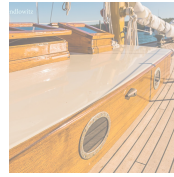




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1930 Herreshoff Fisher Island 31, Castin, ME USA

WIZARD UPDATE!

Wizard was recently donated to Maine Maritime Academy. She is available for lease with option to buy. Call for details!

DESCRIPTION

One of the original Herreshoff Fisher Island 31's built in 1930 by the Herreshoff Manufacturing Company, WIZARD (HMCo # 1156) underwent a no-holds-barred 42-month restoration by Brion Rieff in Brooklin, Maine from January 2014 to August 2017. With a stunning level of craftsmanship, Rieff returned her to her original graceful state. Rieff took off the keel and built new steam-bent frames, new floor timbers and transom, an entirely new white oak backbone, and new Sitka spruce spars. The running backstays were retained and a permanent backstay added. Jacob Vargish developed a sail plan whose proportions fit her beautiful hull, and both sails have more leading edge than the original to improve performance to windward. After relaunch, she went on to win the Eggemoggin Reach Regatta in 2019.

With 31' on the waterline, she is 44 feet on deck. The versatile full keel sloop design is an outgrowth of Nathanael Herreshoff's ALERION daysailor. Her original paperwork says, "a model which is exceptionally sturdy, seaworthy and dry in rough going without sacrificing the much-desired element of speed," and that holds true today. Below decks she has a restful main cabin with typical Herreshoff varnished mahogany trim and original 1930s ambiance. The forward galley now has a propane stove and oven and double sink, and the head is opposite to port. WIZARD is in outstanding structural and aesthetic condition with modern systems and amenities throughout, ready for the next chapter.

DIMENSIONS

LOA: **43 ft 3 in**

LWL: **31 ft 6 in**

Beam: **10 ft 8 in**

Min Draft: **6 ft**

Displacement: **180,000 lb**

Accommodations

Heads: **1**

HISTORY

Between 1927 and 1930 The Herreshoff Manufacturing Company designed and built 14 FISHER ISLAND 31s in Bristol, R.I. The design originated from the lines and half hull of the famous Alerion that Nathanael Green Herreshoff designed and built for his personal sailing pleasure. Her original name was SURPRISE and she was purchased by E.H. Cooper. Over the course of her history she was renamed FOLMAR, then BAGATELLE, then PATAPSCO II then WIZARD. She was one of five Fishers Island 31s delivered with the special teak-trimmed package.

RESTORATION

Brion Rieff & David Graham full restoration, Sails and Rigging by Jacob Vargish

New steam bent frames – New floor timbers – New transom - New White Oak backbone (including stem)

Renewed garboards and planks (longleaf pine) – Topsides refastened.

New Rig and sail plan (Developed by Rieff and Jacob Vargish) Spars are made of Sitka Spruce

Both sails have more leading edge than previously enhancing windward performance.

Running backstays remained and a backstay was added

Cabin sides and ends including coamings and skylights are all teak and original – They were removed, stripped and expertly put back together.

Deck is a four layer sandwich glued together in place with epoxy. It began with ¼ marine plywood, butted on the beams and v-grooved and painted on their undersides to simulate the original deck, followed by a second layer of ½ plywood, with its joints staggered. This layer was sheathed with fiberglass, followed by a final layer consisting of 3/8" teak strips sprung to follow the sheer. Viewed from either above or below the deck looks original, but the plywood and fiberglass structure is intended to give the hull more rigidity and assure there will be fewer leaks.

All new interior. WIZARD's bulkheads now connect directly to her hull frames, making them structural to some degree. The restoration is well documented with a 10 part video series.

SPECIAL FEATURES

THE MAIN CABIN: is gorgeous and exquisitely proportioned, with raised panel bulkheads and partitions painted off-white and bordered by varnished mahogany trim. She retains her original 1930s ambiance and same basic galley-forward arrangement. The cabin was slightly altered by eliminating the fold down backrests in favor of more comfortable seating, and storage lockers were added against the hull.

Exposed deck beams and hull frames (Part of the boat's structure) add a wonderful seafaring appearance to the entire interior.

A portside quarter berth has been added.

THE GALLEY is perfectly functional like the original and has the added convenience of a propane stove and oven.

THE HEAD is the same size and general layout as the original, but more elegant. A holding tank has been added.

The mainsheet system is beautifully designed with bronze track and fittings mounted on a varnished teak deck, The mainsheet track is mounted above the deck allowing the aft hatch to remain in its original location

Additionally:

4 beautiful Bronze self-tailing winches in the cockpit to complement the teak deck and coamings

Companionway dropboards are stored in the grooves in which they slide, so they are always at hand.

Companionway is off centered providing for an engine room below and a hatch above.

2 self tailing winches on the mast control the jib halyard and main halyard.

4 beautiful bronze self-tailing winches in the cockpit to complement the teak deck and coamings

SAILING CHARACTERISTICS

Fisher Island 31s were originally built as a one-design racing class and were the result of years of careful study to develop a model which was exceptionally sturdy, seaworthy and dry in rough going without sacrificing speed. The forward section is sharp enough to prevent pounding under any conditions and is sufficiently flared to prevent the boat from throwing water even when being driven hard to windward in rough weather. After their winning history of racing these beautiful boats have now transitioned into cruising yachts.

WIZARD Ex PATAPSCO II did not have her rig intact when the rebuild began in 2014. New spars and rigging were designed and built, allowing Brion Reiff and Jacob Vargish to follow a trend seen by many older vessels being restored, by developing a longer mast, taller headsail, with shorter booms, increasing the leading edge and providing more performance upwind. This change seems to have resulted in a perfect combination to provide easier handling and increased speed.

The mainsheet is controlled by the winch on the portside on the house, and the full length bronze traveler is just aft of the tiller.

The self-tacking jib overlaps just abit and its foot is cut high for great visibility. They are easily controlled by two new bronze self-tailing winches in the cockpit.

The two smaller bronze self-tailing winches control the runners and asymmetrical spinnaker.

The halyards for the main and jib are raised with the help of self tailing winches on the mast.

Disclaimer

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