SPARTAN

72’ Herreshoff “New York Fifty”

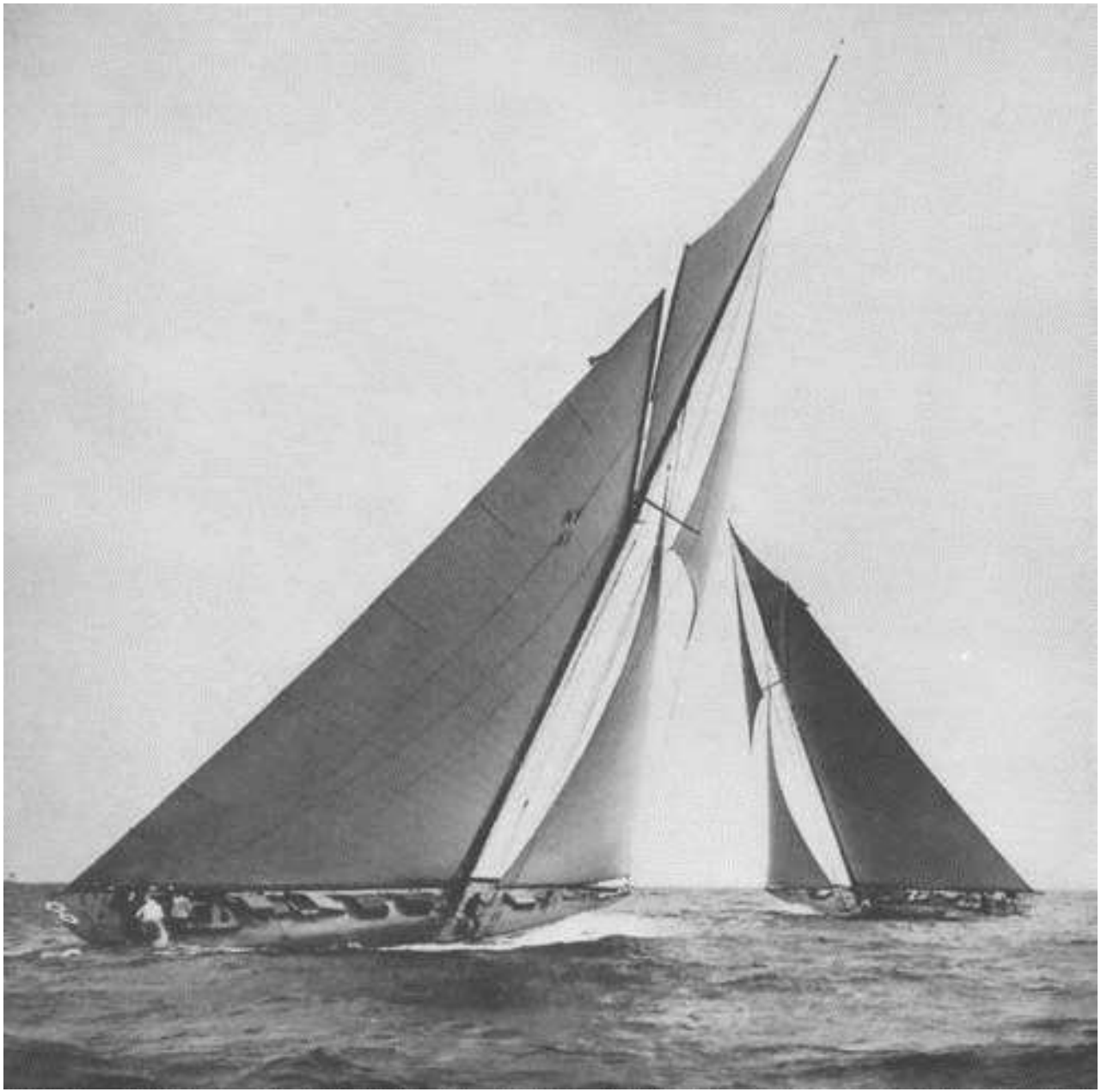
HMCo. #712 (1913)

Restored 1981-1988 & 2006-2010

By MP&G LLC Mystic Conn.

#720 *Acushla* (Stebbins Photo)

New York Fifties Racing (Stebbins Photo)



New York Fifties Racing

SPARTAN Sailing before 1917

SPARTAN at Herreshoff Marine Museum, Bristol RI - May 2005

SPARTAN at HMM May 2005

SPARTAN TIMELINE

- 1913 – Launched
- 1981 – Restoration begins
- 1989 – Restoration suspended
  - 100% Replanked
  - 100% New Frames & Floor Timbers
  - 100% New Hull Straps
  - New laminated deck beams in place
- 1992 – *SPARTAN* moved to Herreshoff Marine Museum, Bristol RI
- 2005 – Restoration Resumes under New Ownership

Timeline (continued)

- Feb. 2006 – Hull & ballast separated
- March 2006 – *SPARTAN* Moved to MP&G
- Sept. 2006 – Hull in MP&G Shop in Mystic, Conn.
- Jan. 2007 – 100% Backbone replacement completed
- Mar. 2007 – Midship solid deck beams, new transom
- Apr. 2007 – Interior mock-up in progress
- June 2007 – Deck Frame complete
- Sept. 2007 – Engine Installed
- Oct. 2007 – Laying of Deck Begins
- Nov. 2007 – First Interior Panels in Place

Timeline (continued)

- Mar 2008 – Major interior bulkheads complete
- April 2008 – New Ballast keel fitted to hull
- July ‘08 – Second Round of decking
- Summer ‘08 – Finishing interior bulkhead installation
- Fall 2008 – Hull Fairing, Interior construction, hardware

Timeline (continued)

- Winter 08-09 – Plumbing; Hull fairing; Deck details
- Spring 09 – Deck, rig, interior hardware; Deck caulking; Systems
- Summer ’09 – Deck details; Engine systems; Electrical; Interior finishing
- Fall ’09 – Hardware; Systems
- Nov. ’09 – Move to boatyard, assemble hull & ballast, Launch and test rig

Timeline (continued)

- Winter 09-10 Rigging, Systems; Hardware
- Spring ‘10 – Sea Trials
- Summer ’10 – Sailing at Nantucket; Opera House Cup
- Winter ’10-11 – Electrical & Electronics upgrades
- Summer ’11 – Sailing at Nantucket; Maine Race Series; Panerai Classic Yachts Challenge Series

July 2005 – White Oak Plank for New Keel - New England Naval Timbers - Cornwall Conn.

Aug. ’05 – White Oak Keel Timber in MP&G Shop – to Finish 5.4” thick x 25” wide x 28’ long clear of Heart and clear of Sapwood

Feb. ’06 - *SPARTAN* Loaded on Trailer at HMM – Move by Brownell Systems, Mattapoisett Mass.

Feb. ’06 *SPARTAN* Moves up Burnside St. Bristol RI

Feb. ’06 *SPARTAN* Turning from Burnside St. onto High St. Bristol RI

Feb. ’06 – Tom Brownell leads *SPARTAN* down Poppasquash Rd. to Bristol Marine

Mar. ’06 – At Bristol Marine - Hull & Ballast Separated

Mar. ’06 – *SPARTAN* is lifted clear of her ballast.

Mar. ‘06

Mar. ’06 – Original Ballast Casting about 37,000 lbs. Lead

Mar. ’06 – Top of Lead Ballast damaged by water & ice intrusion

Mar. ’06 – *SPARTAN* at her destination – Waiting for shop space – Paul Bates and Andy Giblin wrapping up Moving Day

SPARTAN HMCo. #712 in the foreground – The 1911 Herreshoff P-class Sloop *CORINTHIAN,* HMCo. #708 ,in the background

June ’06 – Forester Duke Besozzi of New England Naval Timbers with Pine Logs

June ’06 – Eastern White Pine Logs in the woods at Cornwall Bridge, Conn.

June ’06 - Pine Logs at New England Naval Timbers

June ’06 – Pine Logs moved to Maine for Milling

June ’06 – Doug Anderson of French & Webb Milling Pine

June ’06 – Ed is processing pine at French & Webb

Sept. 9, 2007 – *SPARTAN* arriving at the MP&G Shop

Sept. ‘06

Sept. ‘06

Sept. ‘06

Sept. ’06 – MP&G Shop being enlarged for *SPARTAN*

All work is done under close supervision

Sept. ’06 - Shop Addition

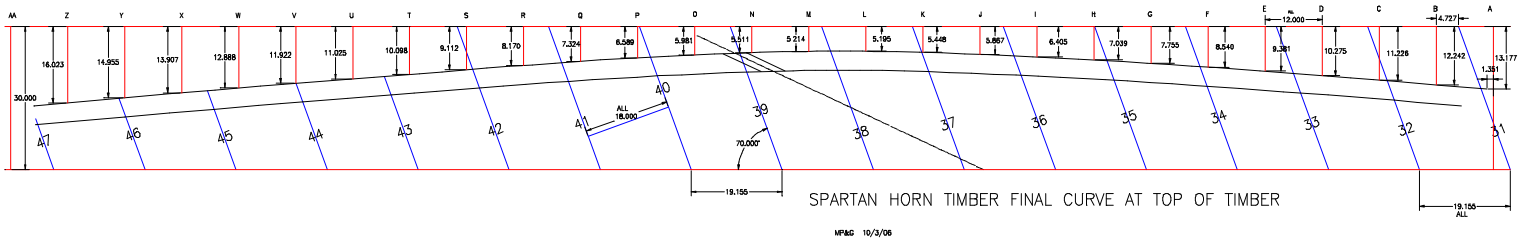
Sept. ’06 – White Oak planks for Forefoot and Stem

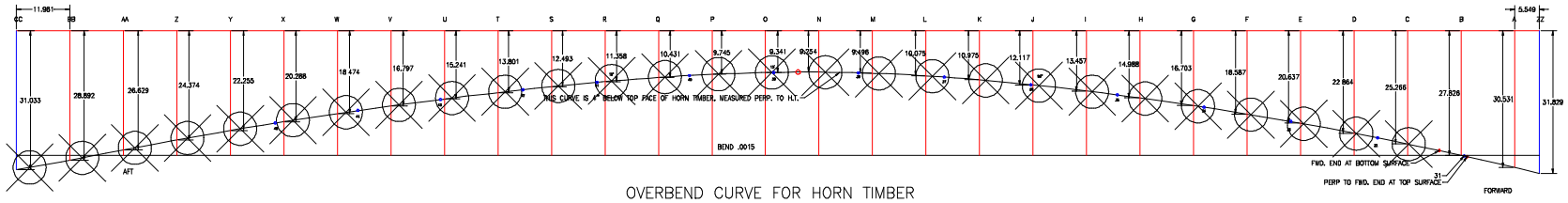
Oct. ’06 – Deck View in Shop

Oct. ’06 – Forefoot Timber removed for replacement

Oct. ’06 – Chuck Celone Shaping the new Forefoot Timber – “Dingo” supervising

Oct. ’06 – Horn Timber; steam box being constructed





Oct. ‘06 – Horn Timber Curve and Calculated Overbend

Oct. ’06 – Horn Timber bend pattern

Oct. ’06 – Horn Timber steambox

Oct. ’06 – Steaming the Horn Timber

Oct. ’06 – Bending the Horn Timber

Oct. ’06 – Bending the Horn Timber

Oct. ’06 – The Horn Timber bent

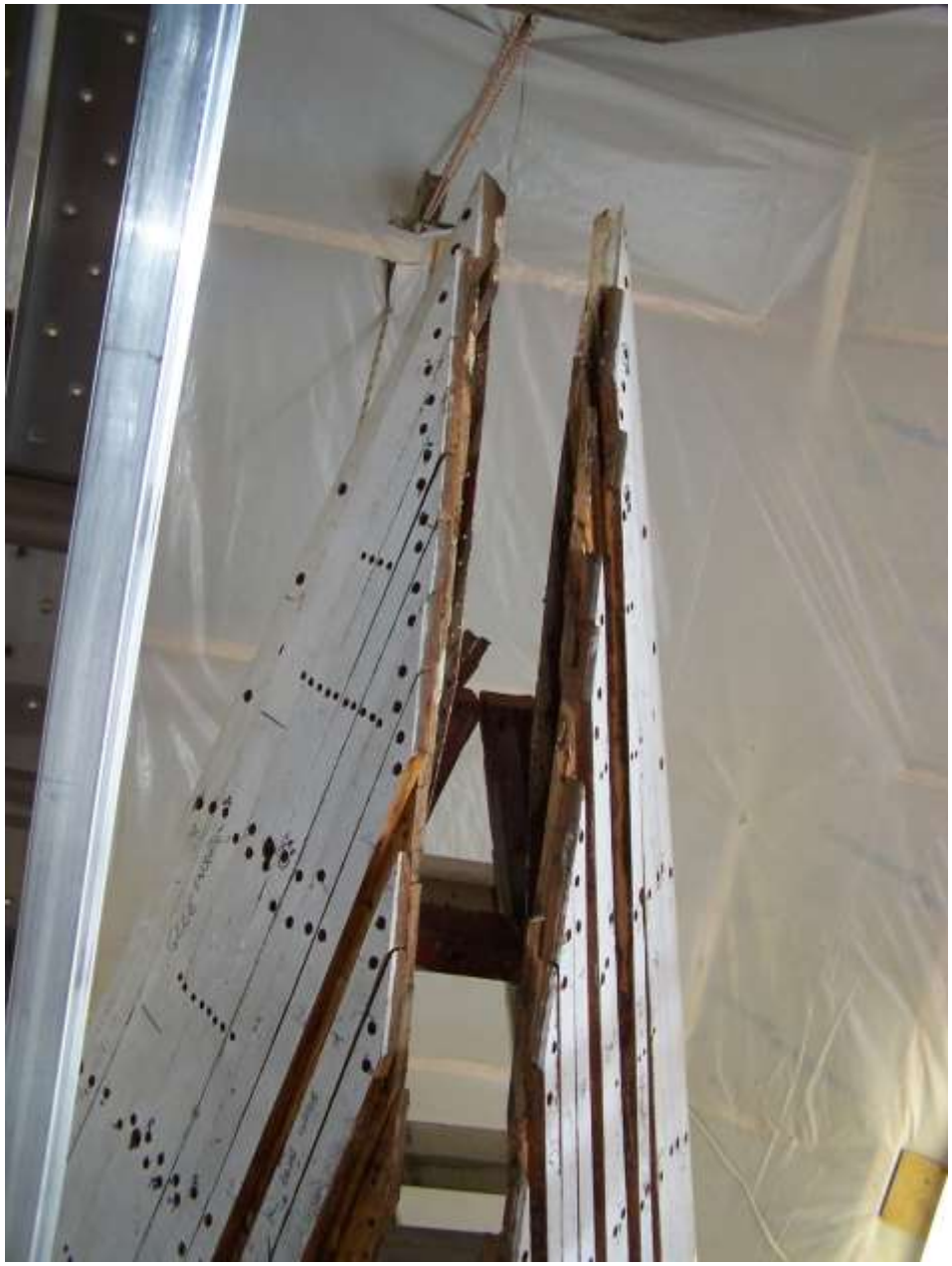
Oct. ’06 – The Horn Timber Bent

Oct. ’06 – The original Horn Timber has been removed

Oct. ’06 – John Hoult Rabbetting the new Stem

Oct. ‘06 – Chuck Rabbetting the New Forefoot Timber

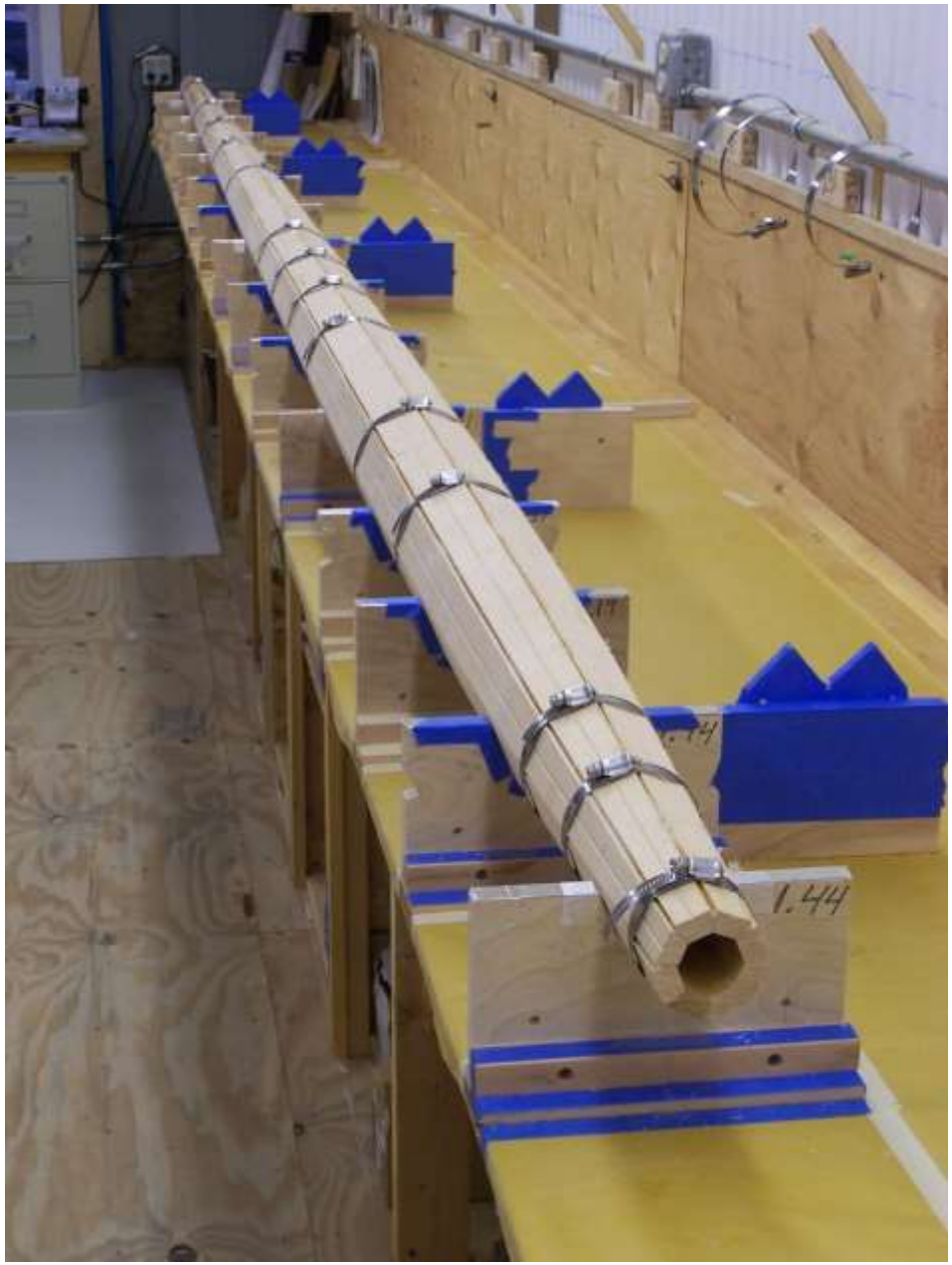
Oct. ’06 – Bow opened up for Stem and Forefoot Replacement



