

2021



# BOATS

SPECIAL EDITION

# OF THE YEAR

- New trends in boatbuilding
- Advice from interior designers
- The lowdown on boat surveys
- Meet the clean-water stewards



+40

**STORIES** *about the best boats and yards*



“I am not afraid of storms for  
I am learning to sail my ship.”

—Louisa May Alcott

**EPIFANES**   
*Yacht Coatings*



**W**ELCOME to Boats of the Year 2021, a special print and digital issue featuring fine boats and boat products. I love to hear what inspired the creators to do what they do, and that's just what they tell us in these pages.

The COVID-19 pandemic has made visiting yards in person difficult, which makes this peek into the boat-building world all the more special. Boats of the Year will take you in print

and online to some of the best boatshops around. In addition, we will share some insights on trends in the industry.

Every boat begins as an idea, a dream. In the following pages, get a glimpse of the dreams that drove these beautiful projects. I am awed by the level of craftsmanship on display. These people can build just about anything. The only limit is your imagination. So read on, and dream big! ■



PUBLISHER • John K. Hanson Jr.

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A man and a woman are sailing on a sailboat. The woman is in the foreground, wearing sunglasses and a light blue shirt, looking towards the camera. The man is in the background, wearing a blue sweater and white pants, looking out at the sea. The sailboat is white with a large blue sail. The background is a bright, hazy sky over the ocean.

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## ALERION YACHTS

# Easy-Handling Day Sailers Maximize Time on the Water



**A**T ALERION YACHTS, the past year was an affirmation of the delight and comfort people take in the simple act of being on the water.

No one knew what to expect in March. The folks at Alerion were among many who didn't know how the boating industry would fare through the health crisis.

The answer was swift. People gravitated toward the water like never before. By late May, the phone was ringing off the hook as people turned to the water for distance and quality time.

The ringing hasn't stopped. The Alerion daysailers, from 20' to 41', have received phenomenal attention from customers seeking ease of use, singlehanded or shorthanded sailing, great performance, comfort, and maximum time on the water—plus beautiful designs from a brand that has built hundreds of boats since the company's launch in the 1980s.

Alerion finds that some powerboaters are returning to sail



and some larger sailboat owners are looking to transition to single- or short-handed boats such as the Alerion. In general, many boaters want to return to sail because it's just more engaging than powerboating, and they also want easy-handling characteristics that make it possible to maximize their time underway. As people increasingly gravitate to the water,

Alerion is once again proving greatness for hopping in and taking off with minimum fuss.

Alerion had multiple launchings throughout 2020 and boats on order are being built now for 2021 delivery!

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## ATLANTIC BOAT COMPANY

# Gunkholer, Launch, Workboat: Duffy 26 Is A Versatile Platform



PHOTOS BY TERN INC.



**T**HREE MODELS for three different uses from one boat hull. That's the versatile Duffy 26 from Atlantic Boat Company.

The standard 26 (top), designed in 1986, has proven itself time and again, with more than 50 built as pleasure boats, charter boats, lobster boats, and tow boats. This attractive design is small enough to hop in and go, but big enough for a V-berth, head, small galley and open cockpit for a fun day of gunkholing or an overnighter. The workboat version is perfect for young fishermen as a starter boat. The model comes standard with an inboard engine delivering an easy cruising speed of 20-plus knots, topping out at 25 knots. An upgrade with more horsepower is available.

The 29H (left) is an extended 26 hull, built for a customer seeking easy handling even in rough conditions, while providing speed and that attractive downeast style. Outboards replace the inboard, expanding the cockpit space. Available with single or twin outboards, the 29H offers the same soft ride as the 26 at cruising speeds of 18 to 28 knots.

The Duffy 26 launch (center), Coast Guard certified for 24 passengers and a helmsman, is perfect for municipalities and yacht clubs—having the largest passenger capacity for its class.

Another exciting model is the Duffy 31 (right)—an inboard downeast cruiser designed in 1983 with the classic tumblehome and sweet sheer shared by all Duffy models. Originally designed for lobstering, its seakeeping abilities have made it a top pick for recreational boating, with customized accommodations in a yacht finish.

Atlantic Boat Company's craftsmen, building boats for over 40 years, embody the downeast spirit.

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## ATLANTIC BOAT COMPANY

# New Duffy 29H Combines Speed and Downeast Style



PHOTOS BY TERN INC.



**A**TLANTIC BOAT COMPANY was approached by a customer looking for a “go fast” boat.

He already owned a fast boat but was uncomfortable with its seakeeping ability, especially when the wind and waves kick up. He wanted a reliable boat that would perform well in stormy conditions—and also had the styling of a classic downeast cruiser.

Enter the Duffy 29H. The 29H is derived from the standard Duffy 26, an inboard model that’s proven itself with over 50 built since 1986.

For the 29H, Atlantic Boat extended the waterline 2’9”, replaced the inboard with twin outboards, modified the keel, and installed lifting rails. The result is a planing hybrid with top-quality performance and seakindly character—combined with the beauty one expects in the downeast style.

But it gets better. Moving the engine and removing the engine box provides a whole lot more storage below and more room for creature comforts in the sheltered cockpit space. And with twin 150hp outboards, customers get the speed they want

at 30 knots or more. Construction is performed to Atlantic Boat’s usual robust but finely fitted standards, including solid fiber-

glass reinforced plastic with a vinylester skin layer and full-length longitudinal foam-cored stringers; solid fiberglass skeg and full keel; PVC spray rails; and single-mold interior deck and seating.

Now available with single or twin outboards, the Duffy 29H offers a soft ride, along with the convenience and efficiency of an outboard model, that makes it a great runabout or overnighter. Additional features include a small head, V-berth and galley.

With the 29H, Atlantic Boat Company’s dedicated employees carry on the longstanding tradition of high-quality, downeast boatbuilding.

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## AREY'S POND BOAT YARD

# New Racing Catboat Combines Fun and Racing Speed

**T**HIS YEAR, Arey's Pond is excited to introduce the 14' APBY Racing Catboat, a new version of the current 14' fiberglass racing cat.

The design harks back to the yard's early days. In 1973, Merv Hammet, then-owner and manager, molded a hull from a wooden, 14' Edson Schock design called Hortense and swapped in a roomy cockpit and gaff rig. New hull and deck molds with further modifications were made in 1984.

In 1995, the yard's new owner, Tony Davis, decided it was time for a full redesign. The goal was a faster look and feel, especially in lighter air. The transom was lifted to reduce drag; and the bow shape tweaked to offer better windward performance.

In 2019, one of the owners of a redesigned 14 asked Davis for the next-generation iteration. The owner enjoyed weekend racing in Pleasant Bay and he wanted the fastest 14' cat ever designed, using the traditional catboat formula of 2:1 beam-to-length, with a centerboard and gaff rig.

Davis and Bill Nash—the Arey's Pond design team—pulled it off. The prototype sailed last summer in many races and day sails, while the team continued to tweak the design for the right balance as a fun family boat and a performance racing boat.

The boat yard's long tradition of catboat sailing continues with this 2021 debut—proven to be fast, stable, and able to plane on a broad reach.

In 2021, Arey's Pond will launch a new wooden 22' racing catboat, two new fiberglass 14' cats and three new fiberglass 16' Lynx cats, and will begin building two wooden 19' Caracals.



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## BACK COVE YACHTS

# Quiet Back Cove 390 Offers Speed, Fun, and Easy Operation



JAMIE BLOOMQUIST

**B**UILDING ON the Back Cove 340 outboard's tremendous success, Back Cove launched its second outboard-powered design—the Back Cove 390.

Standard power for the 390 is triple Suzuki 350HP, but hull No. 1 was built with optional Mercury Verado 400s. The results were amazing: 43 knots (50mph) wide-open, and sound levels at cruise hit just 74Db—the volume of an average radio, while Back Cove's proprietary Trailing Edge Lifting Surface (TRELIS) \*D\* optimized handling.

The cockpit is designed for fun and relaxation, with transom gates port and starboard, a U-shaped settee across from an aft-facing seat, and a central table for al fresco dining and entertaining. Water toys and gear are easily accessible through a large, actuated hatch opening to expansive storage below the cockpit. Unique to the 390 is a hard-back enclosure to the helm deck, providing climate-control and an extended boating season with optimal protection from the elements.

The indoor spaces keep everyone connected and feature a



BILLY BLACK

galley-up design and side-by-side captain and mate seats, opposite a comfortable U-shaped settee. This arrangement allows for congenial meals and lounging while avoiding the elements.

Below deck, owners and guests can relax in the privacy of a lower lounge and stream a favorite program to the Smart TV. The spacious owners' cabin forward offers a queen-sized island berth and private access to the head and shower. For the crew, two single beds in the guest cabin are secluded, well proportioned, and comfortable.

In the fast-growing market for outboard-powered motor yachts, the Back Cove 390 is a leader in reliability, power, and comfort!

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# Turn-Key Yachting Provider Now Serves More Boaters Than Ever



**N**OT SURPRISINGLY, 2020 was a year of boating for many people. Becket & Co. customers were aboard their boats more than usual—and made using them a priority. This translated to a busy year, with plenty of business from both new and experienced boaters.

A trusted network of yacht brokers referred several clients entirely new to boating. The Becket team welcomed the opportunity to deliver its Confidence On The Water Program to safely introduce these new owners to the water—and to the best cruising spots in New England.

As usual, experienced owner/operators wanted to just step aboard and go, resulting in the growth of the company's concierge program. This program functions seamlessly with the boater's needs, as Becket & Co. makes sure the boat is cleaned, fueled, and always owner-ready. Reliably operating in the background, concierges are on call to answer operational and cruising questions any time.

Others took advantage of Becket's retainer captain program, which also experienced growing demand from owners who

wanted to simply enjoy being onboard without worrying about operations or cruise-planning.

Becket & Co. was delighted to welcome another full-time hire. Coming on board as yacht manager, Jeff Evans hails from Boston's North Shore. He taught sailing and ran launches at Manchester Yacht Club, and enjoys offshore racing and coastal cruising. He was the perfect addition to help navigate the busy season.

Post-season? The folks at Becket & Co. are managing a major refit at Hinckley Yacht Services Portsmouth on a 1999 Little Harbor WhisperJet 40'. After a complete cosmetic, electrical, and mechanical refit, she'll be the most updated WhisperJet on the water—and one of the fastest.

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# Boat-Buying CHECKLIST

**Here are some top questions to ask, based on factors such as new versus used, power or sail, and the level of boating experience.**

## **NEW BOAT:**

- How am I actually going to use this boat?
- What sort of warranty does it have and what does the warranty specifically cover?
- Who will provide warranty service when required—the dealer or their designated boatyard?
- What kind of fuel economy can I expect at normal cruising speed and what is the recommended cruising speed?
- What kind of range does the boat have at cruising speed?
- Will someone in the organization spend time with me to help me learn to operate the boat and its systems?
- Does the owner's manual cover everything about the boat so I can be confident that I can troubleshoot any issues that come up while under way?
- If I decide to sell the boat, what sort of resale value can I expect?
- What sort of annual costs can I expect?

