

WISP - ARTISAN BOATWORKS



Builder: [ARTISAN BOATWORKS](#)

Beam: 11' 0" (3.35 m)

Year Built: 2024

Min Draft: 19' 8" (6 m)

Model: Stephens Waring 39' Custom Sloop

Max Draft: 19' 8" (6 m)

Price: \$1,100,000 USD Subject to change.

[See full listing on our website](#)

Location: Stamford, United States

LOA: 39' 0" (12.04 m)

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OVERVIEW

Conceived in 2024 by the celebrated Stephens Waring Yacht Design, WISP transforms the classic gentleman's/woman's daysailer into a modern classic luxury sailing yacht and elegant dayboat.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2024

Sub category:
Daysailer

Country:
United States

Model Year:
2024

Dimensions

LOA:
39' 0" (12.04 m)

Beam:
11' 0" (3.35 m)

Min Draft:
19' 8" (6 m)

Max Draft:
19' 8" (6 m)

Speed, Capacities and Weight

Water Capacity:
100 Gallons

Fuel Capacity:
31 Gallons

Accommodations

Total Heads:
1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

Monohull

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

GALLERY











DETAILED DESCRIPTION

Introduction

Fresh from the drawing board of the renowned Stephens Waring Yacht Design in 2024, WISP is a fresh take on a true gentleman's and woman's day sailer. She carries forward the SWYD Spirit of Tradition lineage, where classic allure meets modern innovation and performance in perfect balance. Built by Artisan Boatworks in Rockport, Maine, WISP folds clever, contemporary design and engineering into a swift, efficient yacht wrapped in a traditionally beautiful veneer. A gracefully balanced hull reminiscent of mid-twentieth-century cruiser-racers, paired with elegant overhangs that echo historic classics, will turn heads in every harbor. Do not be fooled by the sheep's clothing: the owner's brief and design mandate demanded impressive light-air performance and a weekender-capable interior—and that is precisely what has been delivered. Now offered roughly ~12 months after her launch, WISP presents a rare opportunity to acquire a nearly-new yacht at a fraction of the new-build price, without the wait.

Broker comments

WISP strikes me as a more modern, more compelling evolution of the Friendship 40s. Where the Friendship boats left me wanting, WISP steps in with performance that is not merely impressive but genuinely surprising—especially in lighter air, where her slippery lines, light displacement, and efficient rig truly shine. The cockpit is clever and contemporary, outfitted with sail-handling systems that make genuine singlehanded sailing a reality; every control is comfortably within reach from a seated position behind the helm. This is even true for the downwind gennaker, and that sets her apart from others in this class. What really impressed me is

that SWYD managed to deliver an inviting interior with standing headroom and enough space and comfort systems that you would not think twice about weekending aboard—something rare in a 39 ft sailing yacht with such classic lines, which so often feel much smaller inside than their overall length suggests. The build quality is exactly what you would expect from a small, pedigreed artisan boatbuilder in Maine.

Deck and hull design and construction

WISP's cold-molded hull is meticulously created using Cedar and E-glass with epoxy, with frames in Douglas Fir. Her deck is a composite structure with a foam core sandwiched between wood and E-glass, a recipe that heightens stiffness and structural integrity, while the superstructure is marine plywood sheathed in E-glass. Bulkheads are Okoume marine ply. Floor timbers are integral with the laminated frames, and the cabin soles combine Mahogany and Douglas Fir. In the forward section there is a dedicated hull tunnel accommodating a Sleipner 24V bow thruster to ensure confident low-speed control. On deck, WISP offers a sophisticated dual-purpose cockpit: a plush upholstered lounging area forward, and a dedicated sailing zone aft. Guests settle into deeply cushioned cockpit seating around a drop-leaf table that discreetly conceals a wine cooler and storage for glasses; because all sail controls are led aft of the helm to the dedicated "sailing cockpit," the guest zone remains uncluttered and safely isolated from loaded sheets and lines.

Deck hardware and rigging

With her moderate draft and generous sail area, WISP is designed for standout performance and rapid "gear changes," even when sailed solo. The Solent rig marries a working jib and a large, multi-purpose reaching sail, each on fixed furlers, to deliver easy handling and remarkable adaptability across a wide

range of conditions. A Moore Brothers two-spreader carbon mast is stayed with nitric rod standing rigging; the carbon furling boom carries an electro-hydraulic vang and an integrated jibe-preventer line, while soft LED lighting adds gentle ambiance to the cockpit at dusk. The rig is managed through advanced controls and smart deck hardware solutions, including an under-deck mainsheet trim system utilizing a reverse-purchase hydraulic cylinder, oversized Harken electric winches, and an ergonomic boom-furling mainsail system—all operated via intuitive push-button controls at the helm. Furlex supplied the electric through-deck furling gear for the jib, as well as the stemhead mounting for the asymmetric reaching sail. Mainsheet trim is handled by an under-deck system featuring a reverse-purchase 1:3 hydraulic cylinder with automatic two-speed operation, heightening efficiency in jibes and enabling fine-tuning under load. For cruising practicality without cluttering deck operations or compromising the classic silhouette, a stow-away, swing-out anchor launcher with gas-spring assist keeps ground tackle hidden in the forward locker when not in use, while a Muir electric windlass belowdecks does the heavy lifting.