Oct. ’06 – Bow opened up for Stem replacement

Oct. ’06 – Chuck has the new Forefoot ready to go in

Nov. ’06 – Spars being constructed at Stonington Boat Works



Nov. ’06 - Spars

Nov. ’06 – New Forefoot Timber being lifted into position

Nov. ’06 – New Stem in place

Nov. ’06 – New Stem & Forefoot timber

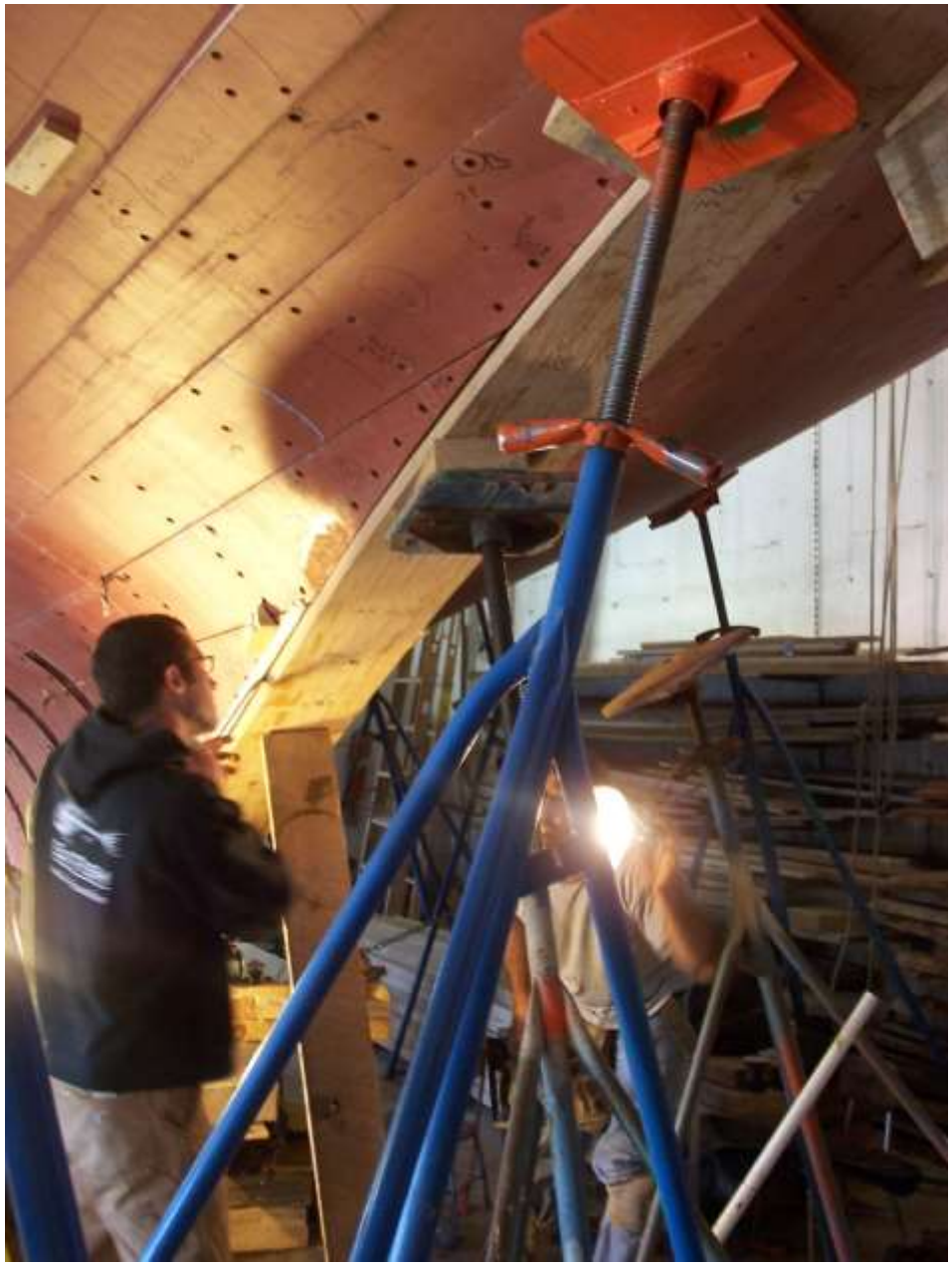
Nov. ’06 – New Forefoot Timber

Nov. ’06 – New Stem

Nov. ’06 – Rabbetting the horn timber

Nov. ’06 – Rabbetting the Horn timber

Nov. ’06 – Fitting the New Horn Timber



Nov. ’06 – Andrew Coughlin Fitting the new Horn Timber

Nov. ’06 – Tim Rice thicknessing the new keel

Dec. ’06 – Deadwood & Sternpost

Dec. ’06 – New Horn Timber in Place

Dec. ’06 – New Horn Timber in place; Keel replacement beginning

Dec. ’06 – Bending Form for Transom

Dec. ’06 – Chuck Shaping the New Transom

Jan. ’07 – New Teak Transom in Place

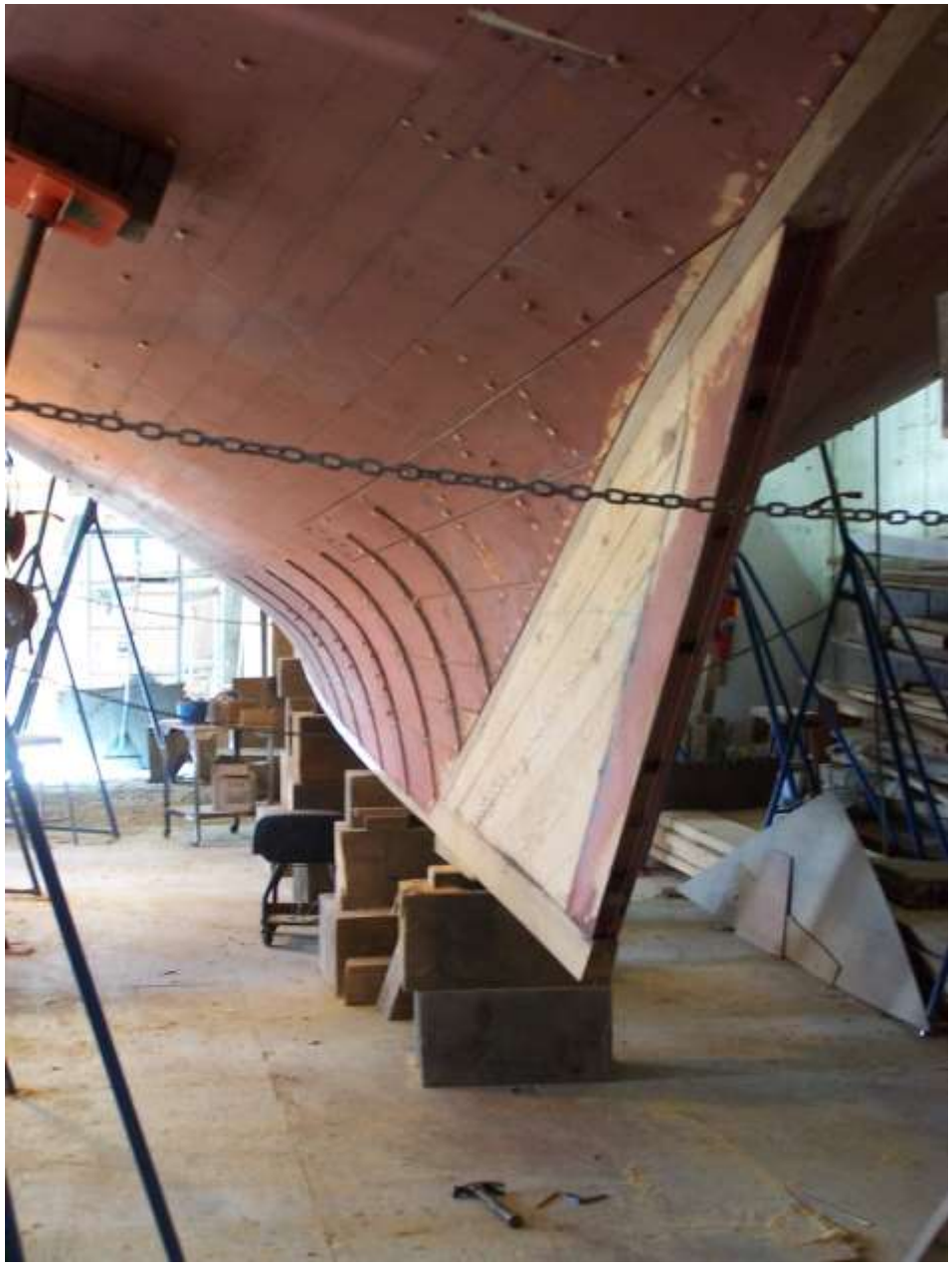
Dec. ’06 – Preparing for Keel replacement

Dec. ’06 – Preparing for Keel Replacement

Jan ’07 – New Keel in Place

Feb. ’07 - New Keel Installed, Garboard Planks Re-Installed

Feb. ’07 – New Deadwood & Sternpost in Place

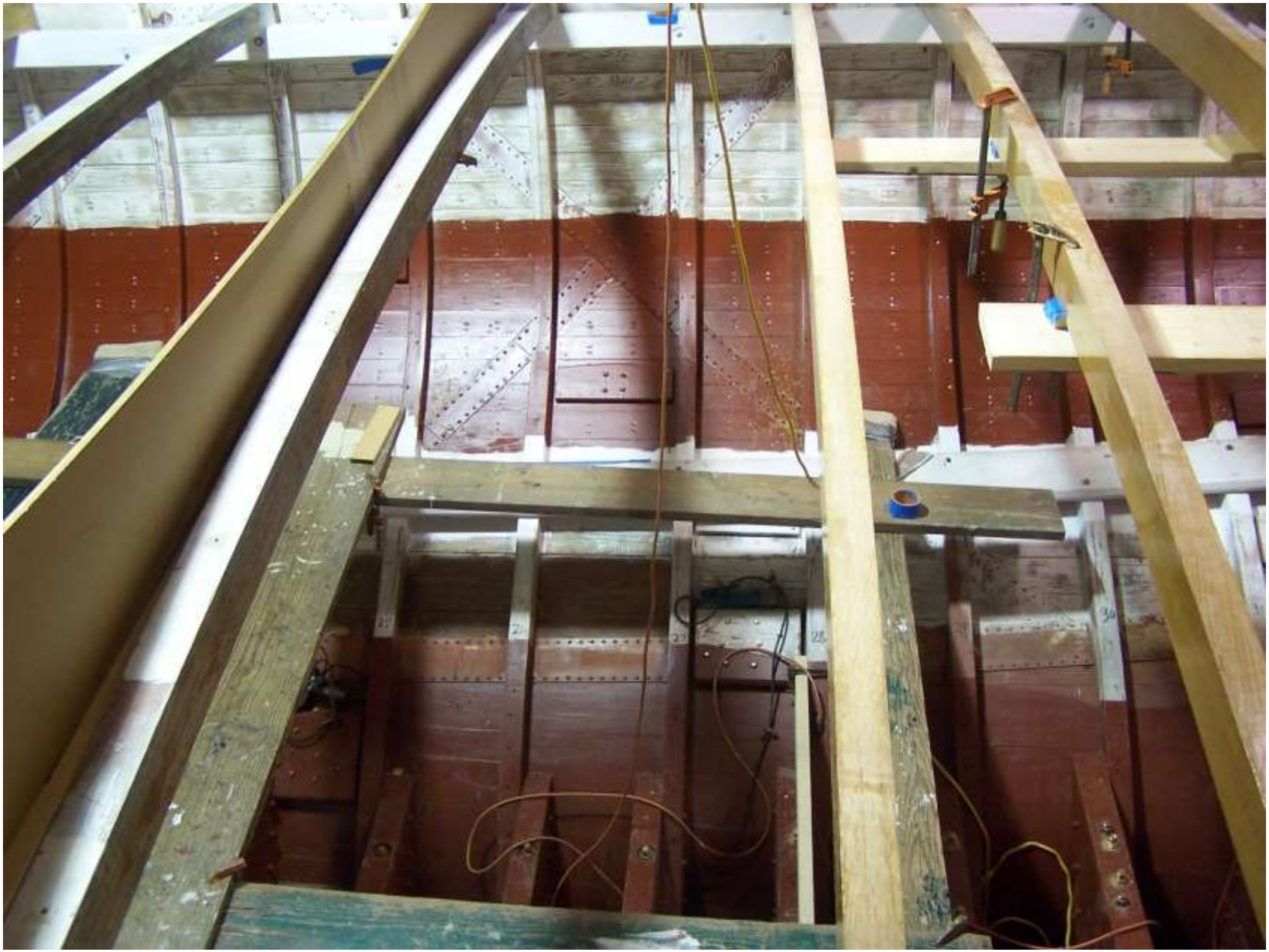


Feb. ’07 – New Deadwood & Sternpost

Feb. ’07 – Refinished laminated beams

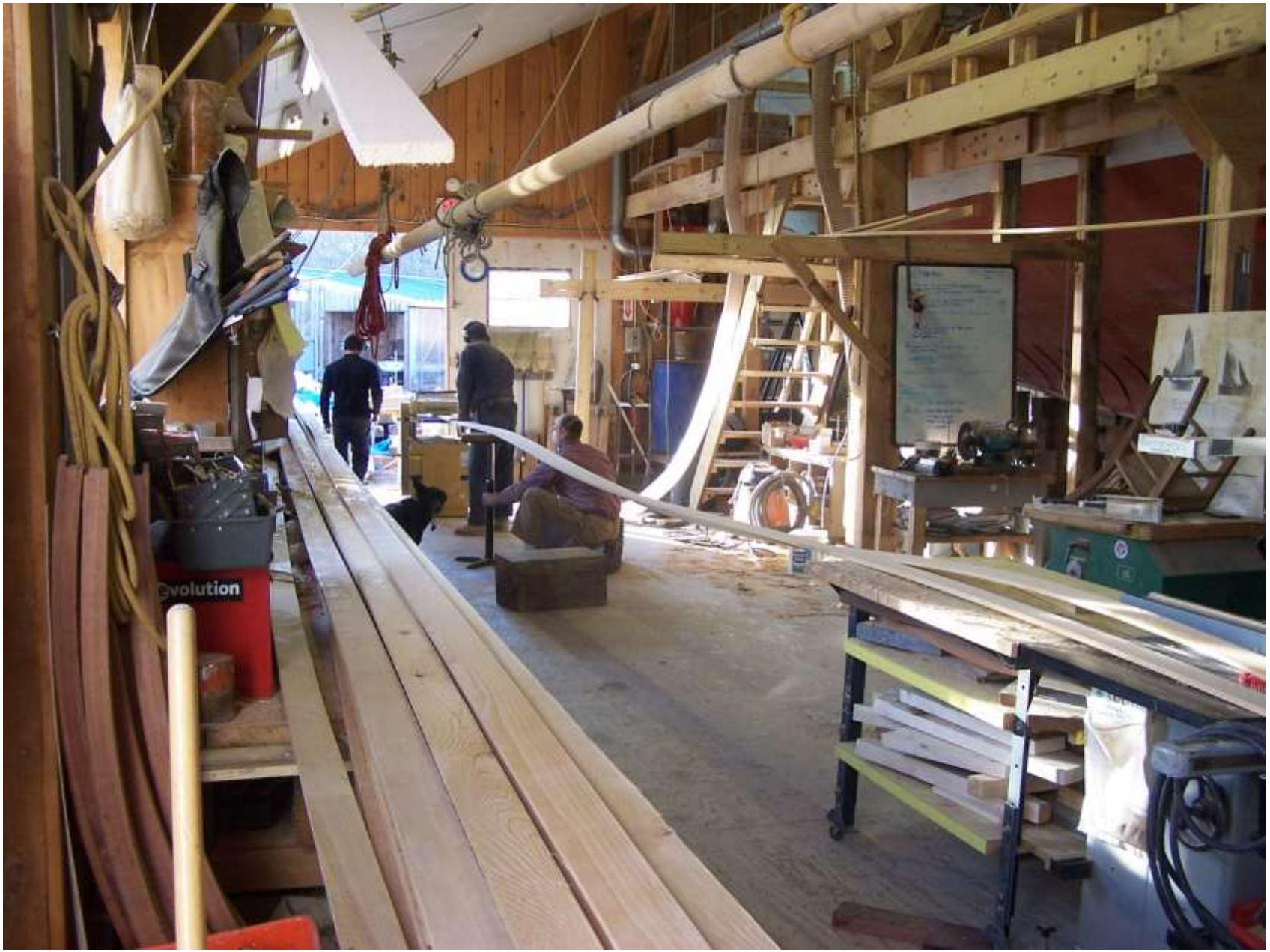
Feb. ’07 – New Solid White Oak beams

Feb. ’07 – Solid Beams; Bilge Stringers in place



Feb. ’07 – Hull painted inside & ready for ceiling

Feb. ’07 – Rudder Fairing Block



Feb. ’07 – Manufacturing ceiling

Mar. ’07 – Monitor Skylight by Taylor & Snediker – Pawcatuck Conn.