## **USED BOAT:**

- How am I actually going to use this boat?
- Why is the owner selling?
- How long have they owned the boat?
- Has the boat been surveyed recently?
- Has the bottom been barrier coated?
- How old is the standing rigging and sails?
- How many hours on the engine(s) and/or generator(s). Who has been servicing them, and are there records or recent oil samples available?
- If the boat has core material in the hull and decks, has that been checked for moisture levels? (Almost without exception, any glass boat more than 20 years old will show elevated moisture somewhere. That's a simple fact and not necessarily a reason not to buy a boat.)
- Has the boat had any accidents of significance and, if structural repairs were required, who did them?
- Does the owner have a clear title or an abstract thereof from the Coast Guard?

• Who will handle the funds? (The selling broker usually does this via their company escrow accounts.)

- Are dockage or storage fees already paid?
- If I can't do a sea trial until the weather cooperates, how is that handled? (A buyer can close with money set aside for mechanical issues that might come up during sea trial.)

## **SEA TRIALS ARE LIKE A CAR TEST DRIVE**

Taking a boat for a sea trial—or taking it for “test run”—is an important part of buying a boat. Here are some areas to consider, according to Discoverboating.com.

- Create a “real-life” environment on the boat to accurately replicate a typical day.
- Be sure to test performance targets, and ask your dealer about horsepower options.
- Play the role of both driver and passenger.
- Look at engine trim, consider how you will use the boat (watersports, fishing, etc.).
- Bring the boat to 30 MPH, perform a hard turn, and if possible, test conditions in rough waters.
- At no-wake speeds, center the wheel and note how well the boat keeps its line.
- Run both into and away from the sun—check for glare and reflections.

Whenever possible, test a boat the way you plan to use that boat. Many sea trials are undertaken on a boat loaded with little fuel, few passengers, and an absence of gear. In use, however, odds are you'll have all of the above, adding hundreds of pounds or even 1,000 pounds or more to your boat's load. If practical, bring family members or friends to more accurately replicate your typical day on the water. If not, keep in mind that the performance you feel during a lightly loaded test ride will rarely if ever equate to the performance you'll feel during real-world usage. If a boat is at all sluggish or just barely hits your performance targets during a test ride, ask your dealer about other horsepower options available and how they may improve the ride.

Other items to note include: Sound levels, adequate seat cushioning, the abundance—and convenience—of onboard storage, and the placement and number of handholds and cupholders.

## BILLINGS DIESEL & MARINE SERVICE

# Inspired by Long-Time Owner A Full-Service Yard Stays the Course



**I**N 2020, the team at Billings Diesel & Marine Service was saddened by the passing of Harlan Billings, the yard's long-time owner—a singular leader and well-known personality throughout the marine world.

A Stonington native, he joined the Coast Guard as a young man. In the late 1960s, his father Richard bought the yard and asked Harlan to join him. Harlan learned on the job and grew the commercial and recreational customer base—famous for taking care of working boats first, but also never turning away pleasure boat customers, a philosophy that inspired loyalty among both. He added services, infrastructure, and employees; and built a reputation for the commitment from him and his team to helping others any time of day or night and in all weather conditions.

Extremely knowledgeable, Billings upheld modernized standards in the yard's operations and among his staff through five decades of technological evolution. He was particularly proud of his "full service" reputation.



As important was his zest for life. A personable guy, he was great with customers and staff. He hired almost all of the current employees—some tenured back to the 1970s.

The yard has Billings to thank for the staff's hard work through a difficult year. Through the pandemic, they understood the importance of keeping customers' boats going—whether it was fishermen making a living or yachters seeking safe recreation.

"I'm very proud of our employees," said Peter Grindle, the yard's manager and Harlan's son-in-law. "They understood that our customers needed us, and we needed to keep going."

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## THE CARPENTER'S BOAT SHOP

# A Place To Build Lives While Building Boats



**T**HE CARPENTER'S BOAT SHOP has a way of transforming people. Founded in 1979 by Robert and Ruth Ives, a United Church of Christ minister and teacher respectively, the Boat Shop is a place where apprentices can learn to produce handsome, high-quality boats. Living together on a beautiful campus along the Pemaquid River in Maine, they also find a safe harbor to navigate transitions in their lives, with each day offering both challenges and invitations for personal growth.

If anything, the past year, challenging though it was, provided an opportunity to create a collective living experience that was even richer. The Boat Shop adapted to COVID-19 by creating an intimate, self-contained community—with smaller cohorts of participants, all tested and committed to the well-being of the extended household.

Led by seasoned staff, program participants build Monhegan skiffs, traditional dinghies, and dories to an exacting stan-

dard of craftsmanship. Depending on the design, these wooden boats may be fitted out for rowing, sailing, or motoring. Apprentices also serve customers through repair, storage, and maintenance services.

Through the demands of crafting boats that are as beautiful as they are functional, apprentices cultivate patience and resilience, and often expand their expectations of their own capabilities. As a recent apprentice said, "Over four months, I've learned more about both the craftsmanship of boat-making and carpentry, and myself, than I ever could have imagined."

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## CHASE SMALL CRAFT

# Calendar Islands 18: Daysailer and Camp-Cruiser



FRANK KIELISZEK

CHASE SMALL CRAFT'S new Calendar Islands 18 started with the Calendar Islands Yawl 16 (see *Boats of the Year 2019*) and collaborator David Cockey.

A former head engineer for GM and traditional small-craft aficionado, Cockey sculpted the lines of the 18—two dozen iterations—to create a beautiful beach cruiser hull. Chase Small Craft owner Clint Chase sketched an open, inviting interior with wide, wrap-around seating—think cocktail cruise—and a sail plan with easily reefed lug rigs.

Comfortable? Yes. But also a fun sail with excellent stability that scoots with a following sea. An able camp-cruiser, too, it's suitable for ocean or lake, big enough for a small auxiliary motor, and available as a yawl or a ketch rig. Fitting 4-6 people, it's perfect for the growing family or older couple.

As a glued-lapstrake construction, this is next-level fun for the kit builder. As always, the company provides materials, plans, and consultations.

Also on tap is the new 14' 4" Caravelle Skiff, great for



GERRARD O'LEARY

sprightly sailing and fast rowing and, at 115 pounds, easily car-toppable. The profile was drawn with a partially submerged stem to prevent pounding and maximize waterline length. The transom is just clear of the water, allowing for high efficiency. Flared sides enhance stability while flotation tanks ensure peace of mind.

This easy kit or plan build includes tab-and-slot frames-to-panels, ensuring perfect alignment—great for the beginner kit builder and do-able in just 150 hours.

Planned for 2021? A 16' Caravelle, for sailing and electric motoring. Check out new kits on "The Drawing Board" page, including new outboard skiffs and a new dory design.

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## CLASSIC BOAT SHOP

# When Things Are Hard Customers Seek Classic Boat Shop

**D**ESPITE THE DIFFICULT YEAR, Classic Boat Shop helped people enjoy a pastime that inevitably imparts peace and relaxation.

Among the challenges, the crew missed seeing folks who, in ordinary times, swing by the yard for a friendly visit. Customers respected the many CDC safety guidelines and protocols instituted and minimized in-person appointments.

Underlying those strategies, though, the essence of everything Classic Boat Shop has to offer came through.

It came through in the completion and delivery of a new Pisces 21 daysailer for a summer resident, who came to the yard with a dream to cruise Maine waters in comfort and style. The boat's owner reports that this was one of the most beautiful and joyful purchases in his whole life! The new Pisces is a wonderful addition to the local Pisces fleet sailing in the 'Great Harbor,' which has now grown to 10. This is an accomplishment to be proud of after building 51 Pisces over 20 years.

It came through during a busy spring of repairing, restoring, commissioning and delivering the many boats in the yard's care, for boaters seeking solace and seclusion amid a pandemic while exploring favorite spots along the coast.

It came through as the crew refurbished to like-new condition several Pisces returning to the yard after being away for extended periods.

A challenging year? Yes. But Classic Boat Shop's amazing employees didn't miss a beat. They implemented CDC guidelines and remained vigilant. Customers were equally respectful. Together, they illustrated the care and talent embodied by Maine boatbuilders—and their willingness to go even further to get people on the water.



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*Tom Lokocz Adams, owner of  
Maine Design Company in  
Camden, Maine.*

# Here's why you should get a BOAT SURVEY

Prospective boat  
buyers can expect  
surveyors to share the  
bad with the good

**By Laurie Schreiber**

**G**ETTING A VESSEL SURVEY can be an important part of buying or owning a boat.

From the potential buyer's perspective, the survey provides an understanding of a boat's issues and any repairs or improvements that might be needed. Lenders and insurance underwriters also want to know the condition of a prospective purchase. Insurance companies will hire surveyors to conduct damage and repair assessments. Surveys are conducted in other contexts, too.

Marine surveyors aren't required to be licensed but professional oversight is provided by the National Association of Marine Surveyors in Houston, Texas, and the Society of Accredited Marine Surveyors in Jacksonville, Florida. The field encompasses a number of disciplines, including yachts and small craft, cargo,



tug and barge, commercial workboats, and hull, machinery, and engines.

A pre-purchase survey provides another set of eyes looking at the condition of a boat, said Anthony Theriault, who owns Theriault Marine Consulting in Cape Elizabeth, Maine. Surveyors are versed in particulars such as hull structure, systems, testing, and sea trials.

"We go through all those steps to make sure the boat is in acceptable condition and along the lines of what it's represented to be when it's up for sale," he said.

A thorough, professional survey can provide important information on a vessel's condition as well as ascertain the vessel's suitability for its intended use, said Bernie Feeney, who owns Gulf of Maine Boat Surveyors in Whitman, Massachusetts. Buying a boat is as much an emotional transaction as a financial one; a surveyor provides an objective opinion of the vessel's condition and value, he said.

Tom Lokocz Adams, who owns Maine Design Company in Camden, Maine, agreed.

"It's good for the buyer to have an understanding of whether they're paying a fair price for what they're getting," he said. "That same report can also go to their insurance company, which uses it to understand the boat and what it's worth."

"I tell people, 'You're in love. I'm not.' You need someone who has seen several of those boats and knows what to look for," said Stephen Bunnell, owner of Bunnell Marine Consulting in Marstons Mills, Massachusetts, who splits his time between Maine and Massachusetts.

