

SPIRIT OF TRADITION

## 43' TRADITIONAL CUTTER *ANASAZI*

### DIMENSIONS

|                                |            |
|--------------------------------|------------|
| LOA:                           | 42' 9"     |
| LWL:                           | 33' 7"     |
| BEAM:                          | 12' 5"     |
| DRAFT:                         | 6' 0"      |
| DISPLACEMENT, 1/2 load:        | 29,489 lbs |
| BALLAST (lead):                | 11,000 lbs |
| SAIL AREA (100% foretriangle): | 1101 sq ft |
| SAIL AREA/DISP RATIO:          | 18.46      |
| DISPLACEMENT/LENGTH RATIO:     | 356        |



*The three jibs were authentic but proved to be a nuisance and were replaced by two.  
The fully battened mainsail was a bit of an oxymoron. But look at her go!*

Gary and Beth Schwarzman were lifelong admirers of John Alden's midlife designs for heavy displacement, full keel yachts, whose aesthetics began the design process. Having owned a carvel planked wooden yacht for many years they wanted to preserve the insulating qualities and the "feel" of a wooden yacht. They were not immune to the advantage of eliminating the seams that translate into leaks as the years go by, and the fastenings which turn to dust as they lose their zinc. Their WEST epoxy cold molded triple headsail cutter *ANASAZI* was designed in 1992 and built by Cape Cod yacht builder Damian McLaughlin, Jr. The design emphasized high strength, a comfortable motion at sea, and reasonably good sailing performance. The hull is 1-1/4 inch thick laminated douglas fir in four layers. Not only is such a hull very strong but it can be lived aboard even in storm conditions while remaining dry, warm and quiet inside thanks to the insulating qualities of the wood hull.

Tradition was strictly adhered to in many aspects. The steering gear was a beautifully machined bronze assemblage from Lunenburg Foundry in Nova Scotia. Mast and boom were hollow four-stave douglas fir sections built by Basil Day of Thomaston, Maine, one of the last surviving masters of a vanishing art. Her standing rigging was galvanized plow steel with spliced eyes, about as old fashioned as it gets. The anchors were oversized reminders of a former generation which paid no attention to weight reduction but which were capable of remaining firmly attached to Mother Earth in the worst conditions.

This design illustrates our willingness to take on interesting projects not necessarily aimed at pushing the performance envelope. We paid strict attention to the owners' wishes to design a yacht which recalled many of the comfortably proven characteristics of older yachts without imposing our own egos too strongly into the matter. We scoured the world for suppliers and artisans capable of replicating "obsolete" spars, fittings and sub-assemblies, and solicited for bids amongst the smaller, virtually unknown builders who were capable, thanks to minimal overheads, of building a lot of boat for a very reasonable cost.

*ANASAZI* has now covered tens of thousands of miles, and the process of having her custom designed and built has been documented in Alan Schwarzman's book, "The Architect's Apprentice".