Mar. ’07 – Ceiling; New Beams

Mar. ’07 - Ceiling

Mar. ’07 – Ceiling; Beams

Mar. ’07 – Ceiling; Beams

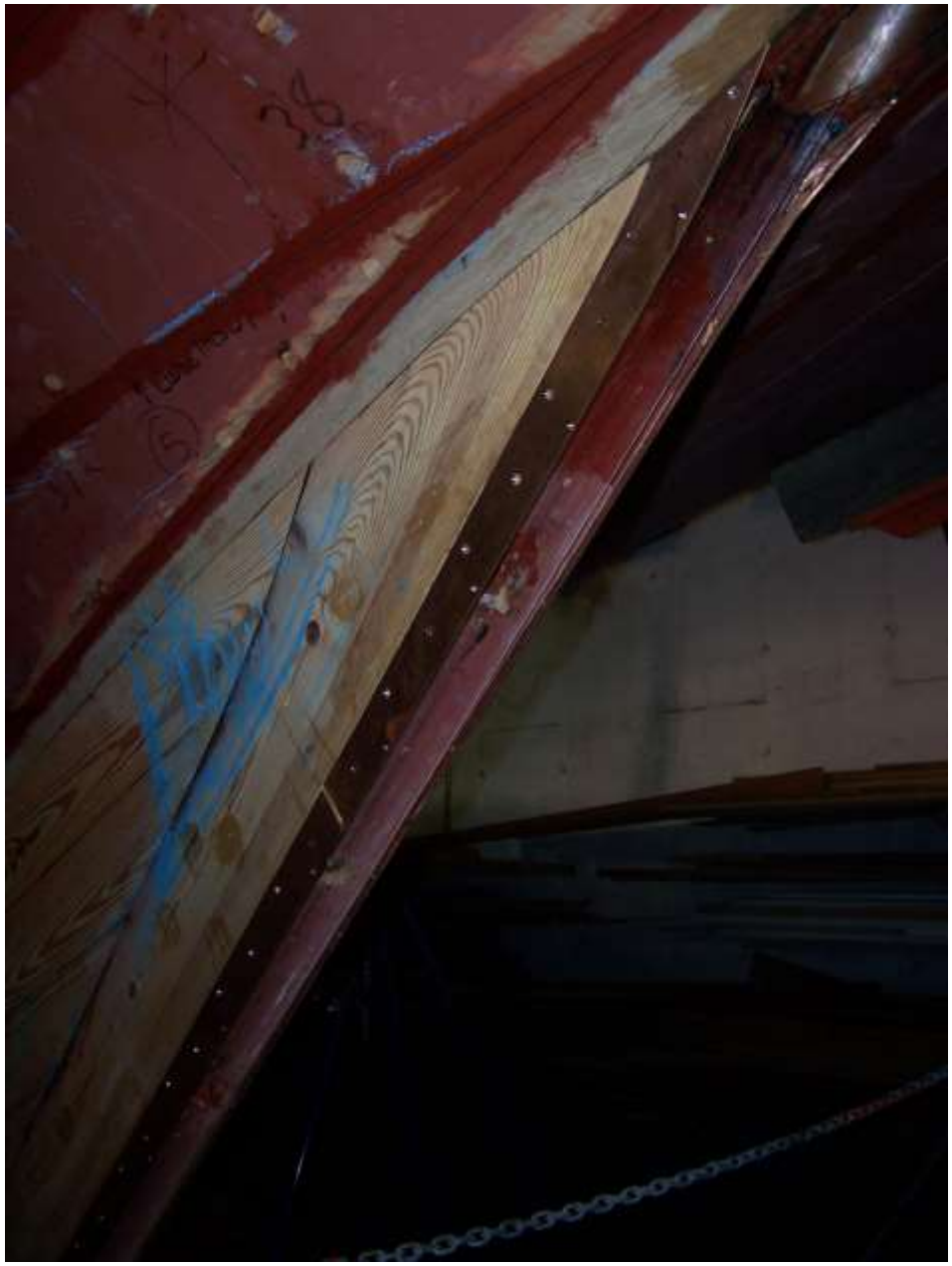
Apr. ’07 – Deck Frame complete with Straps Laid Out

Apr. ’07 – Deck Frame & Straps

Apr. ’07 – Hackmatack Hanging Knees

Apr. ’07 – Knee Installed

Apr. ‘07 – Mast Knees Installed



Apr. ’07 – Copper sternpost liner

Apr. ’07 – Bronze Mast Partner

Apr. ’07 – the Mast Partner in Place

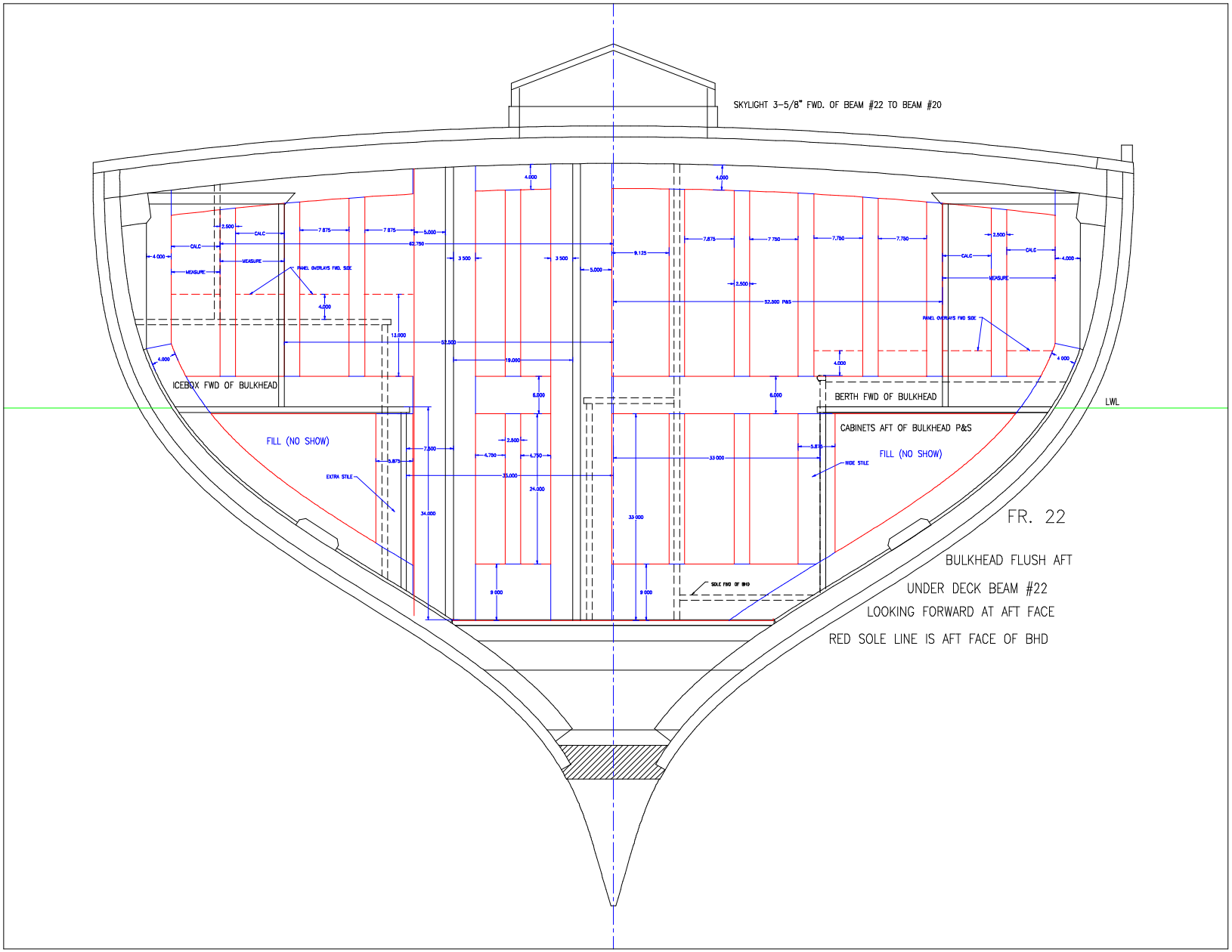
Apr. ’07 – Interior Mockup

Apr. ’07 – Interior Mockup

Apr. ’07 – Interior Mockup

Apr. ’07 – Interior Mockup

Apr. ’07 – Interior Mockup



May '07 – MP&G Interior Panel layout drawing

May ’07 – Running Backstay Chainplates Made to Original Design

Apr. ’07 – Forged Bronze Backstay Chainplates (by blacksmith Clint Wright)

May ’07 – First Prototype Running Backstay Chainplate after Break Test – 21,500 lbs.

June ’07 – Redesigned Running Backstay Chainplate – Second Prototype ready for tensile test.

June “07 – Redesigned Backstay Chainplate – Second Prototype with Breaking Strength 29,400 lbs.

May ’07 – Mast Step

June 2007 - Preparing White Oak Cockpit Sides

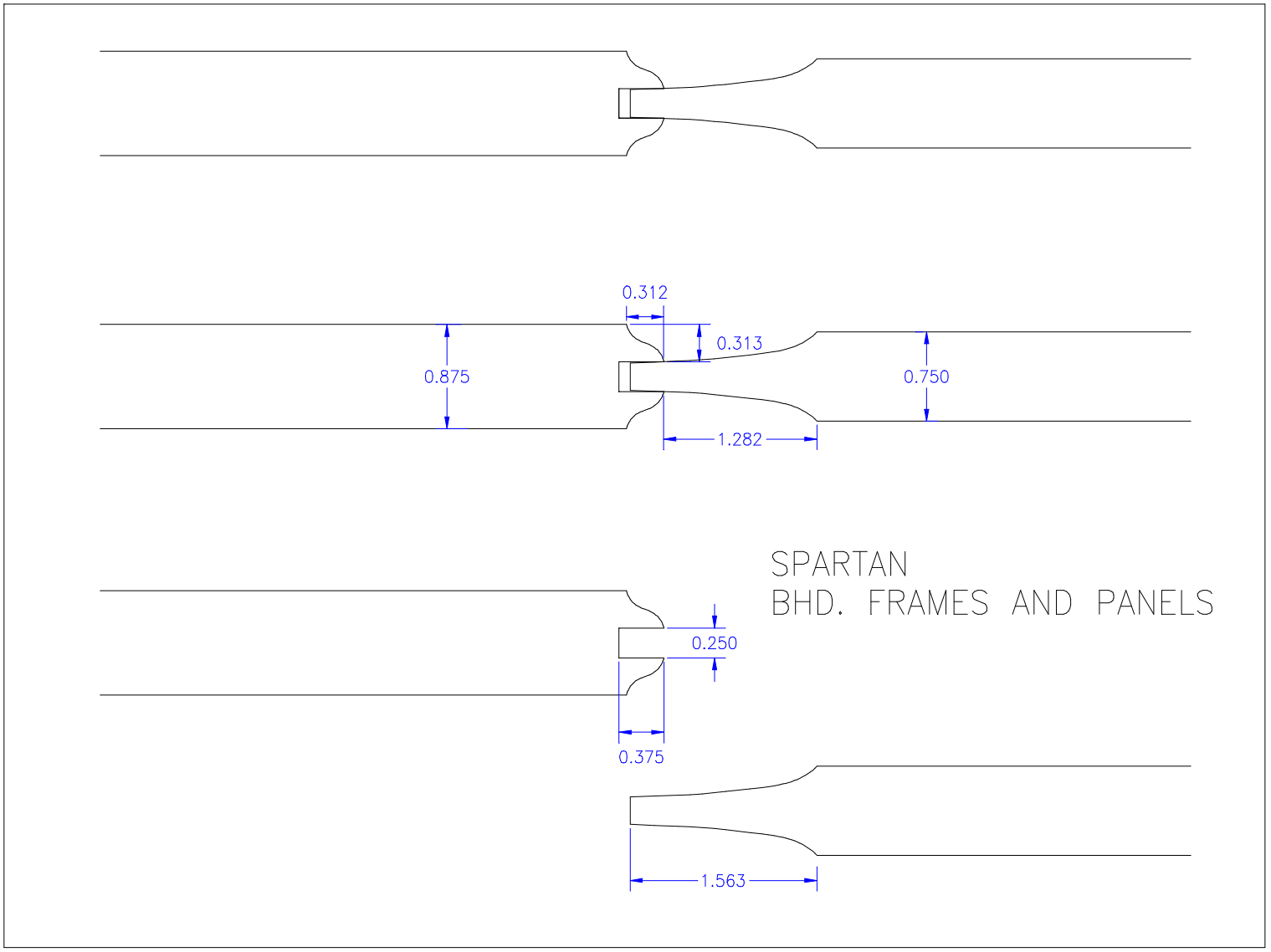
May ’07 – Cockpit Sides – Vertical-Grain White Oak

June ’07 – Bill Mills of Stonington Boat Works with Main Boom

June ’07 – End of Boom (10” dia. x 50’ long)

June ’07 – Taking Impression from *PLEIONE*’s Panel in Mystic Seaport Collection

June ’07 – Impression from *PLEIONE*’s panel molding



June ’07 – Panel Moldings drawn from measurements and impressions of originals at MSM

June ’07 – Pine for Interior Panel Work

June ’07 – Pine for Interior Panel Work

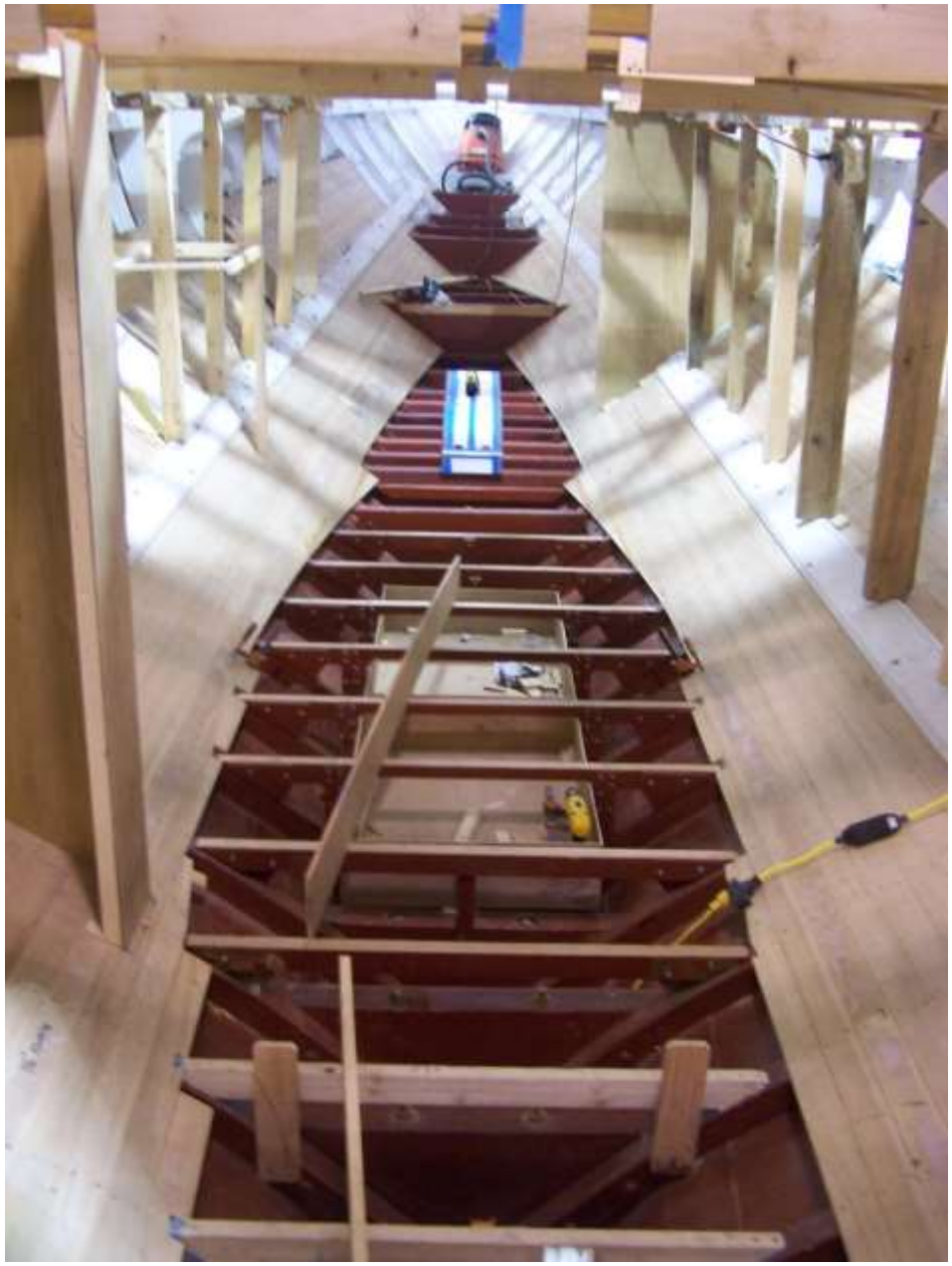
June ’07 – Cockpit Well (white oak)

