



(continued from  
front flap)

Chuck readily admits the role good fortune—being in the right place at the right time—played in his success; and he counts his association and friendship with the late Tom Morris, founder of Morris Yachts, as one of his most significant strokes of luck. Tom's relentless pursuit of perfection in construction and his personal integrity perfectly complimented Chuck's relentless quest for perfection in design and his very own brand of integrity. In the pages of this book you'll read about many of the boats this duo produced.

But the most fun reading are his misadventures—the time he got into trouble one night flying a rented airplane back from Boston after a boat inspection, another when he discovered a little mistake in a drawing that nearly cost him his entire life savings and his livelihood. He handles these stumbles with modesty and humor that will keep you turning the pages.

Although luck played an important part in elevating Chuck to the role of one of the most respected yacht designers in the world, his natural charm, forthright approach to dealing with clients and artistry bear most of the responsibility. One need only to look at the ladies—*Frances, Carol, Leigh, Annie*, his well known Bermuda Series, the Morris Ocean Series, *Firefly* and *Reindeer* (built by Morris), the exquisite Spirit of Tradition yachts *Erica, Gusto* and *Wings of Grace* built in wood by French and Webb, and his motoryachts *Wolf, Firenze, Adagio*—to witness his yachts as art forms. Chuck devotes a chapter of this book to 84 notable designs from his studio and colors the pages with beautiful photographs from the world's most famous marine photographers.

I've been lucky enough to sail many of Chuck's designs in his company and can tell you that the artistry continues below the waterline. His boats are fast, stable and free of vices.

The book that you hold in your hands is the portrait of an artist—a painfully honest person who's not afraid to admit his errors, but one who's equally fearless in celebrating his triumphs. In many of the chapters he critiques his own designs, as he did reviewing other designers' work in the pages of *YACHTING* magazine from 1988 through 1999. Other chapters contain anecdotes from his long career and a final tally of 150 lessons he wants to pass on to the next generation of designers—snippets that reveal the man.

Enjoy this book. There are lessons to be learned here.

—Dennis Caprio

**“My Yacht Designs and the lessons they taught me”**

is not primarily a technical treatise on yacht design.

It **is about hard won lessons**. In a career as long and varied as mine you inevitably make mistakes and learn from them, you take risks and some come up winners. These lessons, be they revelations or missteps, are hard won gems, **and I've highlighted them throughout the book...**

- *...in blue, italic type after a bullet, like this.*

—Chuck Paine



Copies of this book may be  
purchased from:  
[www.ChuckPaine.com](http://www.ChuckPaine.com)

MY YACHT DESIGNS AND THE LESSONS THEY TAUGHT ME  
CHUCK PAINE

# MY YACHT DESIGNS AND THE LESSONS THEY TAUGHT ME



CHUCK PAINE



**“I was lucky,”** Chuck Paine writes in the concluding chapter of this book. **“By the time I was ten years old, I could freehand the profile of a yacht and when I turned the drawing right-side up, it would look right. (You draw boat sketches upside-down because their curves are all concave upward, and that is the way your hand naturally pivots.) For 40 years, I had the good sense never to stop.” Aren't we lucky he didn't?**

Chuck was born in 1944 and lived in Jamestown, Rhode Island, an island in the middle of Narragansett Bay. Like a lot of boys on the island he wanted to become the captain of the ferryboat that connected Jamestown with Newport but time spent at a local boatyard—filled with wooden boats built by the Herreshoff Manufacturing Company up the bay in Bristol—planted the seed that eventually grew into C.W. Paine Yacht Design. His youthful passion, fueled by the beauty of Herreshoff's creations, spilled as sketches onto discarded shirt cardboards his father would give his kids to sketch on.

Chuck majored in engineering at Brown University and his first job after graduation was drafting for a textile winding machinery manufacturer. Subsequently, designing propulsion for ships destined for the Navy at a consulting firm in Boston got him a step closer to what he really wanted to do. After two years in the Peace Corps he returned to America determined to become a yacht designer or starve in the attempt. In 1971 at his first interview he landed a job working for the famous yacht designer Dick Carter, in Nahant, Massachusetts. He'd selected Carter's studio from the Yellow Pages and took a chance. Once again, luck intervened—Carter had recently lost an assistant and hired Chuck on the spot.

(continued on back flap)

Copies of this book may be purchased from:  
[www.ChuckPaine.com](http://www.ChuckPaine.com)