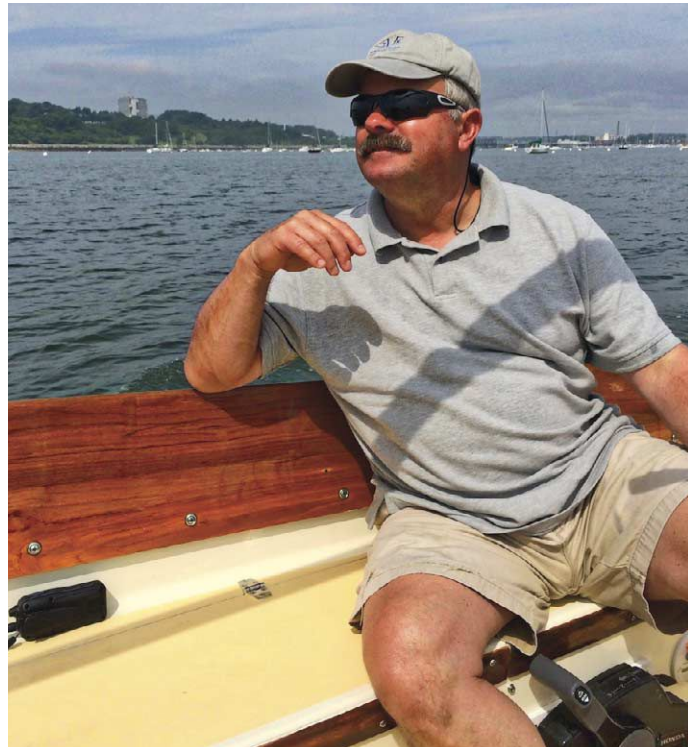
From the seller's standpoint, a survey is useful to discover any issues that might make or break a sale, said Bunnell. A seller who is unaware of the issues won't have a leg to stand on if a potential buyer uses the issues to renegotiate a price that's too high.

"If you set the price fairly, you can look the buyer in the eye and say, 'I know about that issue, and that's why I priced it the way I did,'" Bunnell said.

Before hiring a surveyor, it's important to view their credentials, ask about their experience with the particular type of boat in question, perhaps get a sample report and, ideally, get references.

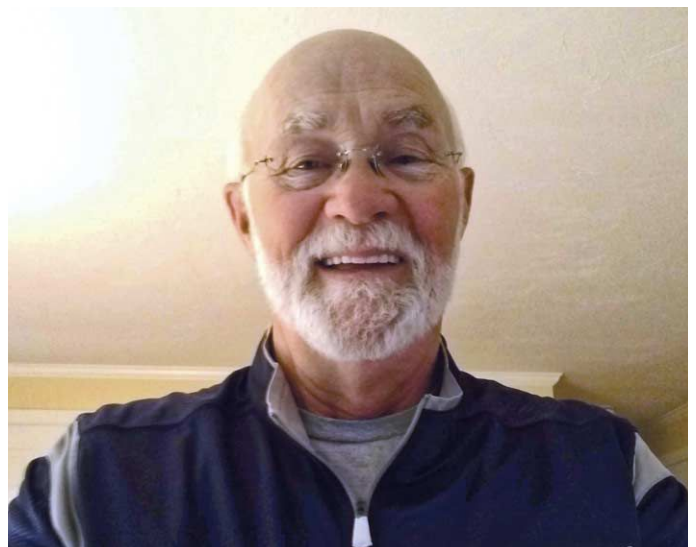
"Cost should not be the driving force behind who to hire," said Adams. "The cheapest surveyor is probably not going to be the best one. Price and quality do go hand-in-hand."

Preparation of the boat before the surveyor arrives is key to the process, especially when it comes to accessing small or hidden compartments.



***Captain Anthony Theriault, owner of Theriault Marine Consulting in Cape Elizabeth, Maine.***

"First and most important—and most often overlooked—is to clean and declutter the boat," said Adams. "When we come onboard a boat and all of the extraneous gear has been taken off, it's easier to access compartments and places that people don't usually look in. Those little lockers and cupboards and



***Stephen Bunnell, owner of Bunnell Marine Consulting in Marstons Mills, Massachusetts, splits his time between Maine and Massachusetts.***

floorboards that no one looks in are the places we most need to go.”

Additional tasks include having the tanks full, batteries charged, electronics connected, and sails, masts, and rigging available for inspection.

“Sometimes I get on a boat and say, ‘Why didn’t the owner get this ready?’” said Feeney. “Others, you get there and all the personal equipment has been taken off, all the hatches have been lifted, everything is clean and orderly. It’s very important for the seller, for the surveyor, and for my client to have a boat that’s clean and ready to be inspected.”

Access in small spaces is the trickiest part of the job.

“We open up lockers and cabinets and try to get as good a

visual as we can,” Theriault said. “Sometimes people use scopes to get around corners and behind tanks.”

But surveyors don’t always need direct visuals to discern problem areas.

“Based on your experience, if there’s a tank you can’t get to and you see rust stains and water streaks, you’ve got a pretty good idea that the tank is leaking,” Theriault said.

“There’s a boat for everyone,” said Bunnell. “I look at some boats and say, ‘Tell me right now you’re not planning to do the transatlantic in that boat. Because if you are, this isn’t the right boat. But if you’re going to sail on Penobscot Bay, this will be fine. You’ll have to do some work here and there, but basically it’s a sound hull.’”

## Safety Essentials: A Few Key Tips

### Good preparation could minimize, or prevent, a boating crisis

**S**AFETY EXPERTS STRESS THAT PREPARATION is even more important to staying safe while boating. That includes learning how to use your gear and developing a plan in case of a crisis, with clearly defined roles for everyone onboard. Captain and crew should read equipment manuals and become operationally competent. Before leaving the dock, the captain should acquaint guests with the safety plan—this is especially important if something happens to incapacitate the captain. Boaters would do well to check out the U.S. Coast Guard Auxiliary, which offers a variety of safety education and boating education courses.

Here are top takeaways from two leading experts, John McMillan, owner of McMillan Offshore Survival Training, a safety and survival training company in Belfast, Maine, and Mario Vittone, a leading expert on immersion hypothermia, drowning, sea survival, and safety at sea, who has written extensively on the topic for major publications.

- Boaters must be able to understand navigational aids, make sure they have enough gas for their trip, and check their boat overall to make sure it’s in good running condition.

- File a float plan. Let people know where you’re going and when you’ll be back.

- A boat owner should be able to perform basic safety

operations, like how to make a distress call and knowing what to say, including the nature of the problem, location and how many people are onboard.

- Having a cellphone on hand can be useful in case of emergency—if there’s a cellphone signal. Far better, are Emergency Position Indicating Radio Beacons (EPIRBs) and personal locator beacons.

- Basic equipment includes life jackets, flares, fire extinguishers, and life rafts. Boaters need to know how to use them.

- Boaters must plan for the emergency they hope never to have. This means having a plan for if you lose power or if someone gets hurt or for bad weather.

- Having life jackets on board is important, but boaters also should develop a plan around when to wear them. Important times to wear a life jacket include when you are getting underway and then when you are returning.

- Boaters should develop a safety checklist before heading out.

These lists prompt boaters to check, for example, the proper functioning of their communication and navigation electronics and their engines, fuel level, condition of anchor line, and whether there are enough lifejackets onboard. Everyone on the boat must be included in the checklist and the plan. ■



Surveys can take a day or two, depending on the size of the boat. Smaller 20-footers might take a few hours, while boats up to 50 feet usually take a full day. Boats from 50 to 80 feet can take 18 to 20 hours. Sea trials are generally billed separately.

Adams recently inspected a 52-foot boat in downeast Maine.

"I had to travel there first, then do the inspection," he said. "It was out of the water and it wasn't logistically feasible to do a sea trial on the same day. So it was a two-day survey."

The price of the survey was well worth it for the buyer.

"We found enough wrong with the boat that the buyer was able to negotiate the price down," Adams said. "It's unusual to have us do a survey and not find enough there to negotiate the price down sufficiently to cover the cost of our inspection. It does pay."

Adams often breaks down his recommendations into short-, medium-, and long-term categories.

"It helps people understand what sort of things they need to spend money on in the coming years," he said.

Sometimes completed surveys come with more problem areas than customers were prepared for.

"Safety is the major one for me," said Theriault. "If there are whole areas that require a lot of money, maybe surpassing the value of the boat, then that can be a point where I say, 'Look, this is a little too far gone for what you're hoping it was represented as.' Many surveys have stopped then and there."

For the buyer, it usually comes down to a financial decision, said Adams.

"Everything is repairable, if you have enough money to fix it," he said.

The question really goes back to the valuation of the boat.

"Sometime we come across boats where we find things that are bad enough that we think repairs will cost more than the boat will ever be worth on the fair market," Adams said. "That's one where somebody has to say, 'Hey, do I really love this boat specifically? Am I willing to put more money into the boat than I could sell it or insure it for?' That's a personal decision."

Feeney keeps an eye out for what his client's expectations might be.

"If someone tells me they're looking at a 1980-something boat, that's an old boat," said Feeney. "I say, 'If, when I get there, I find this boat has serious issues, I'm going to tell you right then.'"

# Charting a course for what comes next?

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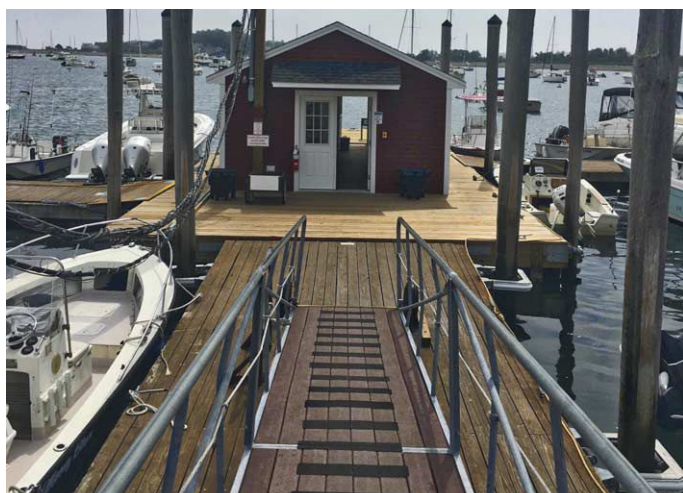
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## CUSTOM FLOAT SERVICES

# Custom-Milled Timbers Create Extra-Large Float



**C**USTOM FLOAT SERVICES tackled its largest floating dock ever in 2020 when it built a new fuel dock for Scituate (Massachusetts) Harbor Marina.

The dock had been severely damaged during a fire; the only choice was to replace it. Custom Float built two 12' by 60' heavy-duty timber-frame sections, each weighing 15,500 pounds. Together, the sections added up to a 24' by 60' finished float with a reserve buoyancy of approximately 50,000 pounds.

The strength of each frame was phenomenal: Lifted by crane, they didn't deflect more than an inch.

The 60' length of the float meant the timbers had to be custom milled to 30' lengths that were then spliced together along the outside berthing bands and at the inner seam. Casco Bay Transportation Company delivered the sections, using a specialized extendable trailer. Once on site, the sections were spliced and decked, cleats installed, and the mammoth structure went into the water. Pre-installed piling connections were built to be

plug-and-play. The marina's crew built a new fuel building and the float was ready to go for boaters eager for safe outdoor recreation on Cape Cod Bay.

Marina owner Dobber Reynolds praised the team not only for building a beautiful dock, but for being so great to work with.

"This was not an easy project and it came with a lot of obstacles, all of which Custom Float overcame every step of the way," he said.

Whether residential, commercial, or institutional, Custom Float looks forward to taking on any project.