June ’07 – Panel Pattern

June ’07 – Interior View looking aft

June ’07 – Deck View

June ’07 – Mast Step Installed

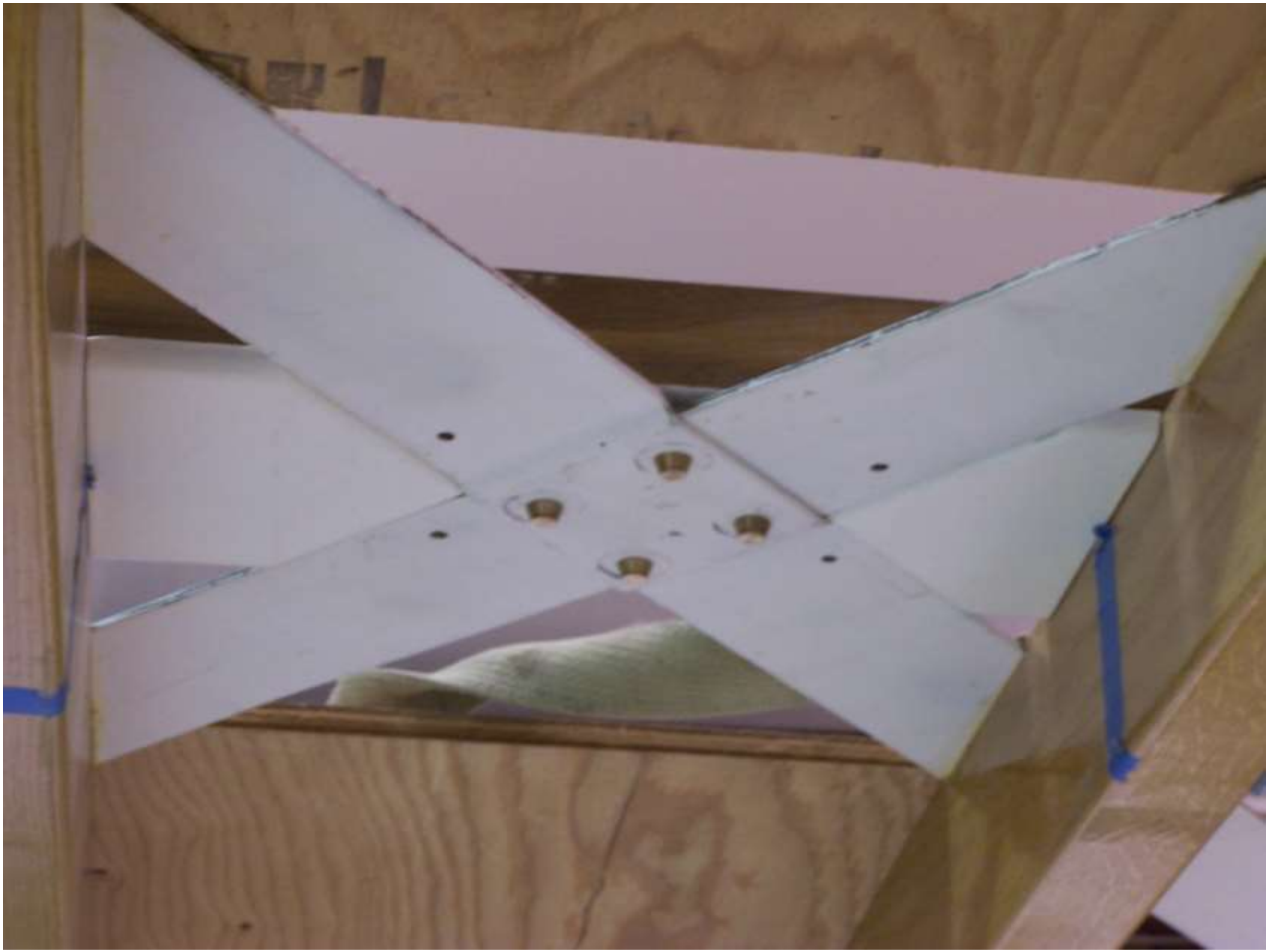


June ’07 – Sole Beams & Water Tank Mockups

June ’07 – Removable Sole Beams over Water Tanks

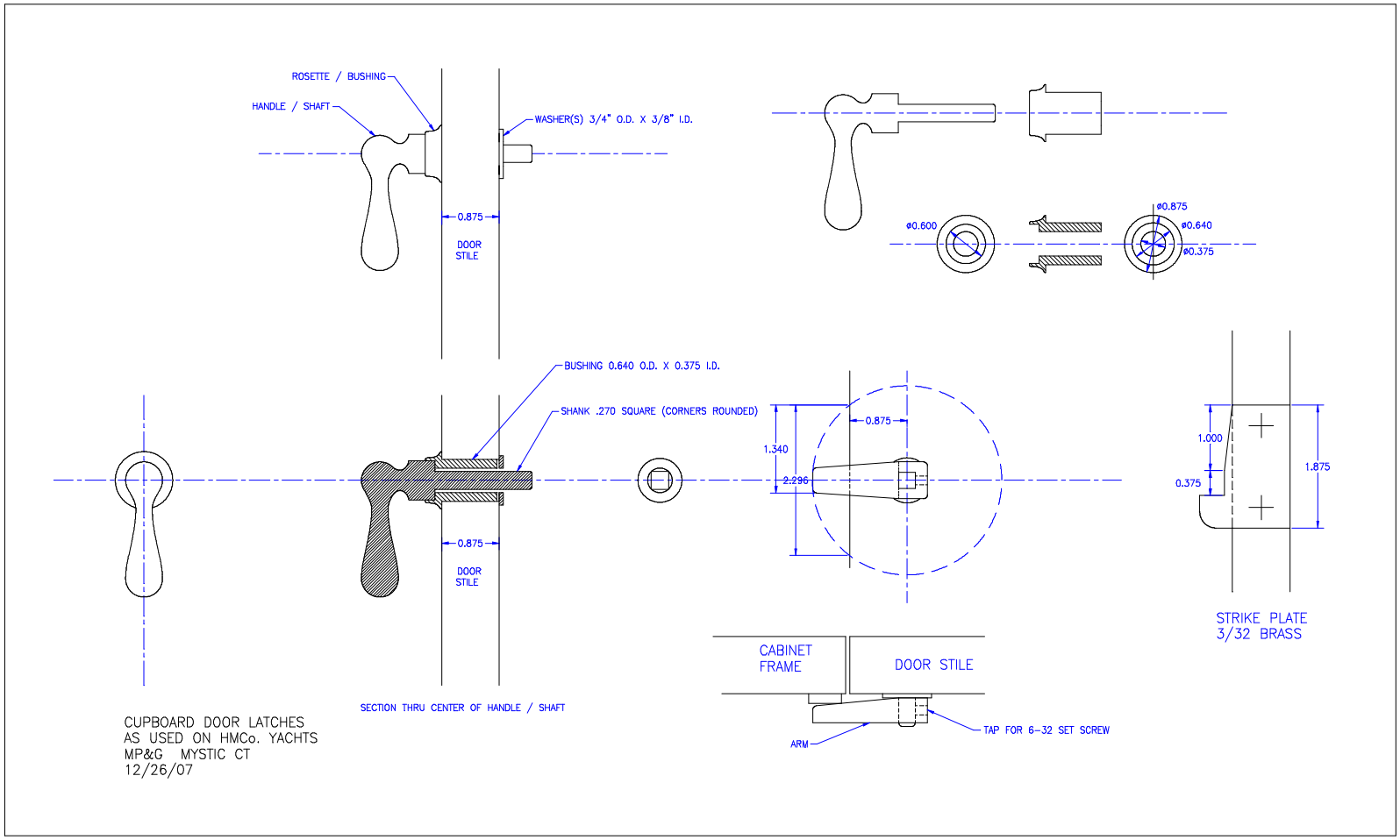
June ’07 – Crossing of Original Steel Deck Diagonal Straps

July ’07 – Crossing of New Bronze Deck Diagonal Straps



Dec. ’07 - Strap Crossing Riveted

July ‘08 - Cabinet Door Handle on *TORCH* at HMM



MP&G Drawing of Cabinet Door Handle

Reproduction of Cabinet Door Handle by William Lowe & Son, Owls Head, Maine

Mar. ‘08 – Cabinet door handle by Wm. Lowe & Son

Aug. ’07 – Engine Beds in Progress

Aug. ’07 – Engine Beds

Aug. ’07 – Forged Bronze Deck Hardware

Aug. ’07 – Forged Bronze Main and Forward Jib Travellers

Aug. ’07 – Aft Jib Traveller

Aug. ’07 – Nibbed Scarf in Mahogany Covering Board

Aug. ’07 – Covering Board Scarf Fitted and Glued

Aug. ’07 – Covering Board Meets Transom

Aug. ’07 – Covering Boards Meet Stem

Oct. ’07 – Deck View – Covering Boards finished

Oct. ’07 – Covering Boards and Fwd. King Plank – Ready for Decking

Oct. ’07 – Boom – built by Stonington Boat Works, Stonington, Conn.

Oct. ’07 – End of Boom (Outhaul Car is an original piece of hardware)

Oct. ’07 – First Nib into King Plank Forward

Oct. ’07 – Decking Clamps

Oct. ’07 – Forged Bronze Running Backstay Chainplates. Re-Designed after testing first prototype

Nov. ’07 – Bow Chock – by J.M. Reineck & Son, Hull Mass.

Nov. ’07 – Bow Chocks

Dec. ’07 – Interior Panel

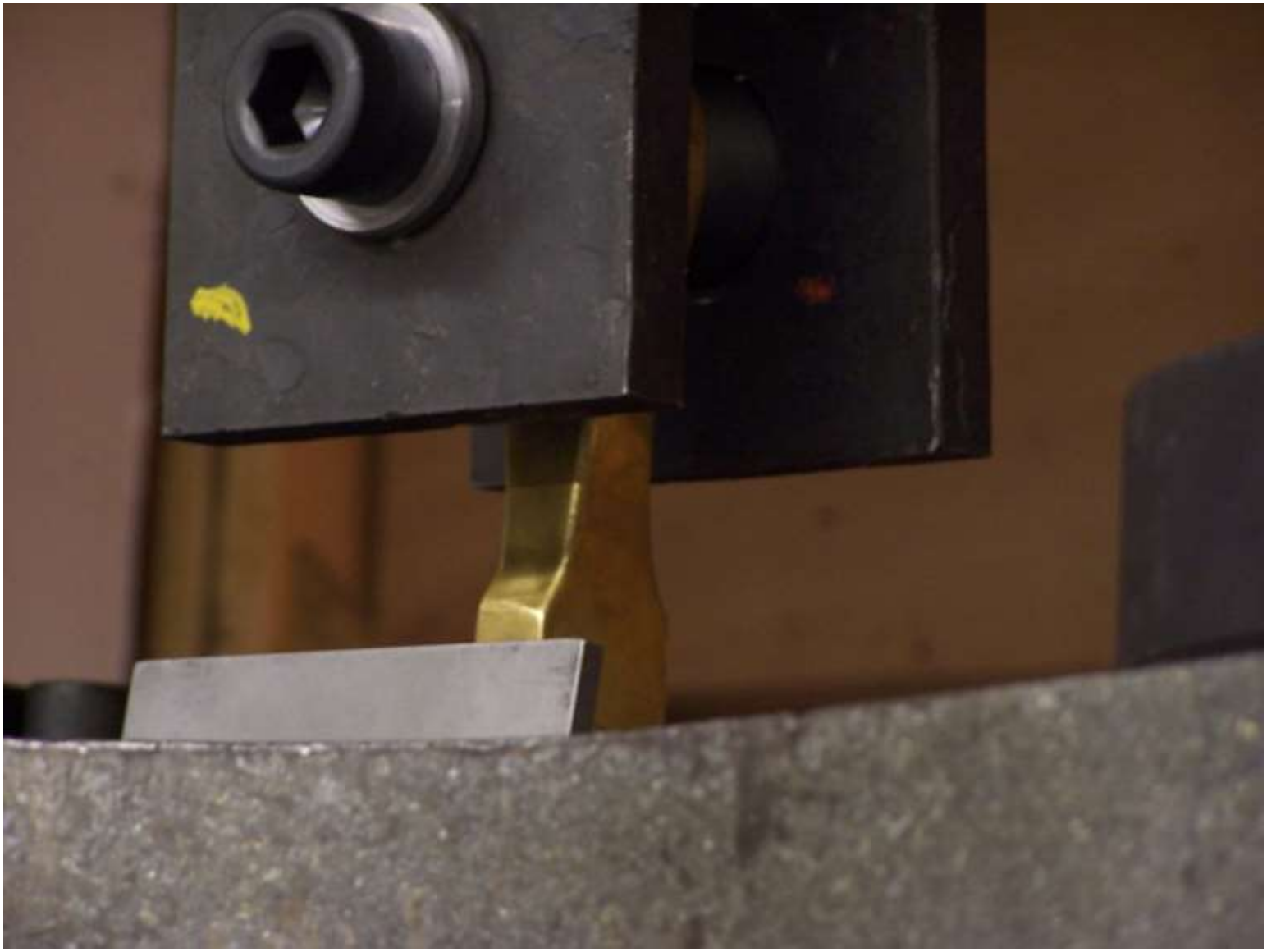
Dec. ’07 – Interior Panel

Dec. ’07 – Andy Giblin, Bruce Cresser, and John Hoult Fairing the Deck

Dec. ’07 – Deck Fairing

Dec. ’07 – MP&G Quality-Control Inspector “Stitch” Carefully Scrutinizing Deck Fairing

Dec. ’07 – Proof-testing Re-Designed Running Backstay Chainplates at Thielsch Engineering, Cranston RI

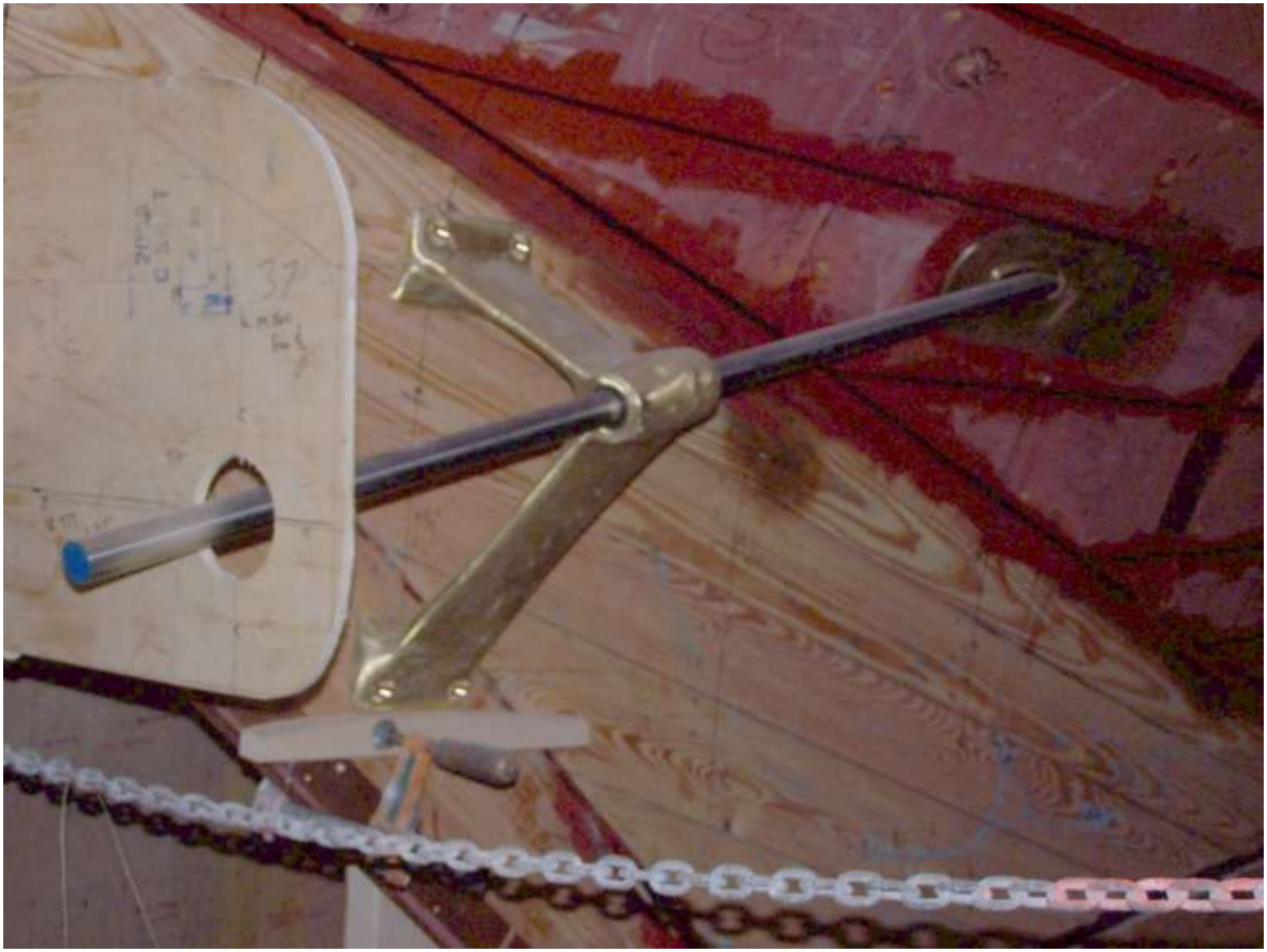


Dec. ’07 – Proof-testing Running Backstay Chainplates at 12,000 lbs

Dec. ’07 – Deck Nibs at Forward King Plank

Dec. ’07 – Mainsheet Traveller Attachment

Dec. ’07 – Mainsheet Traveller Backing Plate under Counter



Dec. ’07 – Propeller Shaft Strut – Cast by Mystic River Foundry, Mystic Conn.

Dec. ’07 – Shaft Tube Plate

Dec. ’07 – Bow chocks being Fitted

Dec. ’07 – Deck with Mahogany Covering Boards Stained and Varnished

Dec. ’07 – Deck – The interior bulkheads had to go in before the openings in the deck became too small.

Dec. ’07 – Bulkhead at Frame #16P – Fwd. End of Fwd. Locker – Looking Forward

Dec. ’07 – Bulkhead at Frame #18S - Forward end of Capt. Cabin - Looking Aft

Dec. ’07 – Bulkhead at Frame #22S; Aft End of Capt. Cabin; Looking Aft

Dec. ’07 – Bulkhead at Frame #22S – Forward End of Main Saloon – Looking Forward

Dec. ’07 – Bulkhead at Frame #28S; Forward End of Main Head - Looking Forward

Dec. ’07 – Engine in Place – Frames #29 - #32

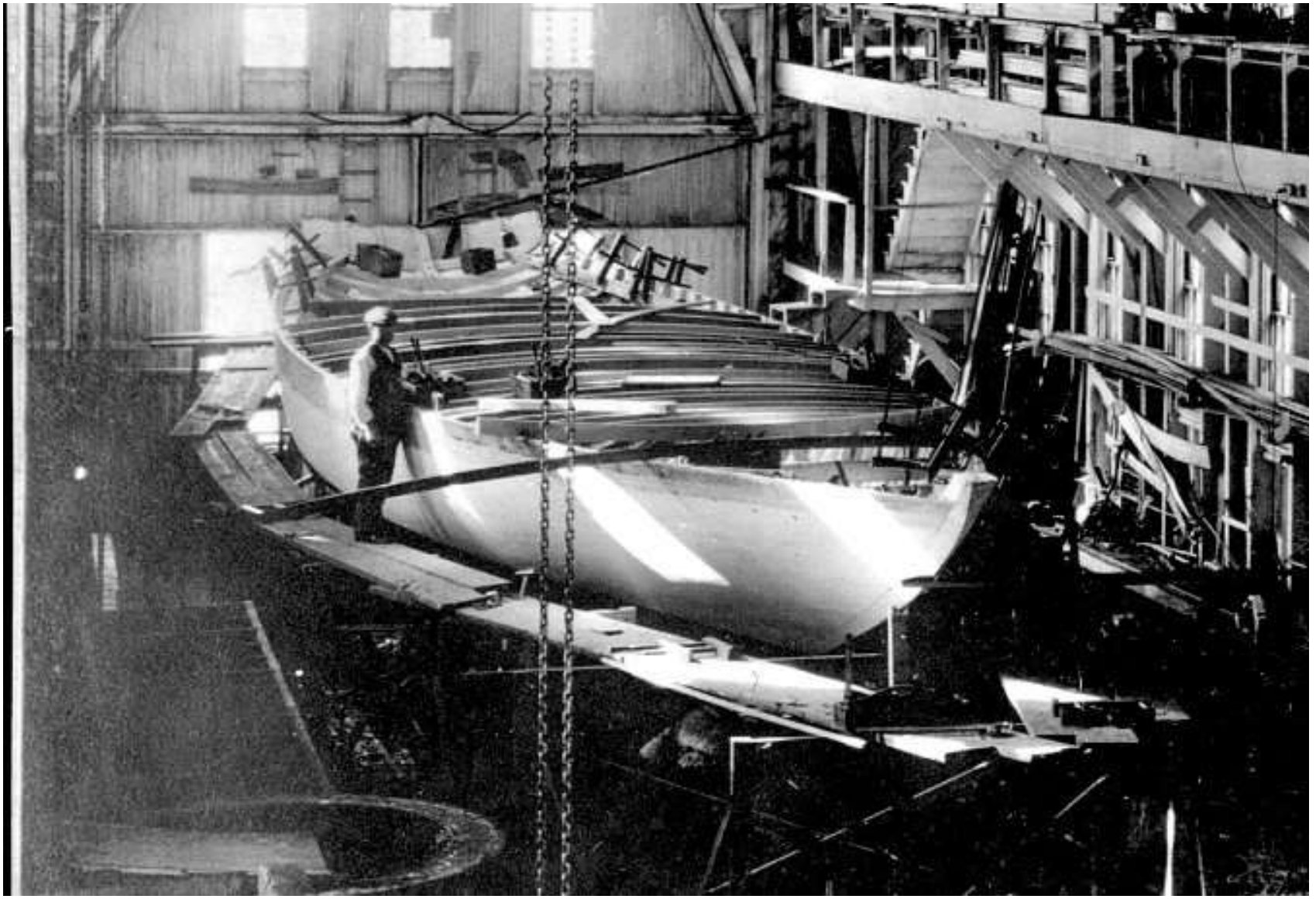
Dec. ‘07 - Aquadrive Coupling and thrust bearing with custom bronze bracket

