



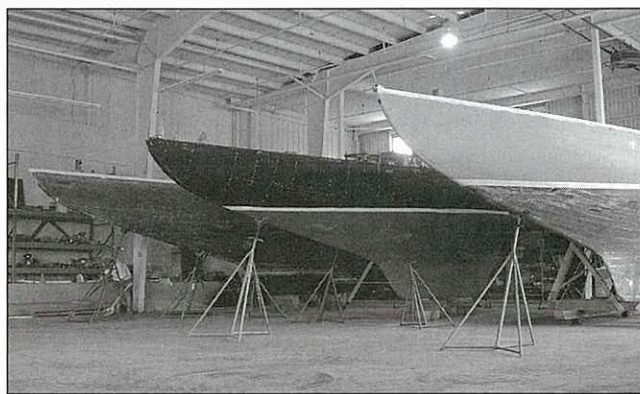
EVELYN *A Herreshoff Buzzards Bay 30*



The Buzzards Bay 30-class sloop EVELYN is one of three boats to this design currently stored in Belfast, Maine. Two of the boats have owners who are committed to as-built restorations; a third person is sought to make a similar commitment to EVELYN.

EVELYN Particulars

LOA	46'6"
LWL	30'0"
Beam	10'10"
Draft	5'4"
Official No.	136975
Designed by N.G. Herreshoff	
Built by Herreshoff Mfg. Co., Bristol, RI. 1902	



MAYNARD BRAY

by Maynard Bray


A little over a year ago, I featured the Buzzards Bay 30 MASHNEE on this page. She quickly sold, was moved to Vermont on a trailer, and is currently being restored there. Within a few months, four other boats of this same great design were tracked down, three of them purchased and moved, and two of those three are in the early stages of being thoroughly and authentically restored. For a Herreshoff nut like me, such rescues fall well beyond my wildest dreams.

Now located in the French & Webb shop in Belfast, Maine, side by side and left to right in the photo above, YOUNG MISS (Herreshoff hull no. 560—the first boat of this 14-boat class), QUAKERESS II (no. 565), and EVELYN (no. 562) have already been stripped of their non-original elements. They make a most unusual threesome, coming together again under the same roof an entire century after being built. The present syndicate of two owners has chosen to sponsor two boats—one for each of them—leaving EVELYN yet to be spoken for. This creates an opportunity for someone who wants to own an exceptionally good all-round boat, correctly restored, at a considerable saving over an equivalent single-boat project. The plan is to produce three identical yachts, restored to original specifications, then share the total cost equally among the owners.

Despite the economies of scale in executing a three-boat restoration, you'd likely be investing \$500,000 to \$600,000 in a boat like EVELYN. (Things were different in 1902; back when the Buzzards Bay 30s were built, Herreshoff's charged \$4,525 per boat.)

I consider the Buzzards Bay 30 one of N.G. Herreshoff's

most practical designs because of its relatively shallow draft compared to most of his others in this size range—5'4" compared, for example, to the 6'6" draft of a New York 30 or 7'3" for a Bar Harbor 31. Centerboards make this possible, helping the boats sail to windward as well as spin faster with the tiller pushed hard over. Instead of having a centerboard trunk—and its propensity to leak as well as intrude in the living space—these centerboards were made narrow enough to be housed entirely within the ballast keel and deadwood so that the keel timber was penetrated by only the small diameter hole of the hoisting-pennant tube.

Buzzards Bay 30s make sensible cruisers, being boats that sail well, have decent accommodations, and will float in reasonably shallow water. French & Webb will be installing the original symmetrical layout with a pair of pilot berths outboard of the main cabin settees, and quarter berths—each wide enough for a double—that border the companionway ladder and cockpit. The boats will carry their double-headsail gaff rigs again, but for today's busier waterways will have small diesels supplying auxiliary power. Although at a glance their low sheer and varnished rectangular seven-window trunk cabins remind one of Herreshoff's later New York 30s, their 2'-wider hulls provide a significantly roomier interior. 

For more information or to inspect Evelyn, contact French, Webb & Co., 21 Front St., Belfast, ME 04915; 207-338-6706 or 207-323-2550; fax 207-338-6709.

Send candidates for "Save a Classic" to Maynard Bray, WoodenBoat, P.O. Box 78, Brooklin, ME 04616.