 **Custom Float Services, Inc.**

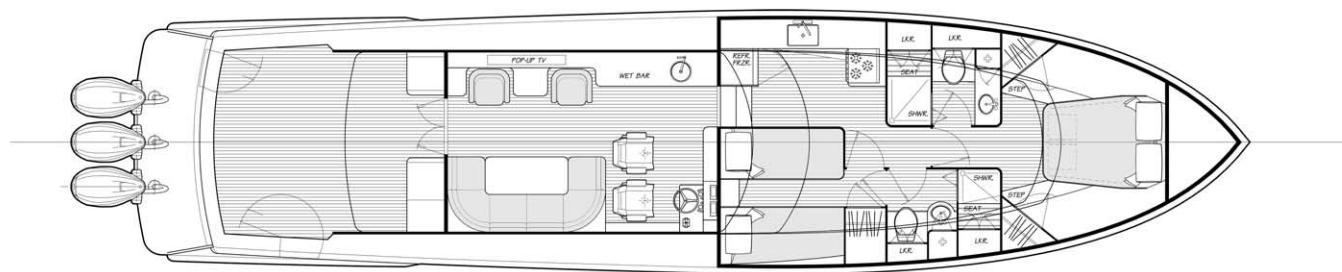
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207-772-3796

[info@customfloat.com](mailto:info@customfloat.com)

[www.customfloat.com](http://www.customfloat.com)

# Slender Outboard Cruiser Designed for Extended Exploration



**N**EVER FAR from the drawing board—and always a fan of long, lean, lightweight boats—Geoff Dickes was inspired this year by the potential for a big outboard cruiser based on his earlier high-performance 37' weekender, which was developed for Wilbur Yachts (see *Boats of the Year* 2019).

His vision is for a 60' by 14' boat with the elegance and seakindliness of a relatively narrow beam, but with plenty of room for accommodations. Two staterooms, with extra convertible space in the salon, two full heads with showers, a comfortable salon, full galley, and a roomy cockpit offer that “cottage on the water” feeling. A reverse transom swim platform and integrated motor bracket will provide easy engine and water access, just a step down from the cockpit deck.

The design incorporates ample fuel capacity allowing for extended regional explorations. The V-bottom hull will slice through the water at a cruising speed in the mid- to upper-30 knots, with maximum speed in the mid-40s. With an enclosed

wheelhouse, this is a great, all-weather design with the capability to cruise when and where the user wants to go with all the comforts of home.

Also in development? A narrow-beam, commuter-inspired inboard cruiser. The concept is for a long-range motoryacht with classic styling, raised pilothouse, and light displacement capable of well over typical trawler speeds while still using a smaller power package. An aft-of-center wheelhouse minimizes perceived pitch and in-line accommodations below put the engine room aft to minimize noise. Perfect for the bluewater cruiser! For additional details, visit [dickesdesign.com](http://dickesdesign.com).

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## E.M. CROSBY BOATWORKS

# Restored Rescue Boat on a New Rescue Mission



**W**HEN Barnstable Clean Water Coalition in Osterville, Massachusetts, needed a yard to restore an original Monomoy surfboat, they turned to E.M. Crosby Boatworks.

Named for Monomoy Island off Cape Cod, the rowboat was one of a fleet used by coastal rescue stations. This one, named *Bosun*, is thought to date back to the 1940s and was one of the last active boats used for rescue purposes.

*Bosun* was donated to the coalition, a watershed preservation nonprofit.

It was in tough shape. At 26' long with a 7' beam and 2' draft, the hull was basically sound but most of the oak frames were rotten, exacerbated by a solid cockpit sole that prevented the bilge from breathing. Also, the thwartship rowing stations had been reconfigured in the 1950s for perimeter seating.

Crosby laminated and sistered in 20 new frames, replaced numerous floor timbers, and reframed the sole, seat lockers, and seating to accommodate airflow.



PAUL WRING

A huge challenge was scraping 40 years of paint off the interior and exterior of the lapstrake planking. Bolts in what was called the "iron sick" oak keel were replaced and the keel encapsulated to prevent water seepage. Six rowing stations were restored, leaving room for a new Oceanvolt AXC10 electric motor with dual battery banks of 7.2kWh.

*Bosun* will splash this spring to offer educational programs.

"It's an iconic mascot," said Zenas Crocker, the coalition's director. "It's a rescue boat that represents the rescue mission to clean up the water in this part of Cape Cod."

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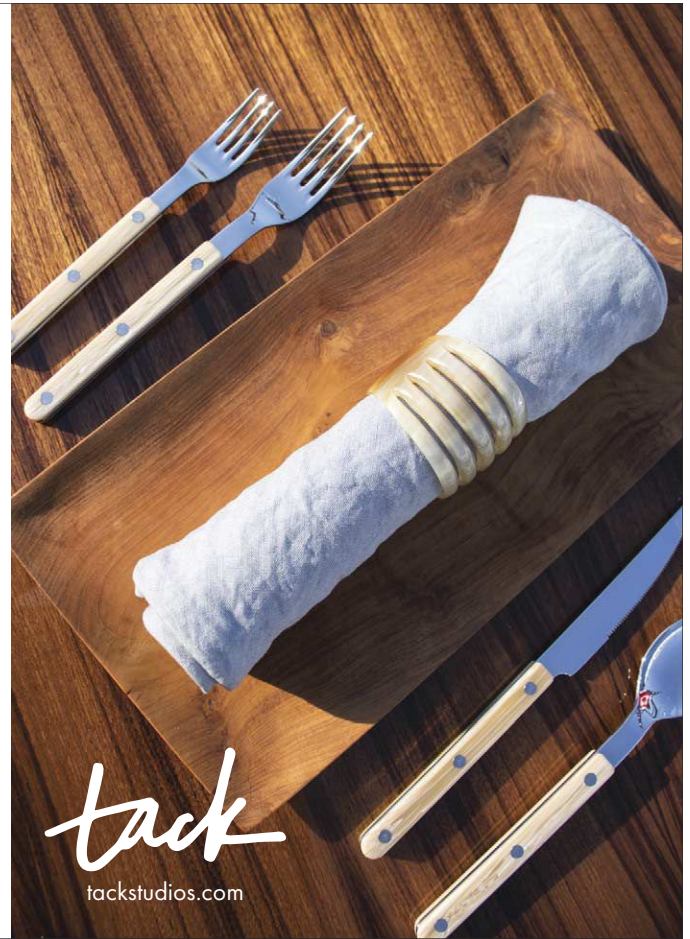
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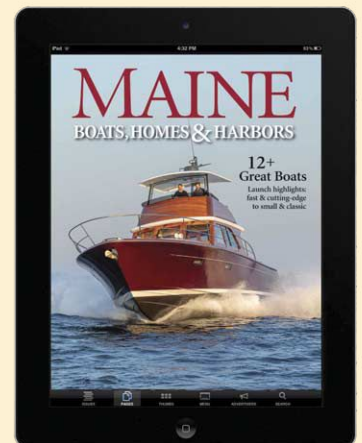
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## EASTERN BOATS

# 27 Islander and 27 Tournament Perfect for Cruising and Fishing



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**D**AY-TRIPPING with the family; a week's cruise with a loved one; an exciting outing in search of stripers—all on a well-proportioned, roomy model designed for affordability, easy handling, and comfort.

The Eastern Boats 27 Islander and Tournament models are built for great getaways. Debuted in 2012 as a wide-beam version of Eastern's narrower 27-foot lobster boat, the Islander and Tournament are fan favorites.

They feature great performance with a soft, dry ride on a hard-chine hull that rises easily to plane. Good looks are combined with classic downeast style and essential amenities for a hop-on-and-go experience.

The Islander features inviting accommodations, including a forward V-berth that converts to a settee with table or a spacious double bunk, an enclosed head, a berth under the mid-deck, a standard flat-screen TV, a galley-up, and plenty of seating and storage.

Built to fish, the Tournament features berths and seating arrangements, but so much more including overhead rod racks, a tackle station with a sink and cutting board, a live well, a rocket



launcher, a transom door, and an insulated fishbox with pumpout.

Celebrating its 40th anniversary this year, the folks at Eastern understand good design. Everything on these models is carefully considered, from the stringers and wiring to strategically placed easy-access hatches. The company gets people on the water in

models that consistently prove themselves. Even during the pandemic, after a short slowdown, the production line has been going non-stop.

Most important, Eastern is a local yard where customers are welcome to hang out and watch the build process.

"When you come here, you don't get just one person. You get all of us!" said Chief Operating Officer Greg Hopkins.

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*Interior designers work with clients to make their boats feel like home. Advances in fabric technology have resulted in soft materials that still can withstand the harsh marine environment. Photos courtesy Ally Maloney Winzer*

# Inside Your Boat Interior

New fabrics and technology bring the comforts of home onboard

**By Laurie Schreiber**

**E**LABORATE INLAY. Jet-printed images on wood. Translucent onyx. Sculpted metal panels. Textured, back-lit glass screens. Disappearing glass walls and drop-down cabinets. Underwater LED lighting systems. Interior yacht design is no longer just cushion covers patterned with anchors and compass roses.

Intricate features on some of today's yachts are both decorative and functional, leveraging evolving materials and technology tough and nuanced enough to withstand the rugged marine environment.

At the same time, there's a drive toward sustainability. The

use of rare and exotic woods, for example, is becoming less common in favor of locally sourced, "greener" materials. Interiors are becoming lighter, in terms of both copious glazing and color palette. Connectivity is all the rage, with a push toward better flow between outside and inside areas—helm station, galley, entertainment—thanks to the strategic deployment of dividers that can "disappear" out of the way. Lighting design is an entire discipline in itself: No longer a hurricane lamp for an evening's read, onboard light systems are able to create formal, casual, or intimate spaces, accentuate artistic elements, and rev up the party with a light show.



*Ally Maloney Winzer*



But behind the aesthetic vision lies a keen understanding of the vast and ever-evolving range of materials and technologies available, along with the ability for the designer to foster relationships with individual clients who have their own ideas, needs, budgets, and time frames.

We explored the trends in conversations with three top designers.

**ALLY MALONEY WINZER** owns Maloney Interiors LLC in Newport, Rhode Island. Her resume consists of yachts ranging from 30' to 281'.

**Boats of the Year:** What design trends are you seeing these days?

**AMW:** What's on everybody's radar right now is sustainability. That comes into play for yacht design in terms of the operation of the vessel, but also in terms of construction methods and exterior and interior building materials. People are selecting ethically and sustainably sourced materials. For example, in lieu of what we saw 10 or 15 years ago with exotic inlays and paneling, we're seeing applications of fabrics, wallpaper, glass, or stone composites.

In terms of space planning, optimizing storage is always important. We make use of every nook and cranny. It's important to optimize the way an area can be used in more ways than one. So you might have a coffee table that can be raised to become a dining table.