Dec. ’07 – Aquadrive Thrust Bearing and Coupling

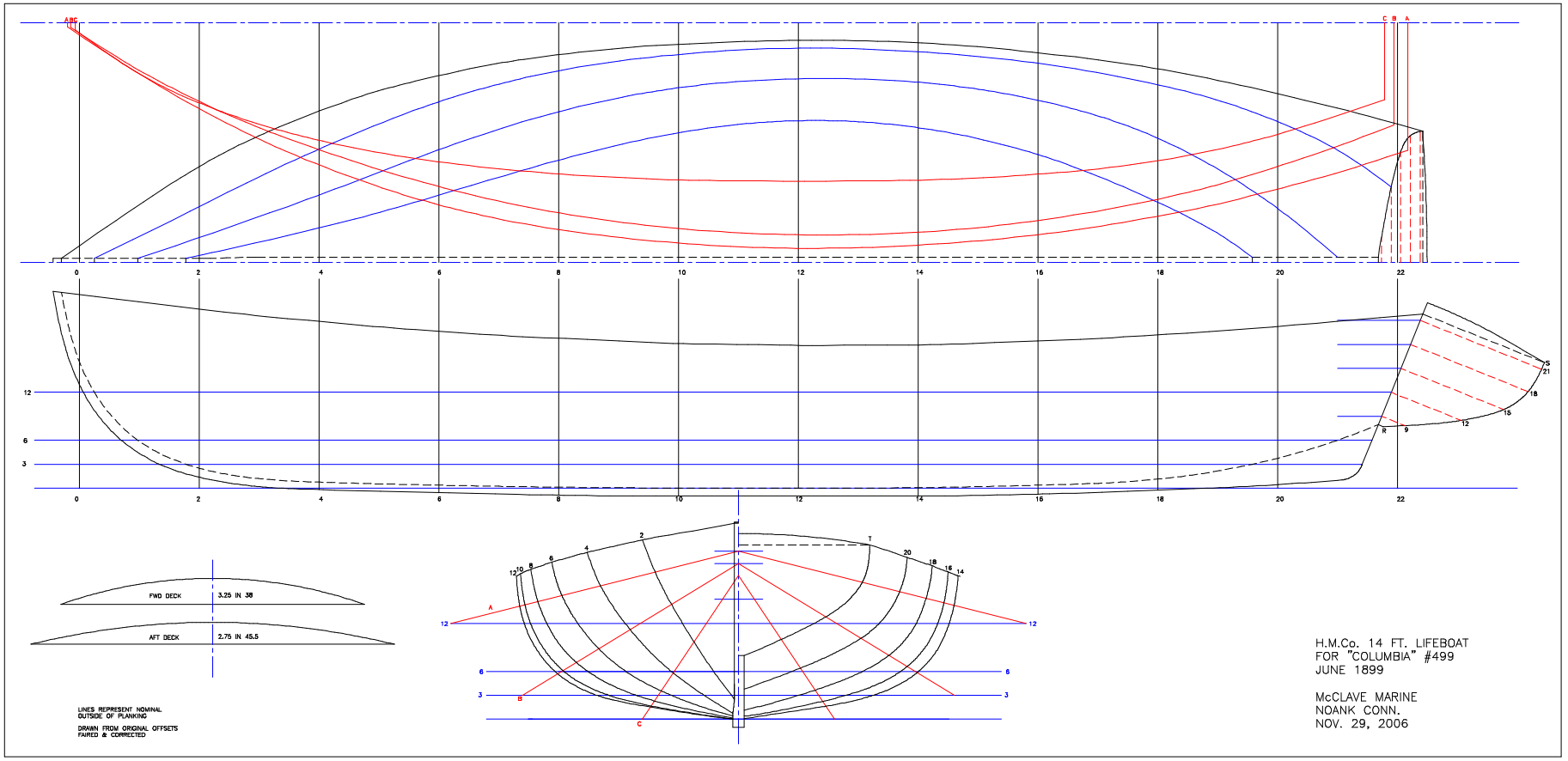
Deck View - MP&G – Mystic, Conn. – Summer 2007
(*Spartan*'s original transom on the wall)

Deck View – MP&G – Mystic Conn. – Winter 2006-2007

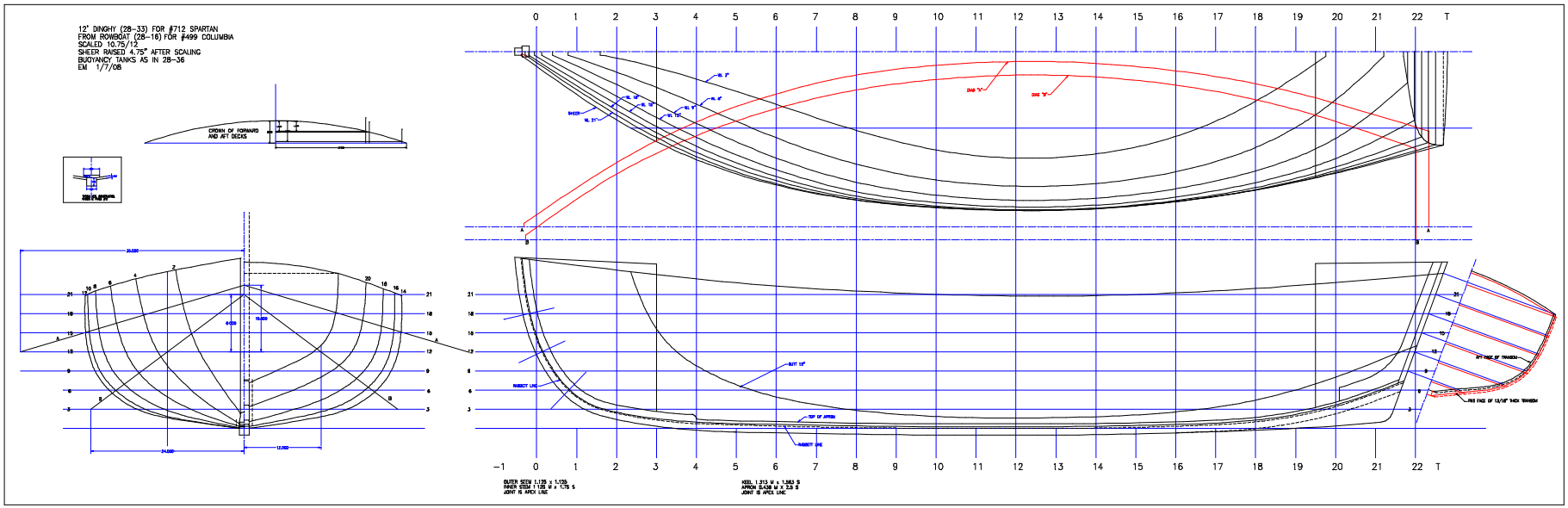
Deck View – MP&G – Mystic, Conn. – Summer 2007



Deck View – New York Fifty under Construction at the Herreshoff Mfg. Co. – Bristol, RI - Winter 1912-1913 (photo courtesy of Maynard Bray)



LIFEBOAT FOR #499 COLUMBIA (1899)



TENDER FOR *SPARTAN* – DERIVED FROM *COLUMBIA* #499 LIFEBOAT
SCALED 10.75/12 AND SHEER RAISED 4.75" AFTER SCALING, AS PER HMCo. PLANS -
BUILT BY STONINGTON BOAT WORKS, SPRING 2008

Jan. ‘08 – Ballast Keel casting at Mars Metals, Burlington ON

Jan. ‘08 – Ballast Keel casting at Mars Metals, Burlington ON

Jan. ‘08 – Ballast Keel casting at Mars Metals, Burlington ON

Feb. ‘08 – Ballast Keel broken out of mold

Feb. ‘08 – Ballast Keel (about 36,000 lbs.) after breaking mold

Feb. ‘08 – New Ballast Keel Delivered to MP&G

Mar. ‘08 – New Ballast Keel being rolled under the boat for fitting

Mar. ‘08 – New Ballast Keel under the hull

Original Merriman 7/8” Turnbuckle and Reproduction

Mar. ‘08 – Testing Turnbuckles – Thielsch Engineering, Cranston RI

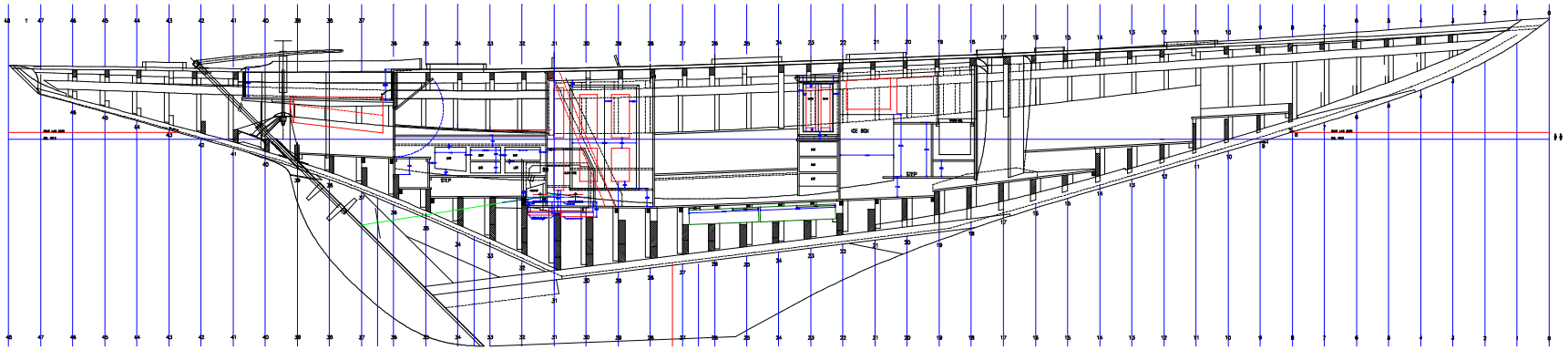
Merriman 7/8” Turnbuckle – Fork end clevis broke at 45,426 lbs.

New Turnbuckle – Screw broke at 54,588 lb.

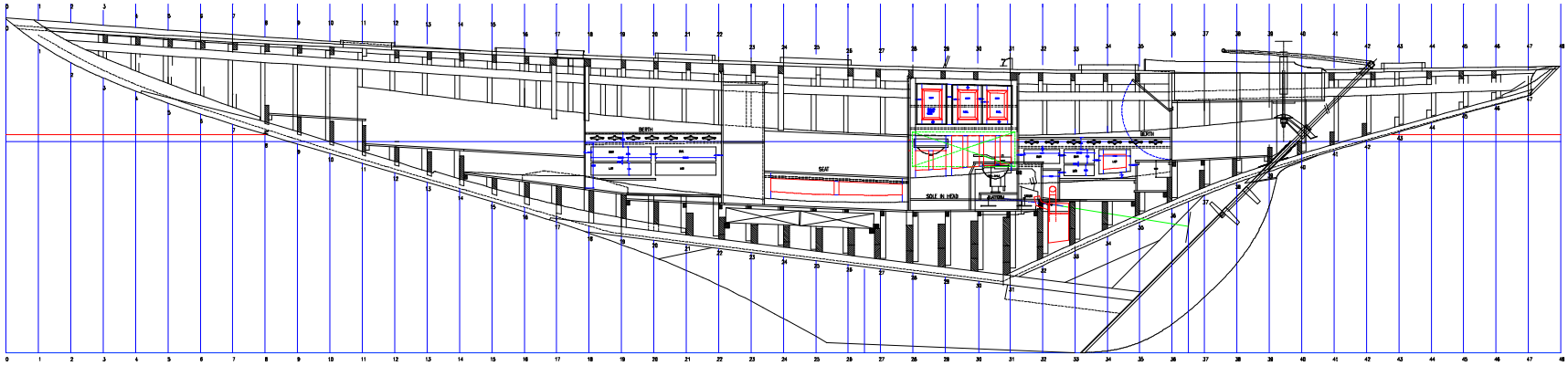
Merriman 7/8” Toggle – Clevis broke at 34,904 lb.

Mar. ‘08 - New 7/8” Toggle – Pin sheared at 70,291 lb.

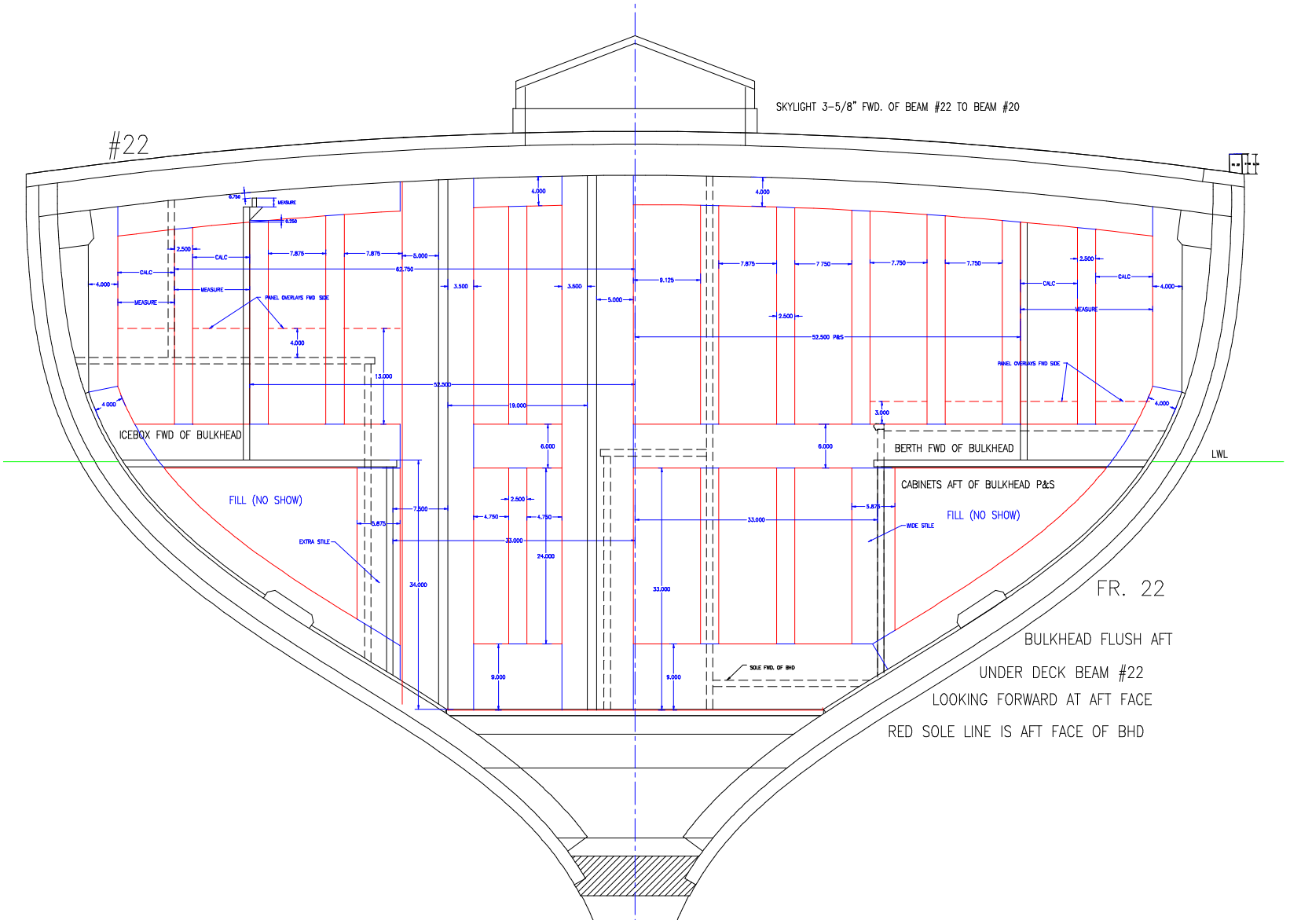
Mar. ‘08 - Fluorescent tube at test lab destroyed by head of toggle pin during tensile test