Interior

Step below and you will be pleasantly surprised to find standing headroom in both the galley and the head—an unexpected luxury that sets the tone for memorable day sails and impromptu overnight escapes. While she packs plenty of performance under sail, WISP transforms effortlessly into a luxury weekender, with comfortable saloon seating for four and a queen-size forward berth inviting quiet nights at anchor. The galley is properly equipped for a weekend away, featuring a microwave, a single-burner induction cooktop, a Keurig coffee machine, and a refrigerator. The head is fitted with an electric toilet and an overhead shower head with hot water service, so you return to the cockpit refreshed and ready for another perfect sail.

Systems

Under power, WISP relies on a Yanmar 3JH40 delivering 40 HP at 3,000 RPM, driving through a Yanmar SD60 Saildrive and governed by a Kibelt 2042 single-lever stainless-steel throttle. Starting is handled by an AGM start battery, while two 24V high-output alternators keep onboard reserves robust. Safety is anchored by a Fireboy #MA-2-400-227 manual/automatic total-flooding clean-agent fire suppression system with a manual pull in the cockpit. Hot water is provided by a KUUMA stainless-steel 6-gallon heater, energized by 120 VAC and augmented by an engine heat-exchange loop. Fresh-water pressure comes from a Headhunter XR124 24-volt DC pump, while a Tecma Silent Plus 2 Short 24-volt DC fresh-water plumbed marine head ensures quiet, dependable service. A Sealand T24 pump evacuates the holding tank to an overboard discharge through-hull, and a Whale Gray Water sump pump with waste tank and intelligent control manages grey-water duties. Bilgewater management includes two Jabsco 24-volt electric bilge pumps and a high-capacity Rule centrifugal bilge pump rated at 2000 gph and 24 volts. Below the waterline, seacock valves are Forespar Marelon glass-reinforced plastic for corrosion-proof reliability.

Refrigeration is built around a custom-fabricated insulated stainless-steel box with integrated evaporator plates, approximately 103 liters (3.6 cubic ft), insulated with 50 mm (two inches) polyurethane foam, and driven by a Sea Frost BD-XP compressor with AEO air-cooled system. The compressor is mounted in the port cockpit locker, with cooling air ducted through the main bulkhead from the galley toe-kick.

The AC electrical system is shore-ready with a 30-amp, 50 ft shore-power cord supplying 120-volt service. An AC/DC electrical panel mounted outboard of the port settee carries magnetic-type circuit breakers, digital volt and amp meters, a frequency indicator meter, and a switching system to select the power source between

shore power and the inverter. A Victron Multi-plus 24/3000/70 3000-watt inverter/charger stands at the heart of conversion and charging, feeding standard three-prong 120-volt double receptacles, with each circuit protected by an upstream GFCI receptacle. Corrosion protection is enhanced by a Victron VDI-32 galvanic isolator.

The DC system centers on Victron Lithium-Ion 24-volt 200 Ah Smart LFP house batteries, totaling 400 Ah, complemented by AGM start batteries. The DC panel, outboard of the port settee in the saloon, features digital amp and volt meters, a Victron Color Control GX monitor, individual switches for each battery bank, a crossover switch to link the engine bank and a DC-DC converter for emergency use, and marine-grade magnetic circuit breakers. For electronics, a 24V DC to 12V DC 60-amp converter supplies clean 12-volt power.

Electronics

Navigation and situational awareness are anchored by a Garmin GPSMap 8610 touch-screen multifunction display and a Garmin GMR 18 HD radar with a radome mounted on the mast. Soundings and speed are tracked by ultrasonic depth and ultrasonic speed transducers, while wind data comes from a Garmin anemometer and wind indicator with a wand at the masthead. Underway, the helm benefits from a Jefa 200nM autopilot with electronic control and a display at the wheel. Communications are handled by a Garmin VHF 215 at the helm, its antenna at the masthead, with a hailer horn discreetly positioned under the radar dome on the mast. Entertainment flows through a Fusion Radio/MP3/CD system with two speakers in the saloon and two in the cockpit.

Sails

WISP's performance membrane sails are by North Sails. The mainsail is fully

battened and optimized for the furling boom, while the self-tacking jib makes maneuvers effortless, even when sailing solo. The flying headsail is an asymmetric reacher attached to a furling drum at the stemhead; it can remain aloft in the furled position while tacking upwind and is simple to deploy and furl from the helm, making transitions between upwind and downwind a breeze. Sail area is smartly apportioned: mainsail 464 sq ft; foretriangle (100%) 306 sq ft; total 769 sq ft plus the reaching sails that supercharge performance when conditions invite.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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