**BOTY:** What are you seeing for layouts?

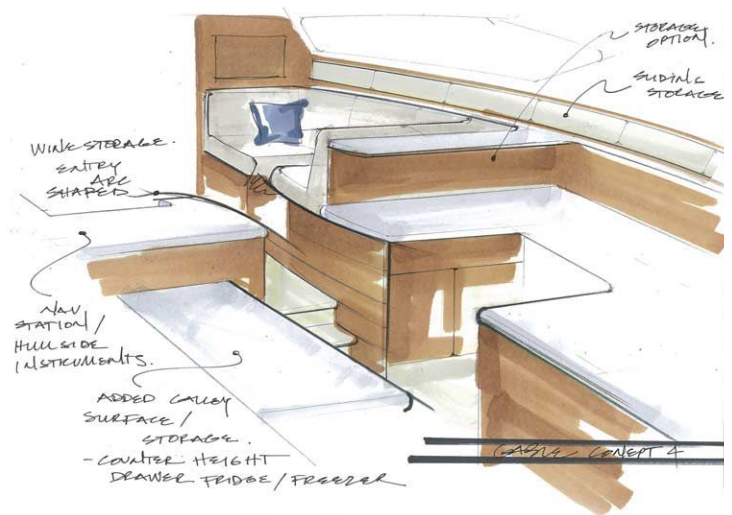
**AMW:** Openness is really big right now. Connecting the outdoors and indoors with the use of glass has been a trend. For example, the glass drops down and transforms outside and inside areas into one space.

**BOTY:** What about color palettes?

**AMW:** Most of what we see coming to the market, whether it's superyachts or smaller yachts, is clean and contemporary lines—light, bright, open, and airy. In terms of palette, a variety of woods are still being used, but with a light stain or finish as opposed to deep-toned stains. I'm seeing oak used more—on the floor and for wood paneling on the wall and ceiling surfaces. Light stains or whitewash finishes—creams, whites, champagne—are very trendy.

**BOTY:** How is the use of materials changing?

**AMW:** Wood is still being used, but designers are selecting wood that is ethically and sustainably harvested. We're also get-



*Designers have seen a trend toward lighter finishes, "greener" materials, and more open layouts.*  
*Images courtesy Kate Seremeth*



## INSIDE YOUR BOAT INTERIOR

ting creative in terms of utilizing other materials for finishes and furnishings, such as metal, glass, and stone—sculpted metal panels, textured colored glass, or backlit glass. We have a lot of options with manufactured stone, such as quartz [composites].

Leather's a great material as a natural product that can withstand sun exposure and moisture. And there's no shortage of fabric options.

**BOTY:** What about lighting?

**AMW:** Lighting has become a more important feature in the last several years and will become even more significant. LED and fiberoptic lighting opened the door in many ways.

**KATE SEREMETH** owns Tack Studios in Yarmouth, Maine. Her career spans production and custom yachts locally and internationally.

**BOTY:** What design trends are you seeing these days?

**KS:** There's been a movement toward green materials. In terms of the use of wood, one thing I've noticed is that many people are renovating their homes, buying new homes, or building from scratch, and everyone is becoming more knowledgeable. A lot of people are bringing that into their boats.

Teak isn't the only wood used anymore. Half my boats use oak, ash, or something more contemporary or a little lighter. Or, if it's more traditional, like teak, we lighten it up with contemporary fabrics. Clients today are much more contemporary by nature. They're open to breaking the traditional molds and exploring new things. If they just finished a home project in oak, they say, "What about oak for my boat?"

**BOTY:** What characterizes contemporary?

**KS:** Lighter finishes. Fabrics that are more subtle and artistic. Before, in traditional boats, you'd find bold, solid colors and rope or anchor designs—designs that pigeonhole the marine interior market. We've never been ones to adopt that style and are happy to see clients are moving beyond that, as well. It's certainly something we can make a design nod to but nothing literal. Today, more outdoor fabric vendors have expanded their lines, and that's mostly driven by the residential markets. We've pulled those fabrics to the marine world as well as some of the most luxurious interior fabrics and linens.

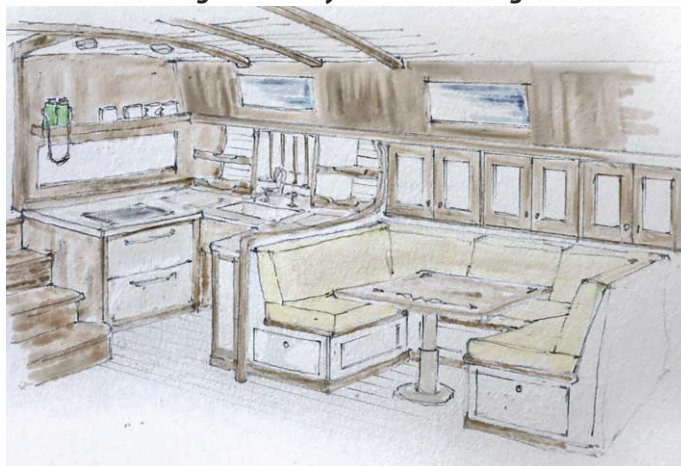
**BOTY:** How do you foster relationships with your clients?

**KS:** I like to go to the client's home or their current boat and spend some time. I want to know things like: What's your routine? What kind of light makes you happy in the morning? What colors make you happy? It's all personal and every boat is different. I like to design a space that echoes the creature comforts of their home. If I'm with them in their home and getting to know them, a lot of that is unspoken: it's an energy I pick up.



**Sketches help clients envision how a design might look, including how furniture will fit. Clients should feel as comfortable on their boat as they do at home.**

**Images courtesy Martha Coolidge**





Back in the studio, I try to channel the energy of that client and weave it with my own knowledge and sense of style. I can almost channel how they'll react to something. But it can't be done until I get to know them. Some people are open to that conversation, others less so. So I put up my radar for key words. For example, one client started talking about his car and he completely lit up. I figured: He's a car guy. My dad designed cars and I did concept car work. So I put contrast stitching [popular in automotive upholstery] on his seating—little things that would bring him joy.

**BOTY:** What's the overall goal?

**KS:** The backbone of the business is to resonate with your style. You walk onboard your boat and you might not even know why but it feels like you've walked into your own oasis. It's special to you. It's an experience.

**MARTHA COOLIDGE** owns Martha Coolidge Design in Rockland, Maine. Much of her work has been in the classic style, often with refits of boats from the Golden Age of Yachting or new builds in the Spirit of Tradition.

**BOTY:** What design trends are you seeing these days?

**MC:** The biggest thing is that every fabric mill and every fabric designer has come out with outdoor fabrics. Your options used to be limited. Solution-dyed acrylics always felt like solution-dyed acrylics. Now they can feel like velvet. The technology has really advanced over the last 10 years or so.

In terms of aesthetics, the classic yacht interior is favored more by older clients. Younger clients favor lighter materials and a lighter overall look.

**BOTY:** What type of interesting décor elements have you incorporated in your designs?

**MC:** I'm doing an incredibly elaborate inlay that's much more contemporary-looking than a traditional medallion inlay. I'm also doing a jet-printed image onto wood. I've done quite a lot with etched glass in salons. You'll see some boats using onyx type stones that are translucent, so you get a certain amount of light going through them. A big refit I'm doing had a lot of granite—the end tables, pocket tables, and bedside tables were all granite-topped and it was all black. The clients are replacing it with wood. The general tendency is to have things be more homey.

**BOTY:** Walk-through modules and 3D modeling are in vogue as design tools. What's your method?

**MC:** I'm old-school. I still draw by hand. A lot of people who trained in interior yacht design draw by hand. I mostly try to communicate with clients through pencil, and then that gets more refined. Then I go to watercolor, and then bring in real fabrics that they can feel and touch, as well as finishes. Getting to the decision-making stage is a three-part process.

I always travel with a sketchbook. There are many quirky angles in a boat and you're always trying to figure out what happens in them. So it's a tool for me to figure out what's going on, as well as a tool to show somebody how something is going to look.

**BOTY:** Has the pandemic changed the design outlook?

**MC:** The coronavirus made everybody want to be on the water and want to spend time with family on the water, which meant people are willing to spend more money on their boats. And people want to be comfortable on their boats in the way they're comfortable in their homes. For example, they want chairs instead of upholstered benches. And that changes the way furnishings are manufactured and designed, because you're making furniture as opposed to just upholstering benches.

It's hard to get right, because a lot of furniture manufactured for the home has been manufactured like that for a hundred years, and that geometry works. It's interesting to make that work on a boat. This has been true forever on bigger yachts, where there's actual furniture. Now it's coming to smaller boats. It's a matter of having a good drawing that shows the intent—and a good carpenter.

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## ELLIS BOAT BROKERAGE AND CHARTERS

# Charter Before You Buy Option for Downeast Icons



**M**ANY A TIME, customers have finished up an Ellis charter adventure out of Southwest Harbor, Maine, wishing they could own one of the classic Downeast powerboats from the Ellis Charter Fleet.

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The Ellis Charter Fleet consists of a range of boats that have been well-maintained and kept in top condition by Ellis Boat Company. Prospective charter clients and potential buyers will know they're getting the best from both the aesthetic and operational standpoint. Charter fees (listed on the Ellis website) are refundable should a client decide to purchase the boat during or immediately following a charter. Ellis additionally provides a new-boat warranty on all pre-owned Ellis boats.

The Ellis Charter fleet currently includes 10 vessels—a Wilbur, a Hinckley and a number of Ellis Boats. Of these, five are currently available for purchase in 2021.

- An Ellis 28 Lobsteryacht—under restoration.
- An Ellis 28 Express Cruiser—restored in 2017.
- A Wilbur 38 Flybridge Cruiser—restored in 2020.
- A 2006 Ellis 36 Flybridge Cruiser—Ellis maintained.
- A 2021 Ellis 36 Express Cruiser—under construction.

Every boat features new electronics, proper safety equipment, a tender on davits, and amenities for live-aboard cruising. Visit the website to begin “chartering” a course to the purchase of a classic yacht.



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## EDGECOMB BOAT WORKS

# Graceful Oldport 26 Launch Restored For Repeat Customer

EDGECOMB BOAT WORKS was delighted to restore a 1990 Oldport 26 launch for a repeat customer who loved the boat's classic lines.

Oldports date back to the 1980s. With a graceful sheer, flared bow, and underwater vee, they were designed to be an easily driven boat, and are typically used at yacht clubs as commercial launches.

Edgecomb's customer considered the design perfect for his personal needs. The boat looks great, slips through the water at a nice 20 knots, and has a wide 9'2" beam that comfortably carries passengers.

But this one was in rough shape, and required a complete overhaul. Edgecomb:

- Removed and painted the engine, installed new gaskets and coolers, removed rotten engine beds, and fabricated aluminum brackets;
- Removed everything from the console, installed new electronics and paint, customized with a fire extinguisher storage pocket and electrical panel pocket;
- Gelcoated the bilge;
- Installed new wiring, watertight deck hatches, a dripless rudder shaft seal, a cockpit drain system and floor paint, and a new fuel system including increased capacity with new tank;
- Custom-built a teak bench back seat, easily removable to access fuel tank;
- Custom-built a teak helm seat and teak engine box top to replace painted plywood;
- Removed name board brackets and extra hardware from the transom and painted the transom;
- Custom-fabricated a stainless boarding ladder.