Mar. ‘08 – MP&G Drawing of *SPARTAN* Profile



Mar. ‘08 – MP&G Drawing of *SPARTAN* Profile



Mar. '08 – MP&G Drawing showing Bulkhead at Fr. #22

Mar. ‘08 – Andrew Coughlin with Owner’s Stateroom Port Bunk Front

Mar. ‘08 – Stbd. Main Saloon settee

Mar. ‘08 – Fwd. Capt. Cabin bulkhead

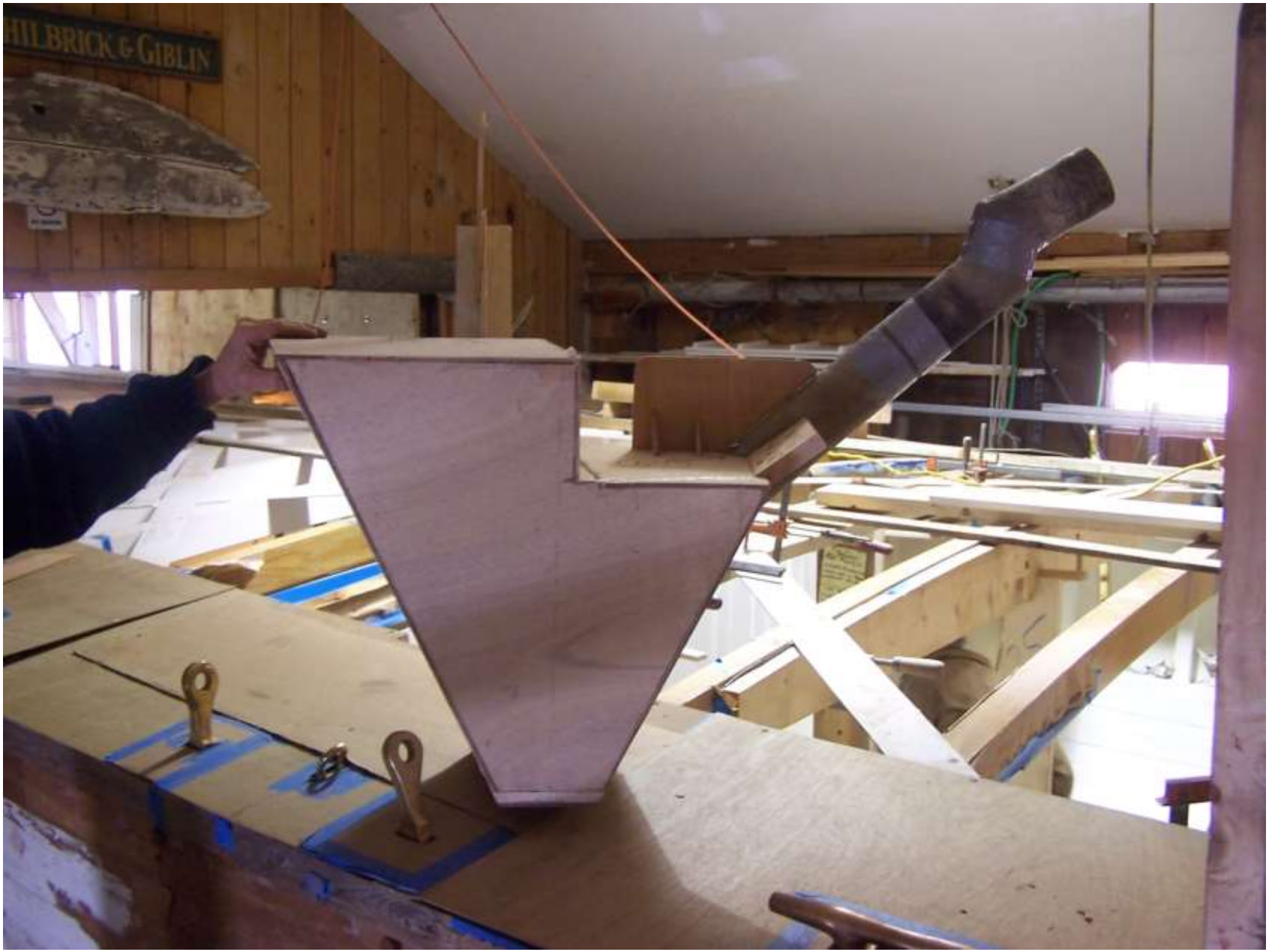
Mar. ‘08 - Focsle

Mar. ‘08 Galley area

Mar. ‘08 – Capt. Cabin

Mar. ‘08 – Main saloon port

Mar. ‘08 – Chuck Celone with mock-up for Exhaust Waterlift



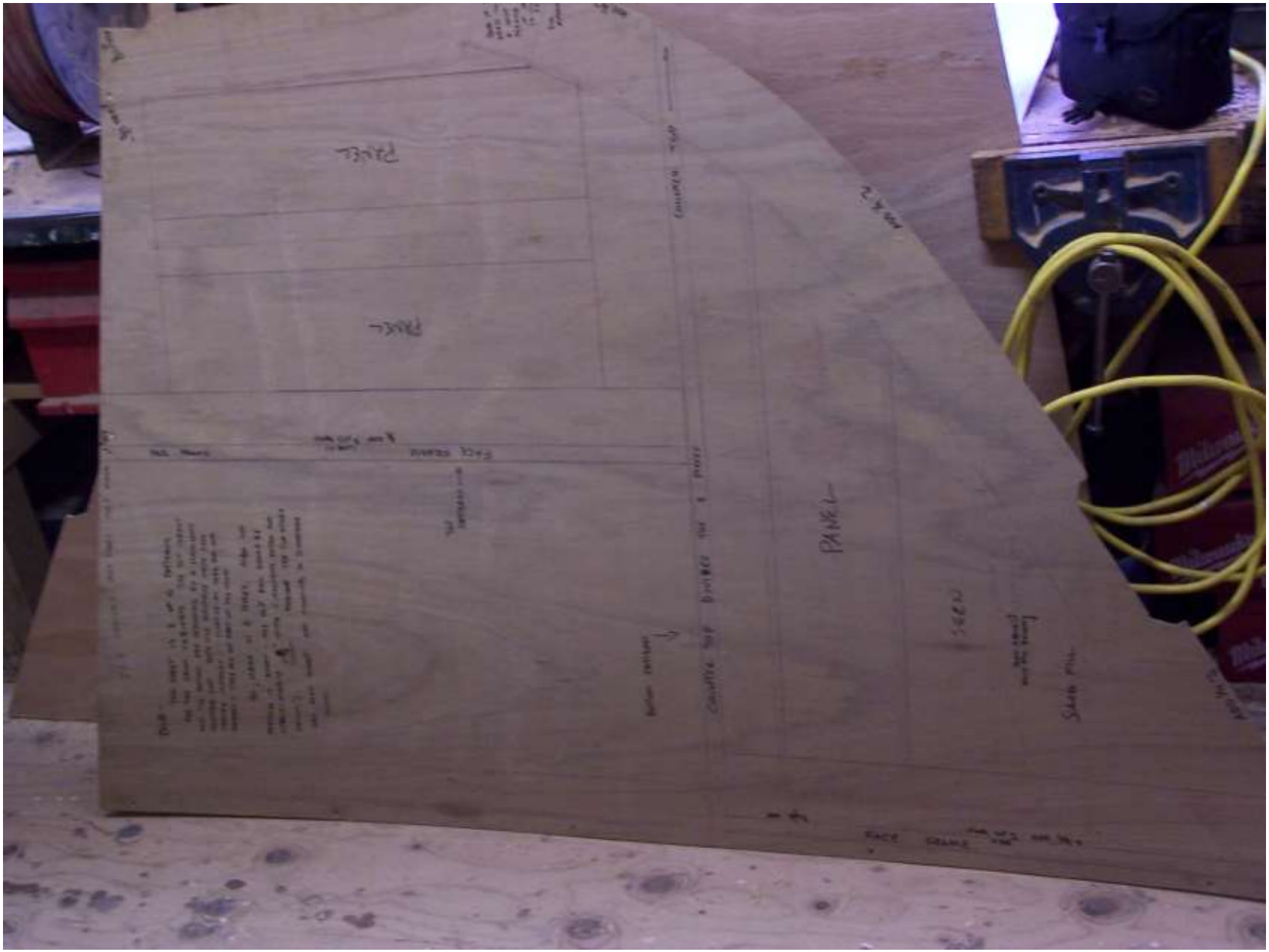
Mar. ‘08 – Mock-up for fiberglass exhaust waterlift

Mar. ‘08 – Door Lock in Belisarius at HMM

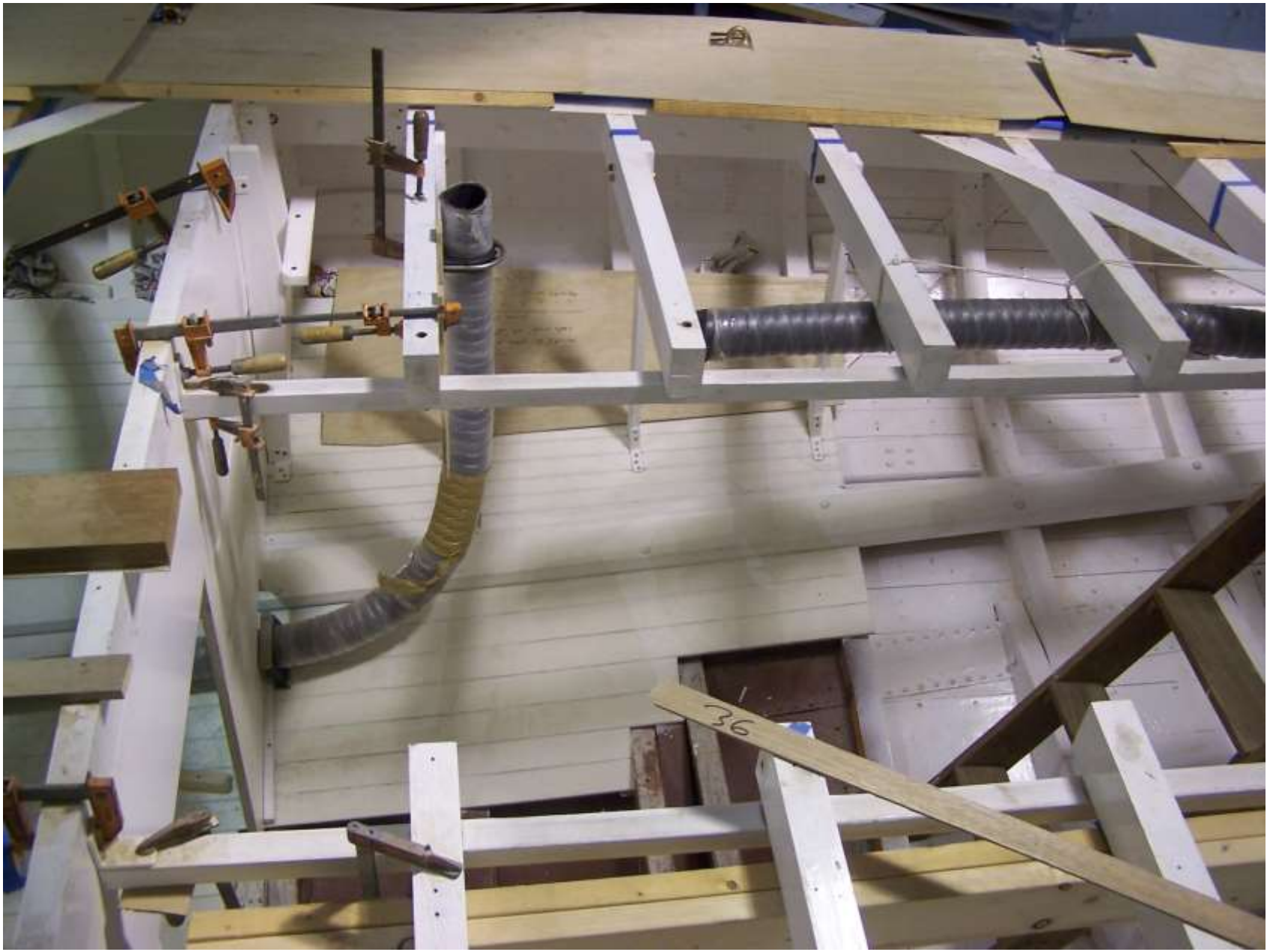
Mar. ‘08 – Original Drawer pulls in Torch at HMM

Mar. ‘08 – Original Door Hardware in Torch at HMM

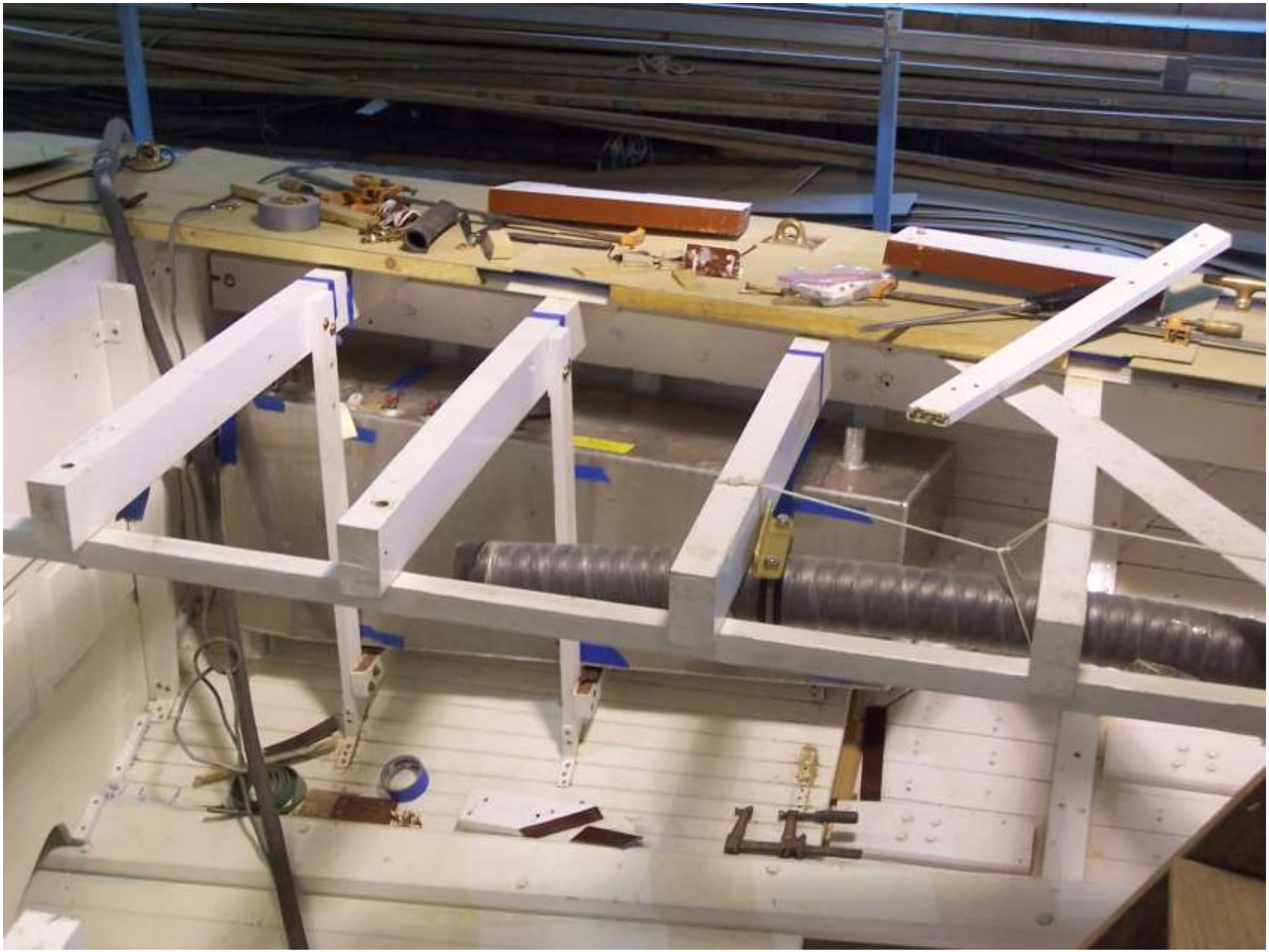
Mar. ‘08 – Owner stateroom



Mar. ‘08 – Interior Panel pattern



April ‘08 – Exhaust hose in lazarette



April ‘08 – Stbd. Fuel tank

Apr. ‘08 – Fuel Tanks are light when empty

Apr. ‘08 – Main saloon stbd. aft bulkhead in place

Apr. ’08 - Interior view looking aft from focsle

Apr. ‘08 – Engine Box mock-up in Owner Stateroom

Apr. ‘08 – Engine Box mock-up in Head

Apr. ‘08 – Engine Box mock-up in Main Passageway under Companionway

May ‘08 – John Hoult fitting rudder

May ‘08 – Rudder being notched for Gudgeons

May ‘08 – Lower Rudder Hanging

May ‘08 – New rudder with all new hardware

May ‘08 – New Ballast rolled back out from under boat with bolt holes and strap grooves completed

June ‘08 – 2nd round of decking in progress –
was awaiting installation of interior bulkheads

June ‘08 - Decking

June ‘08 – Edge-fastening deck planks

June ‘08 – Exhaust water separator in place

June ‘08 – Decking – Chuck exhorting the troops to work faster

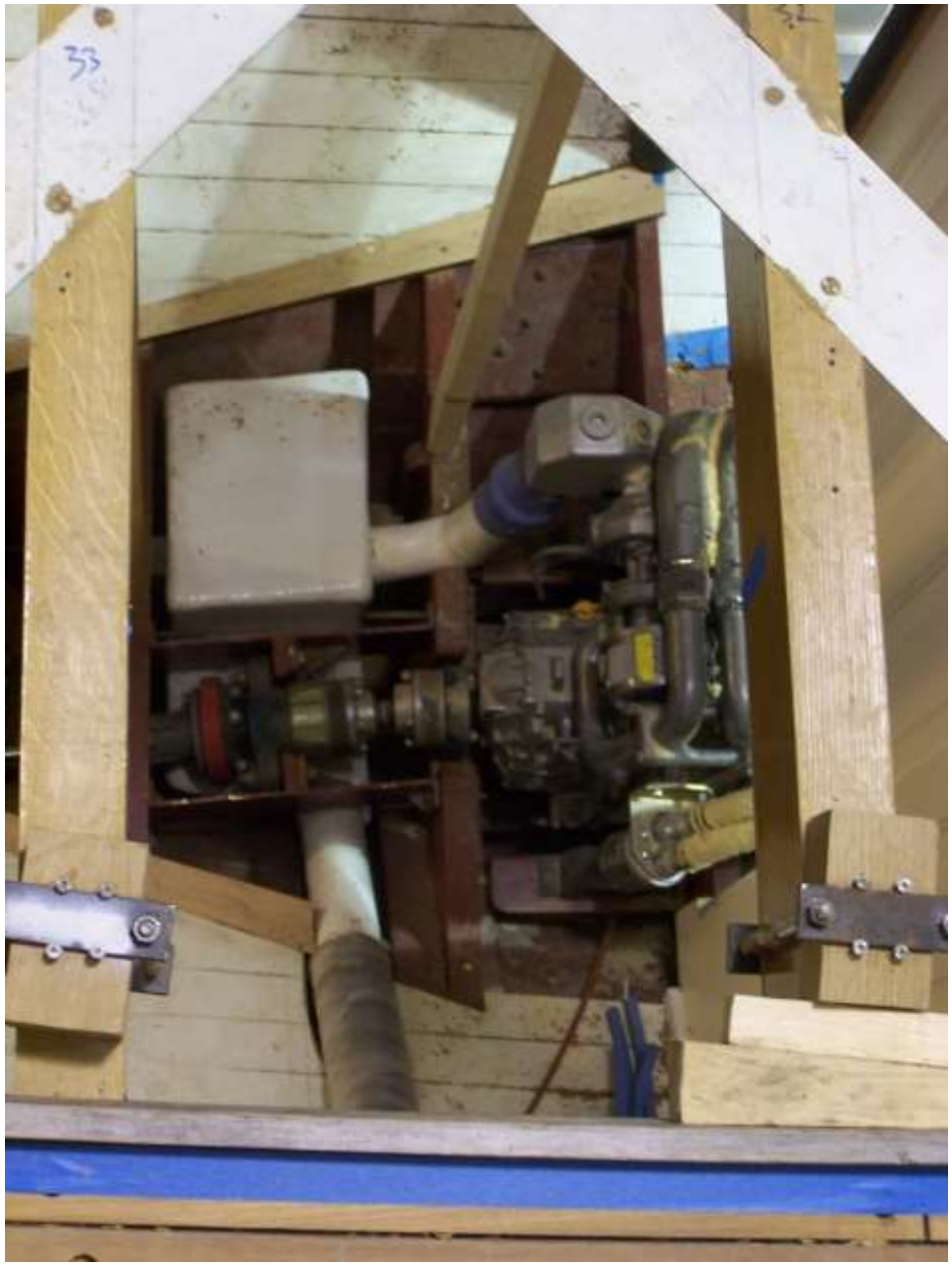
June ‘08 – Decking progresses

June ‘08 – Deck planks nibbing into forward king plank

July ‘08 – Deck near end of Round 2 – Companionway by Taylor & Snediker

July ‘08 – Companionway on deck for first fit

July ‘08 – Looking down on Engine, Waterlift, Thrust bearing and CV-joint coupling



July ‘08 – Engine, Waterlift, thrust bearing, coupling

July ‘08 - Port Fuel Tank and Filter

Aug. ‘08 – Deck nearing completion

Aug. ‘08 – Cabinet forward port in main salon

Aug. ‘08 - Galley

Aug. ‘08 – Forward locker

Chuck & Andrew fastening down the toe rail

Oct. ‘08 - Fashion-piece (taffrail) being fitted

Oct. ‘08 - Fashion-piece; pattern for quarter chock

Oct. ‘08 – Planking being faired

Oct. ‘08 – Planking being faired

Oct. ‘08 – First coats of primer on topsides

Oct. ‘08 – First coats of primer on topsides

Oct. ‘08 – John working on Main saloon cabinet, stbd.

Oct. ‘08 – Galley inboard counter

Oct. ‘08 – Holding tank

Oct. ‘08 – The engine: Yanmar 4JH4-HTE

Oct. ‘08 – Lazarette – exhaust water separator at top left

Oct. ‘08 – Fuel and water connections to engine

Oct. ‘08 – Lifeline stanchion and matching deck socket

Oct. ‘08 – Lifeline Stanchions & Sockets

Oct. ‘08 – Bow chocks

Dec. ‘08 – Progress on the deck

Dec. ‘08 – Andy and Chris Brown discussing decking

Dec. ‘08 – Dave Foote working on deck nibs

Dec. ‘08 – Main saloon cabinet stbd.