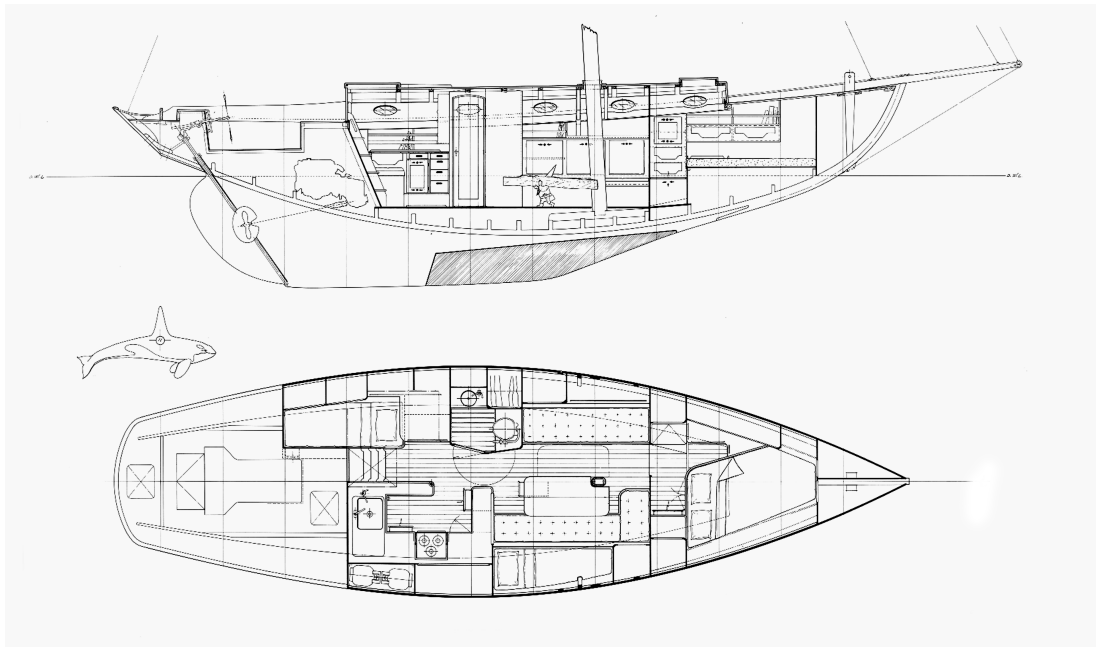


*Launching day.*

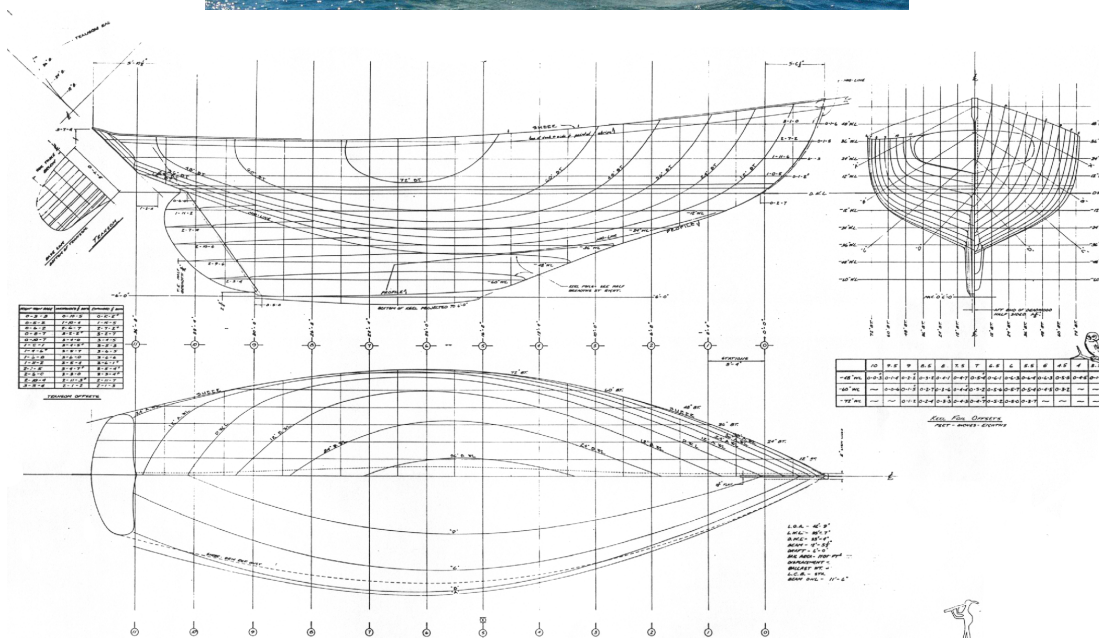


*As traditional as it gets.*





*When Mark Fitzgerald did a drawing all sorts of creatures would show up unannounced.*



*The only "modern" element to these lines is the absence of a garboard radius, which improved the performance a little.*