The boat is named *True Blue*, and the hull is painted pigeon blue with a darker blue bottom to set off the color. Successful spring trials resulted in a fun summer for its happy owner!



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# Young Brothers 45 is Perfect For Pleasure and Commercial Use



PHOTOS BY BRIAN ROBBINS

**L**ONG-TIME Harpswell fisherman Barry Catlin was ready to graduate from boats in the 30-foot range to a Young Brothers 45. Designed by Ernest Libby Jr.—a respected lobsterboat designer on the Maine coast—the hull has a classic 3:1 length-to-beam ratio, which gives it an easy cruise speed compared with the measurements used on some newer designs.

The hull was built by SW Boatworks. And when it came time to finish the boat, Catlin knew before he even came through the door that he wanted Farrin's Boatshop on the project.

The commercial lobsterboat, named *Miss Quahog*, features a split wheelhouse that provides interior comfort when running offshore—60 miles or more at times—along with exterior convenience on the fishing grounds. *Miss Quahog* was powered by a John Deere 6135SFM85 750hp at 2200rpm, for a top speed of 24 knots and cruising at 18.5 knots with a burn rate of just 22.7 gallons per hour.

This classic hull is also perfect as a coastal cruiser. It's narrow compared with the modern-day downeast lobsterboat, much



easier to truck over the road, very easygoing, and requires less power to push it through the water. The model, dating back decades, has proven itself time and again in both the recreational and commercial world.

For the recreational boater, the design easily accommodates the creature comforts and conveniences in a customized fit-up designed and built by the Farrin's crew—for an eye-catcher that harks back to old-school elegance.



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## FORMULA BOATS

# New 500 Super Sport Crossover Is An Upscale Bow Rider With Power



**F**ORMULA BOATS has a heritage in racing, dating back to 1962 in Miami, Florida, when founder Don Aronow began designing and building raceboats—think Formula, Donzi, Cigarette—that became bywords on international circuits.

His influence persists in today's Formula Super Sport Crossover, which is built for performance with the offshore cruiser in mind.

The Super Sport Crossover rides on a high-performance stepped hull that reduces drag and increases speed while maximizing stability.

Now Formula has debuted its newest flagship: the 500 Super Sport Crossover. The ultimate in the open-bow outboard concept, the 500 fuses art, performance, amenities, and layout.

The layout features Formula's trademarked SmartZone concept, with seven distinct seating areas bow to aft fitted out with luxury furnishings, high-end entertainment electronics, mood-setting LED accent lights, motorized glass bulkhead and sunroof systems, and climate control systems. Cabin accommodations include a convertible dinette/sleeping berth, aft stateroom with queen-size bed and lounge divan, private stand-up head compartment, chef-inspired galley, and premium AV entertainment.



Quintuple outboard motors cruising at 45mph instantly respond to joystick control; the helm provides a full complement of electronics, including chartplotters, radar, thermal camera, and subscription-ready cellular remote control.

Tons of storage, a roomy swim platform, USB charging ports throughout, and underwater LED synced to music are all part of the upscale package.

Balancing purpose with pleasure, the Formula 500 Super Sport Crossover defines the 50-foot Crossover class!



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*The clock gears cut from fine marine plywood by Hewes & Company illustrate the fine-crafting qualities of today's precision technology.*



*Left: Hewes & Company cut pieces for the cockpit and house mold for Brooklin Boat Yard's construction of a 44-foot coastal racing/day boat. Right: The completed construction of that same cockpit and house made from the mold. Photos courtesy Hewes & Company*



# Boatbuilding Trends

Builders today combine tradition with cutting-edge invention

By Laurie Schreiber

**P**RECISION MACHINERY cutting from any angle to within a thousandth of an inch. Powerful jets of water that slice through almost any material. Additive technology that prints three-dimensional objects of any complexity. Composite materials stronger, lighter, and stiffer than steel. Production times cut from weeks to days.

Although steeped in long-time seafaring traditions, the boatbuilding industry today uses tools and materials that have come a long way from the days of planks on frames pinned by trunnels. And there appears to be no end in sight when it comes to new innovations. Boatbuilders are using giant automated systems such as water jet machines that can cut through thick sheets of metal like butter. Computer-aided design software guides mechanical cutters carving intricate designs along multiple axes of orientation. The University of Maine is working with the industry to make 3D printing of molds a reality. Materials like fiberglass and carbon fiber—largely refined through the chemical and aerospace industries and long adopted by the boatbuilding industry—are moving to bio-based, non-petroleum materials and the latest manufacturing techniques.

## Precision cutting

Most woodworkers would consider 1/64 of an inch a tight tolerance. Nowadays, precision cutting machines used by many boatbuilders can produce tolerances down to the last micron—about 1/75th the thickness of a human hair.

Hewes & Company in Blue Hill, Maine, recently used its Flexi-Cam CNC machine, with a 5' by 13' vacuum table, to cut 6-millimeter marine plywood deck skins, along with bulkheads and

molds, for the deck, house and cockpit of a Taylor 44 sailboat being built at Brooklin Boat Yard.

The process begins with computer aided design drawings of component sections to be cut, as well as bevels, scribes, and slots.

"You're seldom cutting right on the line," said Marine Projects Manager Gardner Pickering. "If it's a temporary mold, it will be loose enough to get it apart. Scarf joints need to be tight and perfect, but puzzle joints need enough of a gap so the epoxy isn't forced out."

Even the speed of the cut makes a difference.

"Depending on the material, cutting at the wrong speed will break the bit, or melt, ignite or throw the part, all of which we have had happen," he said.

The machine is equipped with an automatic tool changer, mounted with as many as 10 different bits. A typical set-up will use one bit for cutting straight through the material, a second bit for cutting scarf joints, a third for scribing and labeling, and a fourth for drilling. The computer program tells each bit when to deploy.

The technology can be in many parts of the boat. At Hewes, a typical yacht project may include everything from hull molds and deck skins to Corian countertops, table inlays, drawer ferules, and a half model of the hull. "The vast majority of new boats are designed in CAD, so we have good digital measurements on the hull, and all the interior parts can easily be extracted from that," said Pickering.

"CNC machining is best used when either there are many identical parts, or it needs to be extremely precise," Pickering said.

Still, he added, "It's not a substitute for a drill press, chop saw or table saw, where a competent carpenter can make the parts faster than I can draw and program the machine."

## Water as a cutting tool

In 2020, Front Street Shipyard in Belfast, Maine, installed Waterjet USA LLC's Suprema DX 1340 waterjet cutting machine to cut large parts for the yard's boat construction and refits, and also to serve outside businesses.

"It will cut just about anything," said JB Turner, the yard's president.

The machines use a high-pressure jet of water mixed with an abrasive substance to cut, shape, and ream very large parts with clean edges that require little finishing. The technology saves time in several ways: It makes metal-cutting faster, reduces the time needed to prepare the metal surface for welding, and makes more accurate cuts because shipwrights can cut parts directly from electronic data drawn by engineers.

The 18-foot by 50-foot, five-axis machine can cut three-dimensional parts in any shape, size, or material—including textiles, stainless steel, and titanium—up to a maximum thickness of about 11 inches. Parts can be manufactured directly from engineer-drawn electronic data within a tolerance of a few thousandths of an inch. Front Street's system includes a vacuum lifting system to raise large sheets of material onto the cutter's bed.



**Front Street Shipyard uses a vacuum-bag process to infuse resin into the carbon fiber lay-up of a boat deck. Carbon fiber has an excellent strength-to-weight ratio, said the company's president, JB Turner. Image courtesy Front Street Shipyard.**

## Perfect lattice-work

Nautilus Marine Fabrication Inc.'s Water Jet Acadia division, in Trenton, Maine, uses a similar technology, the Flow International IFB612. The device uses a powerful blast of water mixed with fine-grained sand to cut flat stock—any kind of metal, stone, ceramic, plastic, composites, rubber, foam, and wood—to almost any shape.

The company caters mainly to boatbuilders looking for precision parts or odd shapes. The technology produced unconventional components for *Foggy*, a 74' German Frers-designed day-sailer built by Brooklin Boat Yard for architect Frank Gehry in 2016. *Foggy*'s design included fanciful lattice-styled ports in the



**Nautilus Marine used waterjet technology, blasting 50,000 pounds of pressure per square inch, to cut intricate lattice work for *Foggy*, a 74' German Frers-designed daysailer built by Brooklin Boat Yard for architect Frank Gehry. Image courtesy Brooklin Boat Yard.**

hull and deck. Nautilus provided the precise cutting services needed to ensure those lattice sections fit perfectly.

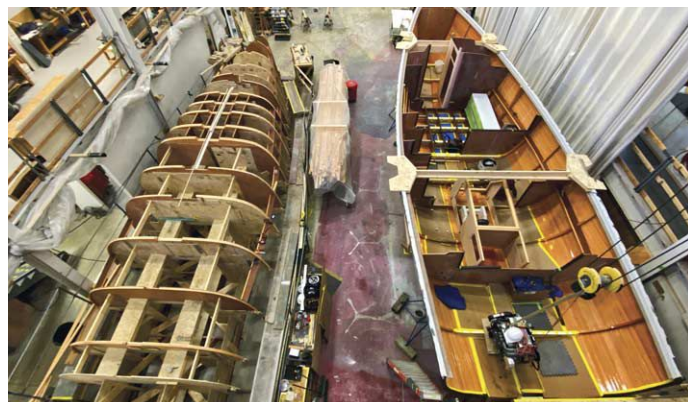
The water blasts at 50,000 pounds of pressure per square inch, with three-quarters of a pound of sand running through per minute, said the company's president, Steve Brenton. Nozzles, made from hard alloy, get used up quickly.

"It's like having an acid that's so strong it eats through anything, but you still have to contain it," said Brenton.

## Crossover appeal

Lyman-Morse Boatbuilding in Thomaston, Maine, deploys a Haas GR712 computer numerical control router, 3D printer, plasma cutter, and other high-tech CNC machines to cut planks, bulkheads, custom metal components, detailed trim, and joinery to precise specifications. The technology is far less labor-intensive than traditional hand-built methods.

Given this expertise with a variety of materials and technologies, Lyman-Morse founded a separate division to tackle non-



**Lyman-Morse's construction of a new LM46 cold-molded sailboat model includes the use of the company's Haas GR712 computer numerical control router, 3D printer, plasma cutter, and other high-tech CNC machines to cut planks, bulkheads, custom metal components, detailed trim pieces, and joinery. Here, the first two hulls of the LM46 are seen under construction. Image courtesy Lyman-Morse.**



boat applications, too. Recently, the company deployed boatbuilding techniques to build hands for a clock tower at the Custom House in Boston. Requirements included weight restrictions, stiffness, weather-resistance, and historical accuracy. The tower dates back to 1915-16 and the original hands were birch. Replacement fiberglass hands were built in the 1980s but had become waterlogged. Much like boatbuilding, the project involved computer-aided design, using measurements taken from the original birch hands, and mold production using a CNC cutting machine. Carbon fiber laminates infused with epoxy resin provided a strength-to-weight ratio superior to fiberglass.