Dec. ‘08 – Galley outboard

Dec. ‘08 – Bolts fitted to Stem band

Dec. ‘08 – Bilge pump vented loops in main locker (port)

JAN ’09 – Completed Deck

JAN ’09 – Quarter Chock - Rough Casting being fitted to Toerail

JAN ’09 – ICE BOX – PREFABRICATED BY FRENCH & WEBB

JAN ’09 – ICE BOX

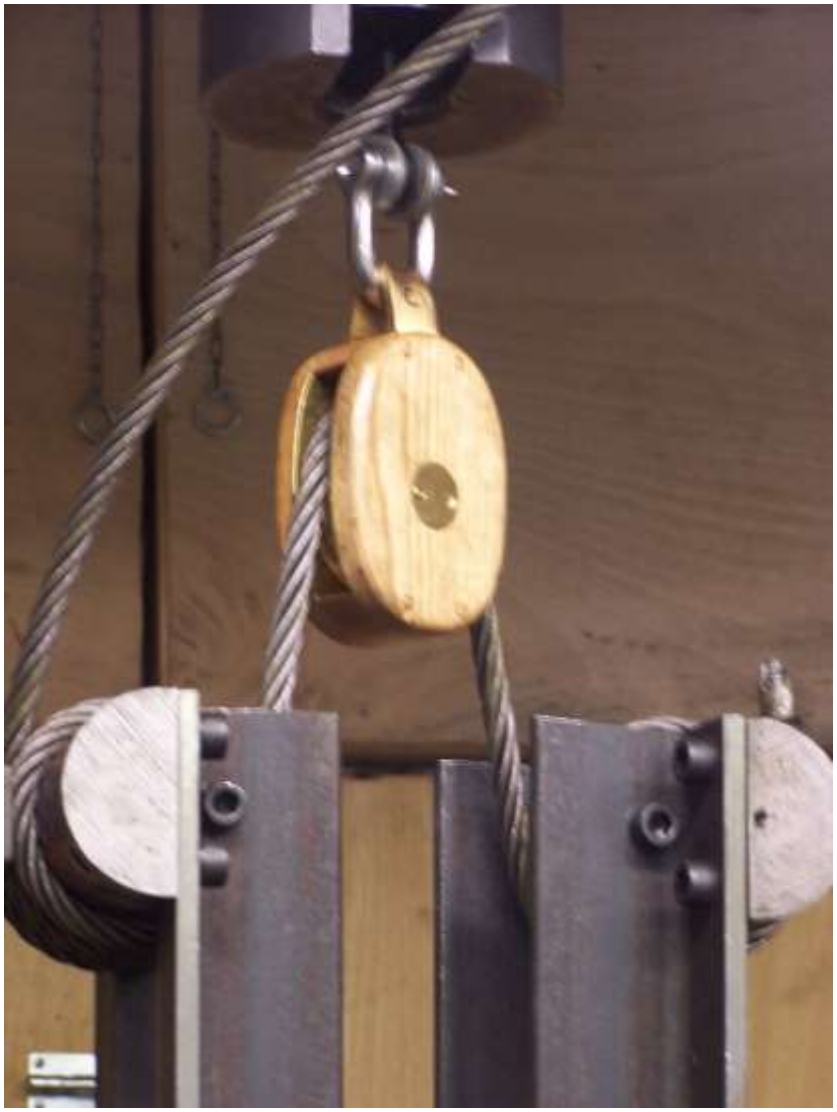
JAN ’09 – DECK SEAMS BEING PAYED

JAN ’09 – ORIGINAL HERRESHOFF MFG. CO. DRAWER PULL

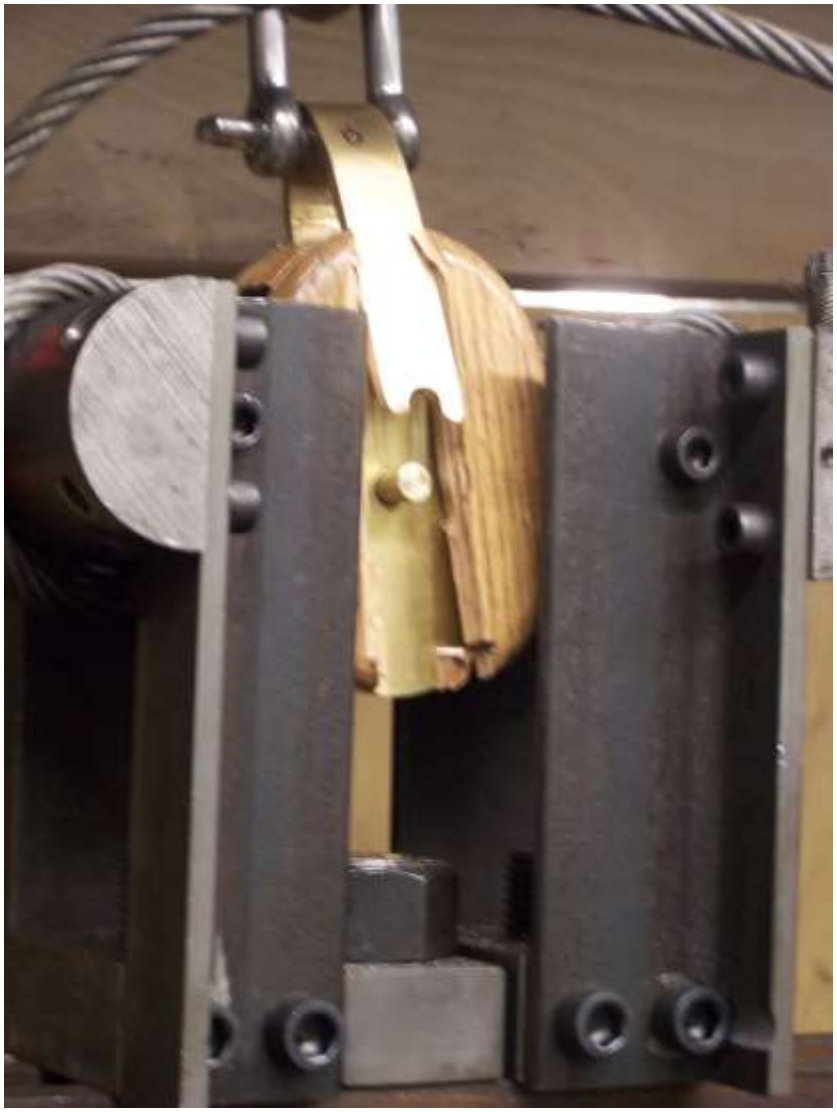
JAN ’09 – ORIGINAL HERRESHOFF MFG. CO. DRAWER PULL

MAR ’09 – BRASS COWLS BY LUKE, TO HERRESHOFF PATTERN

MAR ’09 – BRASS COWLS BY LUKE, TO HERRESHOFF PATTERN



MAR ’09 – LOAD TESTING WOOD-SHELL BLOCK PROTOTYPE



MAR ’09 – LOAD TEST COMPLETE

MAR 1931 – SPARTAN'S SAILMAKER AND RIGGER, NAT WILSON

MAR ’09 – DECK HARDWARE NEAR MAST HOLE

MAR ’09 – STEM BAND

MAR ’09 – CUSTOM ENGINE CONTROLS IN COCKPIT SIDE

MAR ’09 – CUSTOM-MADE TURNBUCKLE AND TOGGLE BY MACHINIST GEORGE NICHOLAS

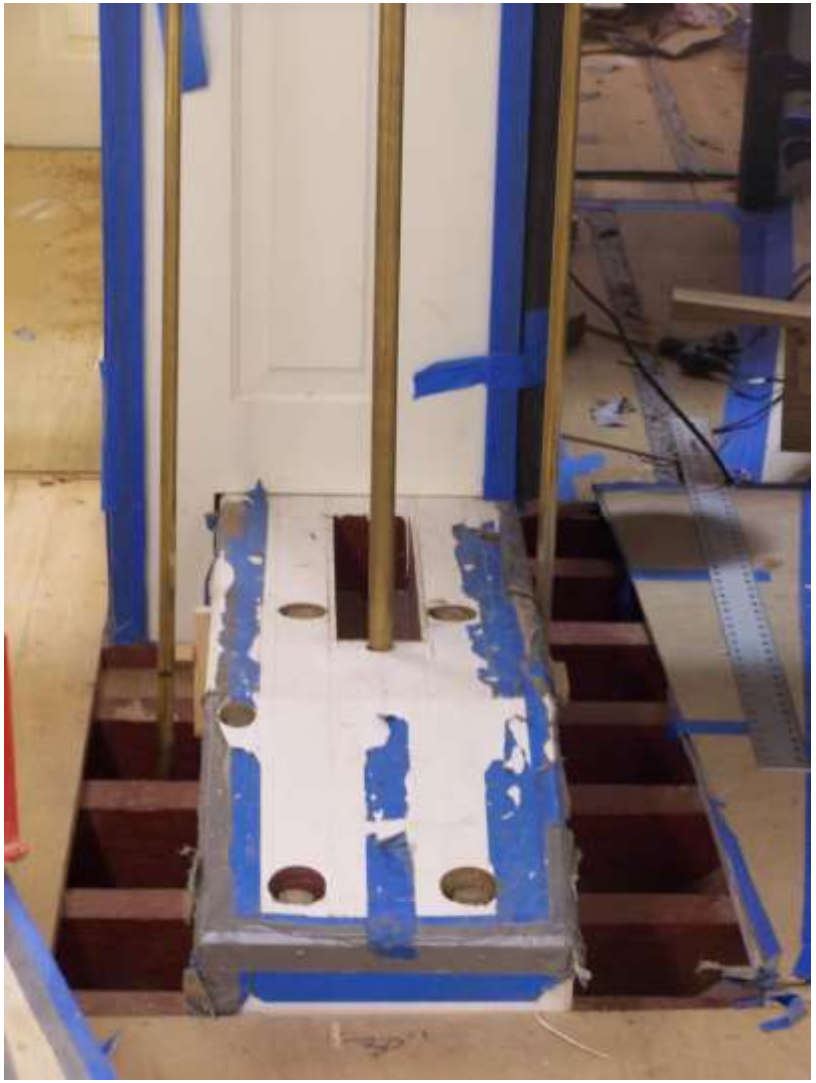
APR ’09 – ENGINE BOX IN PASSAGEWAY

APR ’09 – ENGINE BOX IN OWNER STATEROOM

APR ’09 – ENGINE BOX IN HEAD

APR ’09 – MAIN SALOON – THIS IS WHAT “REAL BOATBUILDING” LOOKS LIKE

APR ’09 – LOOKING AFT FROM THE FOCSLE



APR ’09 – MAST STEP

JUNE ’09 – BILL MILLS WITH MOCK-UP OF FOLDING SALOON PIPE BERTH

JUNE ’09 – MOCK-UP OF HINGE FOR FOLDING SALOON PIPE BERTH

JUNE ’09 – MOCK-UPS OF PIPE BERTHS IN FOCSLE

JUNE ’09 – CHUCK WITH POSITIONING JIG FOR COCKPIT COAMINGS

JUNE ’09 – NEW HANDLE CASTINGS FOR ANCHOR CAPSTAN
(an original handle was used as the pattern)

JULY ’09 – STEAM-BENT MAHOGANY COCKPIT COAMINGS IN PLACE

JULY ’09 – DETAIL OF COCKPIT COAMINGS

JULY ’09 – MOCK-UP OF SALOON SETTEE BACKS

SEPT ’09 – ENGINE LIFTING RIG

SEPT ’09 – CAPSTAN BASE AND DECK HARDWARE AT BOW

SEPT ’09 – ENGINE BEDS AND COPPER DRIP PANS

SEPT ’09 – VARNISHED ELM GALLEY INBOARD COUNTER

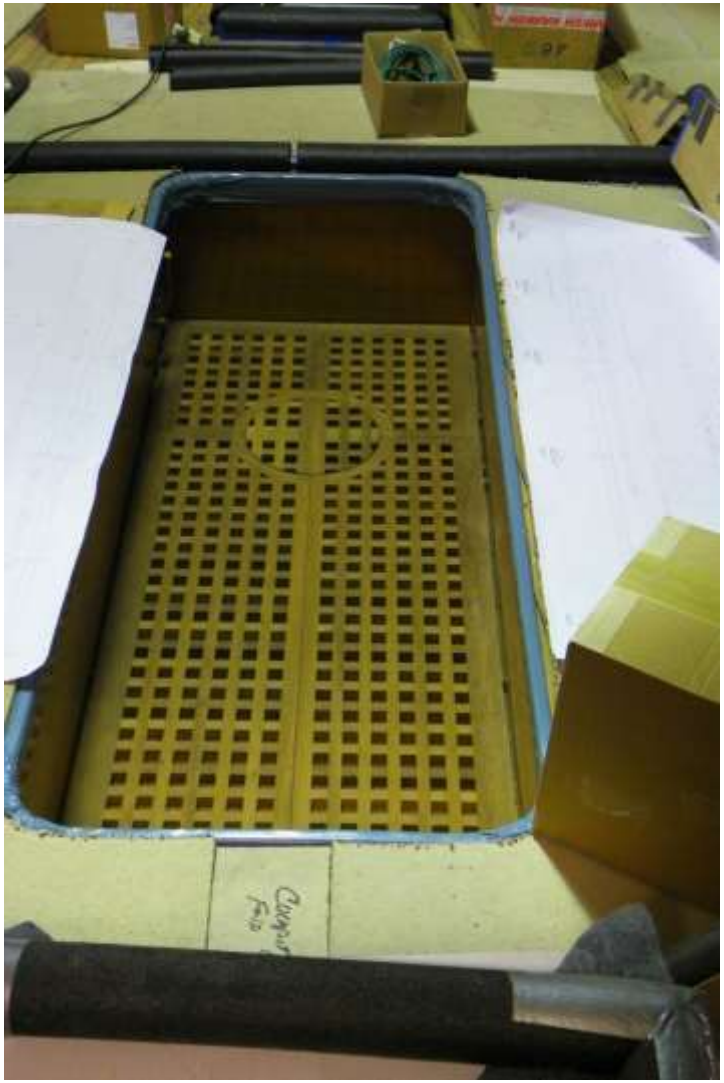
SEPT ’09 – OILED ELM GALLEY OUTBOARD COUNTER

SEPT ’09 – TWO-SPEED WINCH CUSTOM-MADE BY HARKEN FOR SPARTAN – MADE TO ORIGINAL HERRESHOFF SHAPE WITH MODERN HARKEN INTERNALS AND OPTIONAL SELF-TAILING DRUM

OCT ’09 – CUSTOM PASSAGEWAY DOOR HARDWARE BY LOWE HARDWARE

OCT ’09 – VIEW ON DECK – ORIGINAL HERRESHOFF STEERING PEDESTAL WITH ORIGINAL EDSON WHEEL (STONINGTON BOAT WORKS RESTORED THE WHEEL)

NOV ’09 – CHAINPLATES AND DECK HARDWARE



NOV ’09 – TEAK COCKPIT GRATINGS

NOV ’09 – DECK HARDWARE at the MAST STEP

NOV 16 ’09 – *SPARTAN* READY TO LEAVE THE SHOP

NOV 16 ’09 – *SPARTAN* READY TO LEAVE THE SHOP

NOV 17 ’09 – TOM BROWNELL SUPERVISES THE LOADING OF *SPARTAN*

NOV 17 ’09 – *SPARTAN* ON THE TRAILER AND READY TO GO TO THE BOAT YARD

NOV 18 ’09 – *SPARTAN* HAS JUST ARRIVED AT MYSTIC SHIPYARD AND IS BEING SET DOWN ON HER BALLAST

NOV 18 ’09 – *SPARTAN* ON HER BALLAST

NOV ’09 – THE HULL IS BOLTED DOWN TO BALLAST

NOV ’09 – THE RUDDER HAS BEEN HUNG

NOV ’09 – FASTENING THE OUTSIDE BALLAST STRAPS – THEY ARE BOLTED THROUGH THE FRAMES AND SCREWED INTO THE LEAD

NOV ’09 – FASTENING THE OUTSIDE BALLAST STRAPS

NOV ’09 – FASTENING THE OUTSIDE BALLAST STRAPS

DEC 4 ’09 – LAUNCHING *SPARTAN* FOR A TEST FIT OF THE MAST AND RIGGING AND FOR A SEA TRIAL UNDER POWER

DEC 4 ’09 – LAUNCHING FOR RIGGING AND SEA TRIAL

DEC 4 ’09 – *SPARTAN* IN THE WATER (FOR THE FIRST TIME SINCE 1987)

DEC 7 ’09 – ALONGSIDE THE DOCK – THE NEW MAST IS BEHIND ON LAND

DEC 10 ’09 – ALONGSIDE DOCK – THE MAST IS STEPPED – THIS WAS THE FIRST TIME *SPARTAN* WAS RIGGED SINCE 1980.

