

COLD MOLDED WOOD ALDEN REPLICA *WINGS of GRACE*

DIMENSIONS

LOA: (excluding bowsprit)	50' 0"
LWL:	39' 6"
BEAM:	14' 0"
DRAFT:	6' 0"
DISPLACEMENT:	44,600 lbs
BALLAST, fixed:	15,000 lbs
SAIL AREA:	1,430 sq ft
DISP/LENGTH RATIO:	323
S.A./DISP RATIO:	18.19



WINGS of GRACE combined a traditional profile with modern performance and a luxurious interior.

WINGS of GRACE was a heavy displacement epoxy cold molded wood offshore voyaging ketch modeled after John Alden's finest work. I'd like to think she was the sort of design he and the other fine designers of his time would have drawn given the knowledge of NACA airfoils and epoxy glued wood construction. She was built and equipped for comfortable shorthanded family sailing. Her seakindly shape, high bulwarks, and ample tankage made her a fine itinerant home for her owners, Michael & Leslie Rindler of Southwest Harbor, Maine. She displaced a respectable 44,600 pounds at halfload. Her design was to a large extent aesthetically driven and the true aficionado will appreciate her elliptical transom and portholes, wood hatches and skylight, recessed wale stripe and incised gold leafed cove, and sprung teak deck. She was exquisitely built by French & Webb of Belfast, Maine, who had recently completed another masterpiece from my office, the 44 foot cutter *GUSTO*.



A traditional ketch rig aloft with performance enhancements below.



Her comfortable, traditional interior.

The yacht featured a true airfoil full keel modified from the traditional by the use of an oversize aperture which permitted a partially balanced rudder to be fitted. The combination of moderate draft and the ballast ingot being disposed over a long length at the very bottom of the keel resulted in a low center of gravity. The sailplan was ketch rigged using a cutter foretriangle, with both jibs roller furling. With a rig of moderate height but large area (SA/DISP of 18.19), this yacht was extremely fast in reaching conditions. In heavy airs she could be sailed powerfully and fully balanced by furling the mizzen and carrying on under main and jibs. The rudder was fully protected by the keel, yet the leading edge of the rudder was exposed to flow over nearly its entire length enabling the rudder to be fully balanced- an idea we had always pushed for and often won for our clients. The propeller was well protected by the presence of the long keel.

The interior was intended for a couple with their teenage son occasionally aboard. The main salon was nicely appointed, with settees upholstered with lovely curved seatbacks. The aft owners' cabin offered a large double berth, and spanned the entire width of the hull for a spacious ambiance. The son's cabin was forward, with a berth large enough to be shared should the occasion arise. A single large head and separate shower stall were centrally located. The galley was larger than one expects on a yacht of this size, with plenty of stowage in a variety of lockers and drawers. In a pinch, the interior could sleep seven.



The galley.



Aft owners' cabin.



The main cabin looking aft.



The lovely curved settee and large table.



Alabaster lamps were a nice touch.



1950's Porsche style wheel.



Foredeck and bowsprit.



Elliptical cockpit with high seatbacks.



Heart shaped transom.



Cruising the coast of Maine.



She was pretty.



Like many of our heavy designs she could really go in light airs.

The side decks were surrounded by high bulwarks and the vertical cabin sides. There was simply no place to slip to on these decks, and the natural sprung teak surface was excellent underfoot. Custom handrails extended the length of the cabintop. A power winch was provided aft of the mast for hoisting halyards and reefing.

The cockpit was shaped in an ellipse, making it a lovely spot for socializing. There was stowage both port and starboard beneath the seats. With the sailplan divided into four relatively small sails, the winches could be manual and of relatively small size. A custom varnished teak binnacle supported a highly traditional compass enclosure. The wheel was the focal point of the cockpit, being a nautical adaptation of a 1950's vintage 356 Porsche wheel custom built by French and Webb of highly polished stainless steel and varnished teak.

Auxiliary power was provided by a Yanmar 92 horsepower diesel driving a Maxprop feathering propeller via an Aquadrive. She had an auxiliary generator and air conditioning as well as many other luxuries normally found only on much larger yachts.

WINGS OF GRACE was the essence of a custom designed and built yacht. Nothing of this elegance and exceptional performance was available in anything approaching mass production. The owners of this yacht enjoyed every minute of the 2 1/2 year design and build process and now have a keepsake that will fill them with pride for a lifetime.



The quick little preliminary rendering I did to get the clients excited.