"Lyman-Morse Technologies used the state-of-the-art capabilities of composite construction, design accuracies, and weight tolerances to produce a high-tech replica for this iconic project," said the company's president, Drew Lyman.

### Boatbuilders embrace 3D printing

Three-dimensional printing, also called "additive manufacturing," is all the buzz in the boatbuilding world, which is looking at its potential for boat parts, molds, and even hulls.

The technology has arrived at a number of boatbuilding yards and machine shops, as builders embrace it to various degrees—3D printing can be less expensive and faster than making tools and parts. Builders can create CAD files themselves and send them to an outside contractor to print. But more firms are acquiring their own 3D printers, allowing them to inexpensively fit a prototype, make adjustments, then print the final part.

At Hinckley Yachts, parts of a 28-foot electric launch named *Dasher* were 3D-printed through a partnership with the University of Maine's Advanced Structures & Composites Center. That included the top half of the steering console, a complex part with a high level of tolerance that would have otherwise been tough to mold; and titanium hardware. The process achieved shapes and a level of precision unavailable in typical construction methods.

### World's largest printer

When UMaine's composites center installed the world's largest 3D printer in 2019, it was a beacon for many builders. At 22' wide by 10' high by 60' long, expandable to 100', the machine, made by Ingersoll Machine Tools in Rockford, Illinois, extrudes molten thermoplastic in a continuous strand of thin filament at a rate of 150 pounds per hour, expandable to 500 pounds.

To demonstrate its capabilities, the center printed, in just three days, a 25-foot, 5,000-pound patrol boat that was awarded a spot in the Guinness World Records as the largest 3D printed boat and largest 3D printed object.



***This boat prototype was printed on UMaine's new 3D printer. Maine's congressional delegation and other VIPs were on hand to test out the boat in the university's wave test tank. Photo by Polly Saltonstall.***

The printer is part of UMaine's foray into new composite materials using wood cellulose and nanocellulose fibers that might have applications for boatbuilding and other industries. The university's composites center and various boatbuilders have formed a technology cluster to explore how large-scale 3D printing using those new materials can provide the industry with a competitive advantage by reducing production time to fabricate boat molds, perhaps as much as 75 percent.

The vision includes designing and printing marine tools and boat molds for testing and evaluation while also creating a new market for Maine's forest products industry.

### Nanocellulose fiber

Cellulose composites have the strength and stiffness needed for boat molds and parts, are quick and relatively inexpensive to produce, have great potential for 3D printing, and are recyclable, said James Anderson, a senior research and development program manager at the composites center and former director of engineering at Hodgdon Yachts in East Boothbay, Maine.

"I think it will be quite transformational," he said.

Experiments are underway on demonstration prints to test how they hold up to environmental conditions such as ultraviolet light exposure and, being in Maine, freeze/thaw cycles, Anderson said.

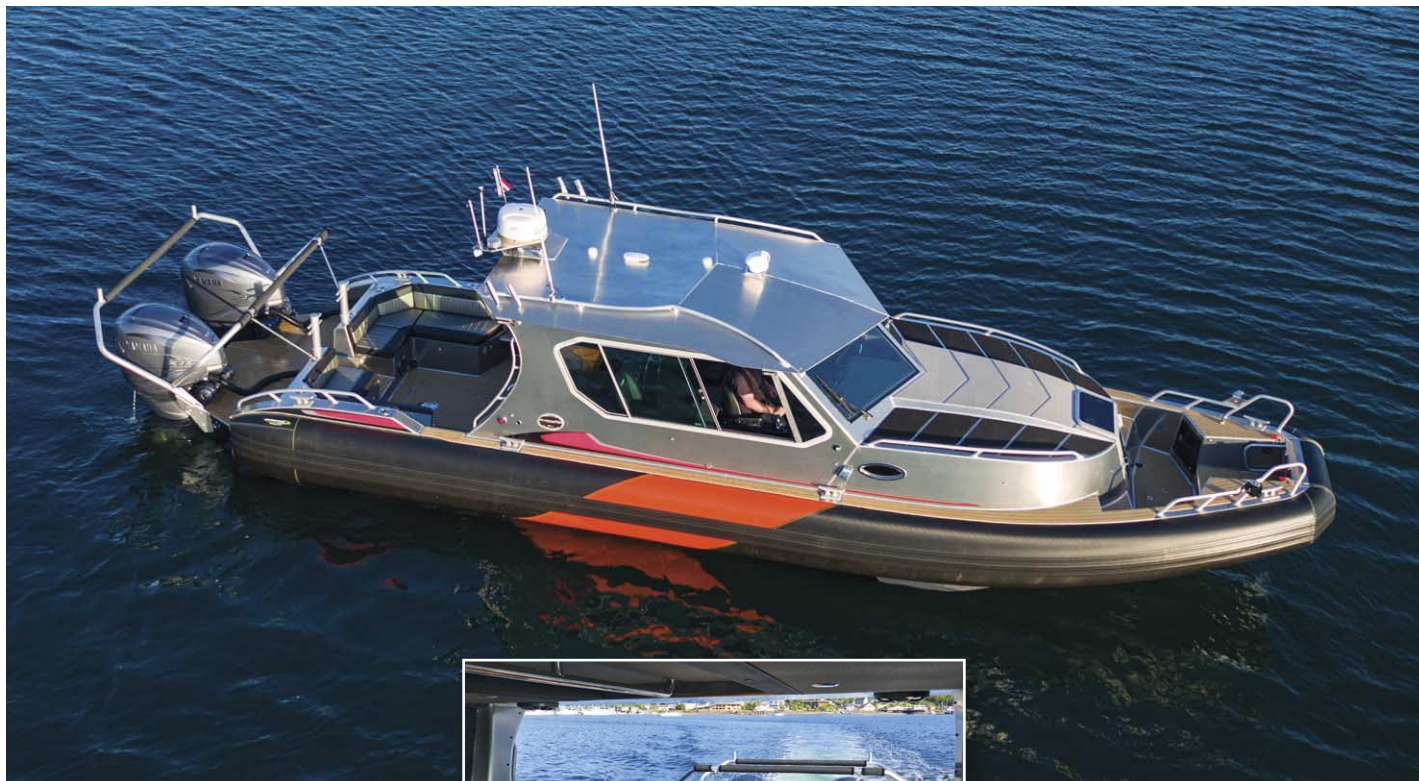
It's projected that the combination of 3D printing with new bio-based materials could reduce production lead times by half and cut costs by three-quarters, he said.

Another surprising benefit? Builders will be able to print a mold, perform the lay-up, then grind up the mold and recycle the material for their next project.

"Maine has long history of innovation in boatbuilding," said Anderson. "We're keen to support that work." ■

## INVENTECH MARINE SOLUTIONS

# New 35' GT Coupe Debuts With Hull No. 1 Customized for Surfing



INVENTECH MARINE SOLUTIONS was approached by a client who loved the company's popular 31' GT Coupe and asked for a bigger version. As a build-to-order company, Inventech worked with the client on his goals. The result is the new 35' GT Coupe. Featuring flexible interior space for various boating lifestyles, the Coupe's cuddy accommodates a queen-sized bed, a stand-up head and mini-galley. The main salon offers near-360-degree sight lines and large dash space. The back deck offers wrap-around benches with removable center access to the rear swim platform. This fast boat cruises comfortably at 35-40 mph and can exceed 50 mph. As a Life Proof Boats model, it's virtually unsinkable.

The client is delighted with the boat, splitting his new ride's time between supporting a Newport, Rhode Island-based sail racing team, and entertaining. This year, he and friends went off quite a bit to surf: A padded rack above the motors makes it easy to load several boards. Dual engines, spaced apart, accommodate a center ladder staircase for simple access to the water. A fold-down bow door in the strong aluminum hull makes it easy

to run up on a beach and hop out. After a day of surfing, folks can return onboard and enjoy the hot-water shower on the back deck.

Hull No. 2 is in production already, with a slightly different design to accommodate fishing.

Inventech also debuted its 39' Yachtline, 35' Full Cabin, 27' Center Console, 31' Center Console, and 31' Walk-Around Cabin. The 2020 Miami International Boat Show quickly filled the order book. The biggest news? WorkBoat magazine selected Inventech's 46' Passenger Boat as one of its 10 nominations for "Boat of the Year!"

### LIFE PROOF BOATS

BY IMS

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## JEFF'S MARINE

# Maine's First Yamaha Dealer New Boat Lines, Family Run



**A** FAMILY-OWNED company since 1982, Jeff's Marine in Thomaston, Maine, takes pride in the dealership and marina services that get summer residents, local boaters, and commercial fishermen set up for fun and productivity on the water.

Jeff's Marine was started when longtime Thomaston resident Jeff Armstrong bought the former Anchorage Marine. Jeff's wife, Nancy, took over the business after his passing in 2016. Jeff's daughter Kathryn and son Gordon also are involved with the marina and spend time boating in Muscongus Bay with their families.

In 2018, Kathryn's husband, Thomas, joined as operations manager, bringing his industrial engineering experience as a University of Southern California graduate and his training at the Apprenticeship in Rockland, Maine.

"It's been exciting and challenging working at Jeff's Marine, coming from a sailing and wooden boat building background," said Thomas.

In June, Kathryn and Thomas welcomed their first son, Andrew—the latest addition to welcome customers!

Jeff's Marine is the oldest Yamaha dealer in Maine. Over the past few years, the marina has brought on three new boat lines: Duranautic, Salty Boats, and Cape Craft. The new Cape Craft skiff, designed to improve upon the Carolina Skiff, has been a big seller, especially when paired with the new Yamaha F40, one of the quietest engines on the market.

Jeff's Marine instituted CDC guidelines in response to COVID-19 and is delighted to see more boaters and boat buyers than ever, eager to enjoy a safe outdoor experience.