DEC 10 ’09 – THE MAST AT THE SPREADERS – Mast Built by French & Webb

DEC 10 ’09 – THE MAST AT THE SPREADERS

DEC 10 ’09 – SUCCESSFUL TEST-FIT OF THE MAST AND RIGGING

JAN ’10 – INTERIOR LIGHT FIXTURES - CUSTOM-MADE BY HISTORICAL ARTS AND CASTING

JAN ’10 – AN ORIGINAL BALLAST BOLT – 1” DIA. TOBIN BRONZE HANGER BOLT WITH SPECIAL BUTTRESS THREAD FOR LEAD

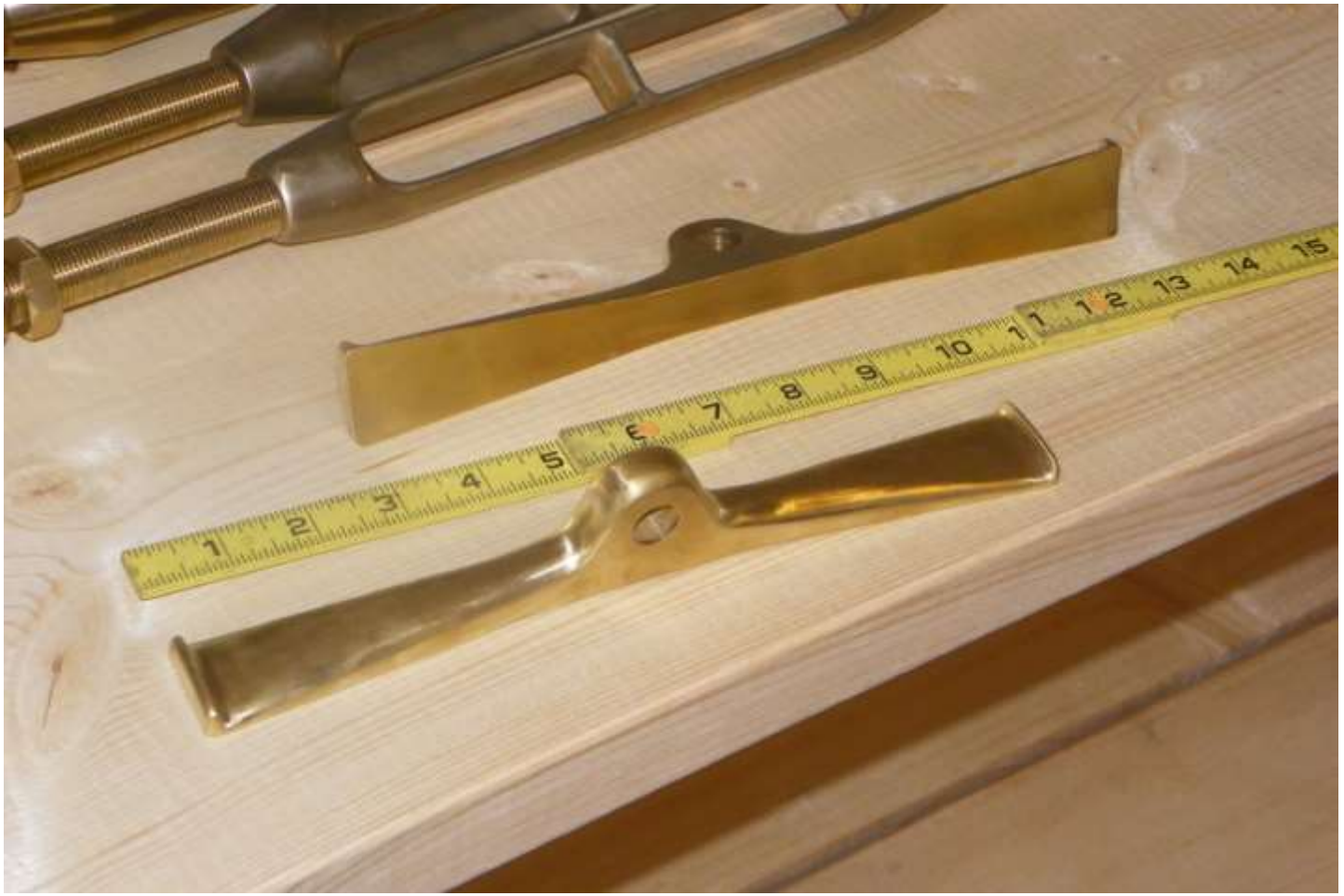
JAN ’10 – PROTOTYPE BACKSTAY HOOK – 4140 STEEL FORGED BY CLINT WRIGHT

FEB ’10 – TESTING PROTOTYPE BACKSTAY HOOK AT THIELSCH ENGINEERING

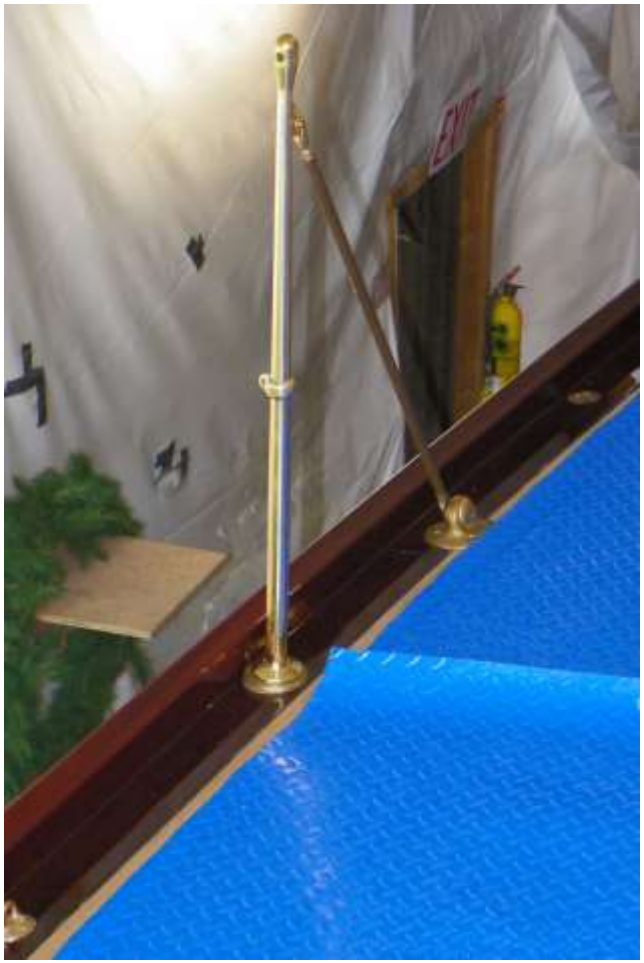
FEB ’10 – SUCCESSFUL RESULT OF TEST - HOOK DEFORMED AT 43,695 LB. – STRONGER THAN EXPECTED - NOTE THAT THE TESTING MACHINE EYEBOLT (CENTER) HAS ALSO STRETCHED

FEB ’10 – HOOK DEFORMED AFTER TEST - SHOWING ORIGINAL SHAPE AND ROUGH FORGING

APR ’10 – FAIRLEADS AND EYES CNC-MACHINED BY RACE ROCK ASSOCIATES, DIRECTLY FROM MP&G 3D CAD SOLID MODEL



APR ’10 – TOPSAIL YARD SCOTCHMEN - CNC- MACHINED BY RACE ROCK ASSOCIATES DIRECTLY FROM MP&G 3D CAD SOLID MODEL



APR ’10 – REMOVABLE LIFELINE STANCHION AND GATE BRACE

MAY 5 ’10 – SPARTAN BEING LAUNCHED

MAY 5 ’10 – LEAVING THE DOCK AT MYSTIC SHIPYARD

MAY ’10 – HEADED OUT FOR A SEA TRIAL

MAY ’10 – TURNBUCKLES, BLOCKS

MAY ’10 – HOOPS BY STONINGTON BOAT WORKS, LEATHER BY WILSON SAILS

MAY ’10 – GOOSENECK BANDS – DRAWING: MP&G; PATTERN: GEO. NICHOLAS; CASTING: J. REINECK

MAY ’10 – BOW HARDWARE

MAY ’10 – WOOD-SHELL BLOCKS – DRAWINGS: MP&G; METAL BY LOWE HARDWARE; WOOD BY FRENCH & WEBB; WITH NAT WILSON CONSULTING BACKSTAY HOOKS DESIGNED IN 3D BY MP&G; FORGED BY CLINT WRIGHT, CNC-MACHINED BY RACE ROCK ASSOCIATES

MAY ’10 – MAST HOOPS AND MORE WOOD-SHELL BLOCKS – NEARLY 100 WOOD-SHELL BLOCKS WERE PRODUCED FOR SPARTAN

MAY ’10 – AT DOCK MYSTIC SHIPYARD, SAILS BENT ON. SPARTAN HAD NOT SAILED SINCE AUGUST 1980

MAY ’10 – COMPANIONWAY LADDER BY STONINGTON BOAT WORKS,; ELECTRICAL PANELS DESIGNED BY MP&G

Oct. ’12 *Spartan*’s Cockpit

Oct. ’12 Rudder Head and Tiller castings by Historical Arts & Casting to HMCo. drawings

Oct. ’12 Companionway with attached Head Skylight

Oct. ’12 Companionway with attached Head Skylight

Oct. ’12 Monitor Skylight over Owner Stateroom

Oct. ’12 Galley and Captain’s Cabin Skylight

Oct. ’12 Deck View

Oct. ’12 Deck View

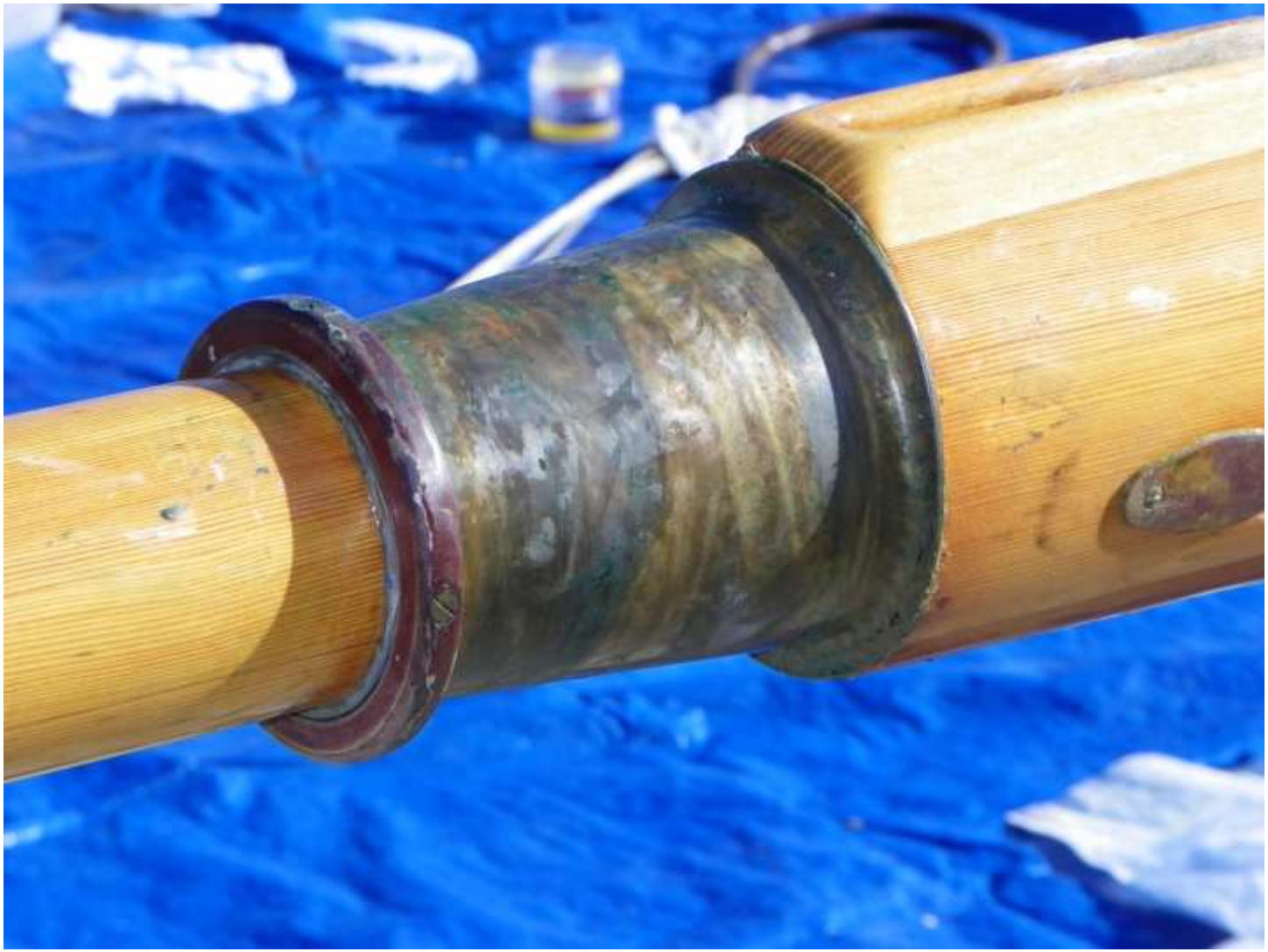
Oct. ’12 Deck View

Oct. ’12 - Original HMCo. Anchor Capstan from *Spartan*’s sistership *Pleione*

Oct. ’12 Attachment Eye threaded into Lifeline Stanchion Base
CNC Machined from MP&G 3D CAD model

Oct. ’12 Fairlead threaded into Lifeline Stanchion Base
CNC Machined from MP&G 3D CAD model

Oct. ’12 Harken two-speed winch - custom-made to MP&G specifications and to shape of original HMCo. Winches.



Oct. ’12 Masthead Cone fabricated from bronze

Oct. ’12 Quarter Chock – design adapted by MP&G – cast at Mystic River Foundry

Oct. ’12 Mainsheet Lead Block Staple - forged Naval Brass

Oct. ’12 Upper Throat Halyard Block – Design adapted from original by MP&G and Nat Wilson; Metal by Lowe Hardware; Locust Shells by French & Webb

Oct. ’12 Throat Halyard Rigging by Wilson Sails

Oct. ’12 End of Boom – the Outhaul Car is one of the few pieces of original HMCo. Hardware

Oct. ’12 Halyard Lead Block

Oct. ’12 The Base of the Mast

Oct. ’12 The Base of the Mast

Oct. ’12 Bow View

Oct. ’12 Stem and Bow Chocks

Oct. ’12 Main Turnbuckles
Four 7/8” turnbuckles and toggles custom-made by George Nicholas

Oct. ’12 Looking up the Mast

Oct. ’12 The Main Saloon
Upholstery by Custom Marine Canvas, Noank

Oct. ’12 Looking aft in the Main Saloon

Oct. ’12 Companionway Ladder Hinge Linkage – allows ladder to be hinged up under deck beams. Designed by MP&G – built by Stonington Boat Works.

Oct. ’12 Port Main Saloon Liquor Cabinet

Oct. ’12 Starboard Main Saloon Liquor Cabinet

Oct. ’12 The Base of the Saloon Table – table built by French & Webb

Oct. ’12 Main Saloon Table – exact replica of HMCo. original - by French & Webb

Oct. ’12 Gallery Rails (turned by Stonington Boat Works) on Main Saloon Liquor Cabinets

Oct. ’12 Interior Door Lockset Reproduced by Lowe Hardware to MP&G drawings measured from original at Herreshoff Marine Museum

Oct. ’12 Looking aft on Stbd. Side from the Focsle into the Captain’s Cabin

Oct. ’12 Mast Hanging Knees in the Focsle

Oct. ’12 Looking forward into the Focsle

Oct. ’12 Looking Aft in the Focsle

Oct. ’12 Cabinets over Icebox in Galley, port side

Oct. ’12 Icebox design adapted by MP&G; metalwork by Lowe Hardware; woodwork and body by French & Webb

Oct. ’12 Looking forward through the Galley

Oct. ’12 Galley Cook Stove – Taylors kerosene-burning

Oct. ’12 Custom-made Monel Sink in the Galley

Oct. ’12 Looking into the Head – original Mott Iron Works washbasin

Oct. ’12 The Head – British Blakes toilet is a near-copy of the original Sands

Oct. ’12 Cabinet doors in the Head

Oct. ’12 Looking aft into the Owner Stateroom

Oct. ’12 Owner Stateroom

Oct. ’12 Replica of Sands Folding Washbasin in Owner Stateroom,
made by Historical Arts & Casting; porcelain bowl custom-made by Kohler

Oct. ’12 Owner Stateroom

Oct. ’12 Electrical Panels in Main Locker

JULY ’10 – SPARTAN RETURNS TO THE OPERA HOUSE CUP, NANTUCKET, HER FIRST APPEARANCE IN THAT RACE SINCE BEING DISMASTED DURING THE 1980 RACE.

JULY ’10 – RACING IN THE OPERA HOUSE CUP, NANTUCKET

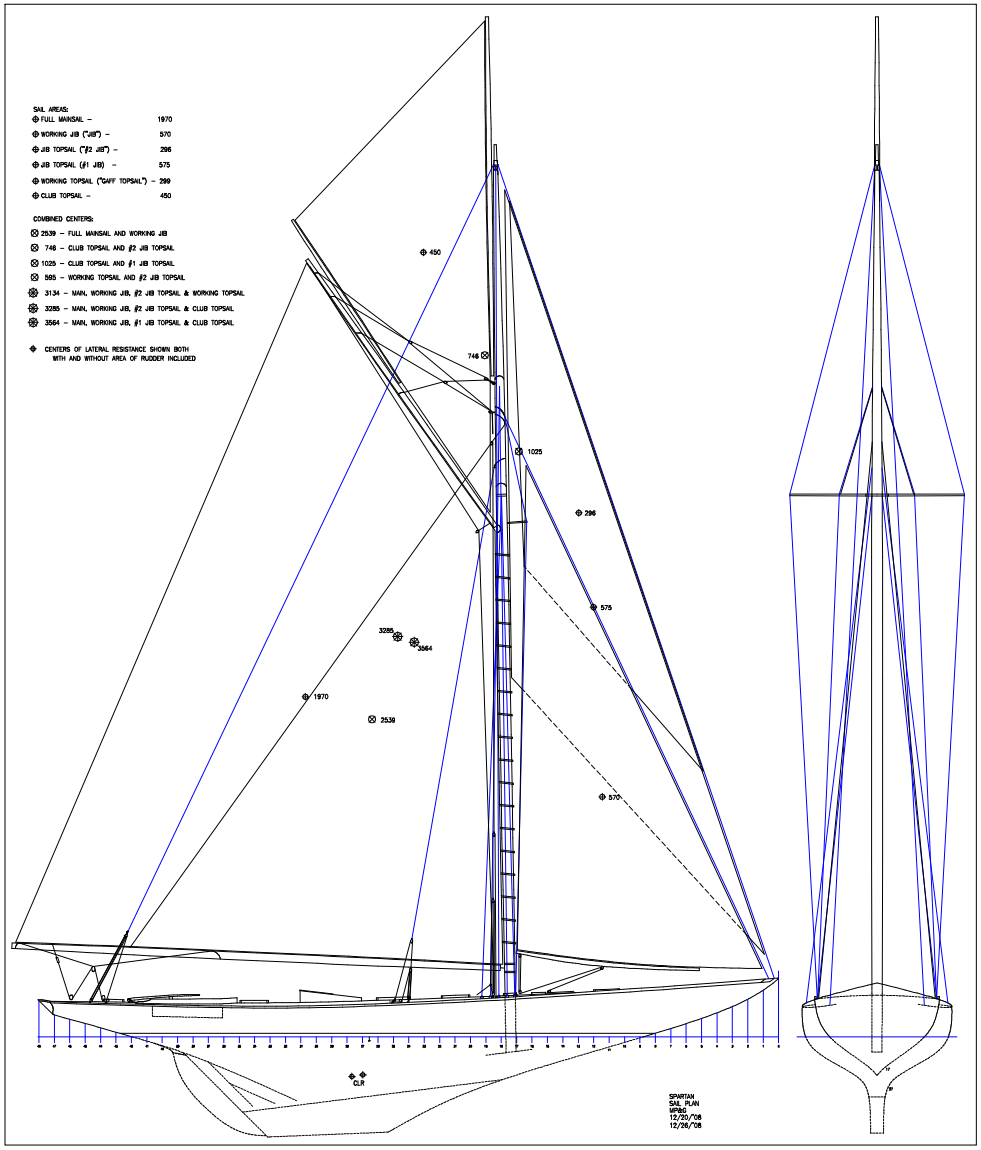
SEPT ’11 – AT NEWPORT – TUNING UP FOR THE CLASSIC YACHT REGATTA

SEPT ’11 – SAILING AT NEWPORT

SEPT ’11 – SAILING AT NEWPORT

SEPT ’11 – SAILING AT NEWPORT

SEPT ’11 – RACING IN THE CLASSIC YACHT REGATTA - NEWPORT



Dec. ‘08 – MP&G Sailplan of Spartan

Rendering of *SPARTAN* by Kathy Bray

THE END