northern Lights 20kw generator, so we reconfigured the engineroom to better accommodate it. We also switched the boat over to Victron Lithium ion batteries and installed a large charging system set up to automatically start and stop the generator as the battery bank needs it. ◀



SCULPIN



## PENOBSCOT PHRF REGATTA

Front Street Shipyard's annual regatta ran successfully July 16-17, 2016, with a slightly different format from previous years. Formerly the Penobscot Pursuit, this year's Penobscot PHRF regatta shifted racing formats from pursuit-style to a more traditional PHRF race. The new structure allowed organizers to more easily shorten the race, which ranges from 15 miles to 23 miles depending on the course.

Front Street Shipyard partnered with Rockport Marine of Rockport, Maine, to host this year's event. Past regattas were co-hosted with Rockland Yacht Club in Rockland, but a scheduling conflict made the club's waterfront unavailable this year. The team at Rockport Marine offered their facility, launch boat and



dockage to the regatta, even cooking up burgers and dogs at the Sunday afternoon awards ceremony.

Finally, the boat classes expanded in 2016 to include a new wooden boat class, which welcomed five

competitive boats from the region, including the regatta's overall winner, LYNNETTE, an Eggemoggin 47 built by Brooklin Boat Yard.

## ENGINEERING AN ENGINE SWAP

When the crew aboard a 135-foot motoryacht discovered they had a blown engine, the team at Front Street Shipyard quickly realized there was more to the project than just swapping out the old engine for a new one. This



particular boat had no "soft patch" where they could access the 7,300-pound engine block for removal, and cutting a hole through the side of the fiberglass hull wasn't an option. A marble floor directly above the engineroom hindered access further.

The systems technicians got creative with their solution. They engineered a steel frame and trolley system that was installed in the boat. They were able to move the engine aft and diagonally across the engineroom to where a hole was cut above it in the sole. Then they hoisted it up into the salon and rolled it down the frame out through the aft deck. The reverse process will be used to install the new engine.



Photos by Front Street Shipyard

## FRONT STREET SHIPYARD GOES GLOBAL

NOVEMBER

03

Ft. Lauderdale International Boat Show

We'll be in the new Superyacht Pavilion — 11/3-11/7/16.

MARCH

17

Palm Beach International Boat Show

We're part of the U.S. Superyacht Association pavilion — 3/17-3/20/17.

JANUARY

26

Refit International Exhibition & Conference

We're part of this annual event for refit professionals — 1/26-1/27/17.

AUGUST

11

Maine Boats, Homes & Harbors Show

We'll have a booth at this annual Maine show — 8/11-8/13/17.

JANUARY

29

PVA Annual Convention at MariTrends

We'll be in Seattle talking about carbon fiber ferries — 1/29-2/1/17.

SEPTEMBER

14

Newport International Boat Show

We'll be in the Northeast yachting hub for this event — 9/14-9/17/17.

# FRONT STREET SHIPYARD

101 Front Street | Belfast, Maine, USA

- I** 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 proposed for construction: 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.

Front Street Shipyard Site Map: 44° 25' 44.16" | -69° 0' 26.25"