### Jeff's Marine

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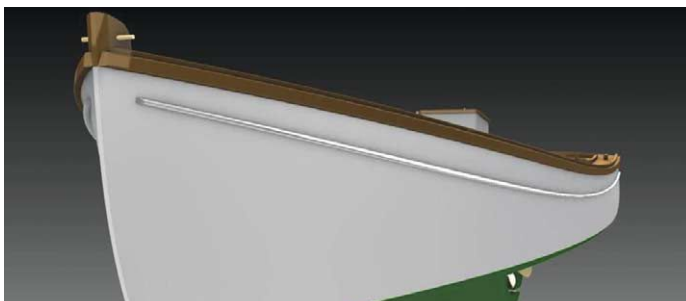
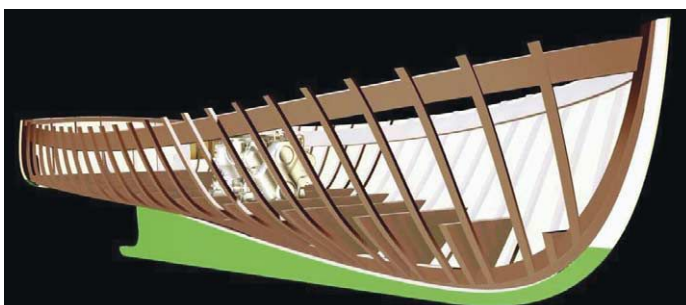
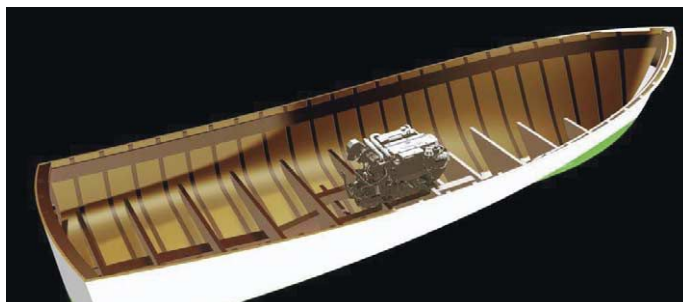
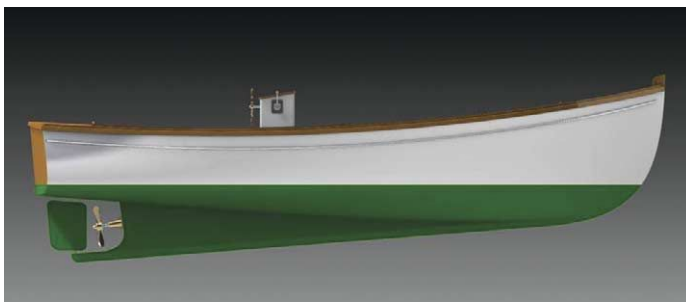
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## JOHN LENTZ WOODEN BOATS

# Pulsifer Hampton XL: Same Look Revved Up For More Power



**T**HE PULSIFER HAMPTON is an icon; its shapely form rooted in the early 20th century and an era of hauling by hand.

In recent years, customers have expressed interest in a Hampton that can take more power for a speedier ride.

Now John Lentz Wooden Boats has debuted the new Pulsifer Hampton XL. Based on the original design, the XL is about a foot longer and a foot wider, and able to utilize the Yanmar 4JH-CR series of 4-cylinder diesel engines. This is a serious upgrade. The original design pushes 12 knots in ideal conditions. The redesign accommodates the Yanmar 4JH-CR series of diesel engines, which are available in 45hp through 110hp, with expectations of 15- to 20-knot top speeds.

To get there, the yard enlisted designer Jesse Lowell to reconfigure the hull below the waterline in a way that would allow the boat to handle a bigger engine more efficiently and allow more top end speed.

Lowell saw this as an opportunity to add a bit more beam

to give customers a roomier ride. He eliminated the built-down keel in favor of a skeg design, added width for a larger planing surface aft, and added flare to the bow. The result? A comfortable ride for more people on the boat, great side-to-side stability, and the ability to cover a lot more ground much more quickly—all while keeping the iconic Hampton style.

The original Pulsifer Hampton is also still available. In addition, the yard maintains and stores dozens of Hamptons in its Pulsifer Hampton Heritage Service program, and handles sales of used Hamptons, as well.

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## JOHN WILLIAMS BOAT COMPANY

# Classic Stanley 38 Upgrades Combine Customization & Innovation



OVER THE PAST TWO YEARS, the crew at John Williams Boat Company have been upgrading one of the yard's classics: a Stanley 38 downeast-style lobster yacht.

Launched in 2005 to the tuneful name *Cadence*, the Stanley 38 was the elegant yacht of choice for a pair of lifelong sailors who have long admired the designs by Williams' long-time collaborator, Lyford Stanley.

As one of the company's heritage models, the Stanley 38 was designed decades ago. Grounded in the style of the traditional Maine lobsterboat and elevated as a stylish icon of the Maine coast, the traditional semi-displacement hull cruises easily at 18 knots and tops out around 20-24 knots. A comfortable platform for day or overnight trips, the pilothouse can be closed up in case of inclement weather.

The couple, who summer in Harpswell, Maine, were looking to make the jump from sailing to motor yachting. They purchased the vessel in early 2018, renamed it *Makai* (meaning "seaward"), and commissioned a number of upgrades:

- New electronics package
- Custom stainless steel stanchions and lifelines

- Variable-speed bow and stern thruster
- Custom fabricated stainless steel dinghy davits with remote-controlled dinghy hoist
- New varnished mahogany pilothouse and cockpit tables
- Renewed engine area insulation and mechanical upgrades
- Custom carpentry and fabrication throughout

The staff at John Williams Boat Co. takes pride in being "Most Friendly Boatyard on Mount Desert Island, Maine." Situated in the middle of one of the world's most pristine cruising grounds, this "relationship" yard welcomes boaters anytime and takes a personal interest in their projects.

**JW** John Williams  
Boat Company

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## KITTERY POINT YACHT YARD

# Intriguing Projects Include Rare Duffy & Duffy, Historic Trawler

**T**WO LIFELONG FRIENDS were browsing the web when they stumbled upon a 2005 low-sheer 35' Duffy & Duffy downeast style boat that had NEVER launched. It was a rare find because the 35' low-sheer molds have not been available for years.

After a 10-hour drive, they learned the seller received over 20 other inquiries by the time they arrived. The decision was easy: *Deborah Lee* was headed for Maine. The new owners reached out to Kittery Point Yacht Yard to put finishing touches on the boat, including a custom set of sliding composite "winter-backs" for colder fishing months. New aluminum-framed windows, navigation tower, and tuna door were added and various systems were upgraded.

This was not the only intriguing commercial project handled by KPYY in 2020. In fact, the second was even more historical in nature. Two wooden boat enthusiasts approached KPYY about restoring a 47' trawler they recently purchased. Built in 1967 in Southwest Harbor, Maine, this particular wooden trawler was used as a service/expedition vessel for students participating in Outward Bound school programs at Thompson and Star islands.

After a few weeks of sanding, caulking, and color scheming, the bottom and topsides were completely repainted and it was time to get the boat back into the water so it wouldn't dry out in the summer heat. *Hurricane* stayed dockside while the pilot house, inner bulwarks, and deck were refurbished.

A project like this always leaves the crew with an appreciation of the effort it takes to maintain a wooden trawler—a true classic.



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# Six Divisions Are Building For Better Times Ahead



CONSTRUCTION OF the new Hood 57 LM was a great collaboration between Lyman-Morse, CW Hood Yachts, and Stephens Waring Yacht Design. In keeping with Lyman-Morse's philosophy of innovation, construction of this custom classic express was quite innovative, starting with a hybridized wood/fiberglass build. Modular components utilized Lyman-Morse's Haas GR-712 CNC machine for perfect forms; a new overhead crane system facilitated ergonomically efficient operations. Lyman-Morse Fabrication built custom bead-blasted stainless steel hardware and spiral stair to the flydeck.

Engineered with weight-control and strength as a priority, the Hood 57 LM was launched in October, and hit top speeds of 38 knots with its twin Volvo Penta IPS 1350 integrated propulsion system.

Now construction is underway on Hull No. 1 of the Hood 35 LM day boat and hulls No. 1 and 2 of a cold-molded LM46 performance cruiser sailing yacht, which is due to launch this summer and fall.

It was a summer of safe getaways: Service teams and Camden marina staff kept customers on the water with strict

protocols. Brokerage business was off-the-charts. Buying or selling? Now's the time.

Projects this winter include a major refit of *Tumblehome* (now *Reimagine*), topside paint for *Carmella*, and significant work on a 76' Brooklin Boat Yard Spirit of Tradition sloop and a Swan 66 cruiser-racer.

Lyman-Morse's Fabrication and Technologies divisions had equally amazing projects: a spiral staircase for a Manhattan apartment building, an architectural façade for the Henry Hudson bridge, composite clock tower hands for Boston's Custom House, a railway system for Camden's historic American Boathouse, and much more. A new five-axis CNC machine will further expand capabilities.

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## THE LANDING SCHOOL

# Training Boatbuilders For Over 40 Years



**L**OCATED ALONG a short stretch of the Kennebunk River in Arundel, Maine, The Landing School has been educating and training some of the world's most successful boat builders and designers for over four decades.

Launched as a wooden boat building school in an area where shipbuilding dates back to the 1600s, the school currently offers post-secondary programs, accredited by the Accrediting Commission of Career Schools and Colleges, in Composite Boat Building, Marine Systems, Yacht Design, and Wooden Boat Building.

"We provide a unique education experience that includes classwork and plenty of shop time," said Richard Downs-Honey, the school's president, who has his own long and storied history in composite engineering. "We see students between the ages of 18 and 65, from those fresh out of high school to those looking for a career change."

The school boasts a remarkable 90 percent job-placement rate, due in large part to an extensive network of supportive Landing School alumni. This is typical of The Landing School

community, which draws students from around the nation and the world who have the "boat itch" and find commonality among both learners and teachers. This like-minded passion helps launch graduates into successful careers in the boating industry upon receiving their diploma or associate degree, depending on whether they followed a one- or two-year track.

Potential students even have access to financial aid and support through early-enrollment incentives, scholarships, veterans' benefits, and the Opportunity Maine Program.

The Landing School's motto says it all: "Imagine. Design. Build. Maintain."

THE LANDING SCHOOL   
Imagine. Design. Build. Maintain.

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## MAINE MARINE TRADES ASSOCIATION

# Promoting and Protecting Marine Industry for the Next Generation



**E**NVIRONMENTALLY FRIENDLY Clean Marina and Boatyard initiatives. Fiberglass recycling programs. Workforce and workplace safety development. Support for the commercial Clean Diesel Engine Program. State and nationwide policy development for a thriving marine industry—even through difficult times.

These are just some of the many initiatives the Maine Marine Trades Association has undertaken recently on behalf of boatbuilders, marinas, boatyards, and suppliers involved in Maine's diverse recreational and commercial boating economy.

For over five decades, the nonprofit has promoted growth, prosperity, and cooperation within the marine industry along Maine's vast coastal and inland waters.

MMTA is at the forefront of the industry in many ways. It works hand-in-hand with environmental, conservation, and outdoor recreation organizations to protect the state's marine resources, so generations to come can continue to utilize and protect Maine's marine heritage.

MMTA has numerous affiliations to develop policy and best practices that help the industry grow, thrive, and adapt in ever-

changing times. It coordinates professional training and education about best environmental and safety practices, and promotes the boating world's numerous career opportunities. Ongoing workforce development partnerships include involvement with the Maine Ocean School and The Landing School.

Not least, [mainemarinetrades.com](http://mainemarinetrades.com) offers an extensive professional directory of industry leaders in Maine and beyond, along with listings of boats for sale, job opportunities, training opportunities, and information about its new Maine Boat Show, a boutique event featuring dozens of Maine's finest boating vendors, dealers, boatbuilders, and support services.

No matter what, it's always reassuring to know there's a group that has your back!

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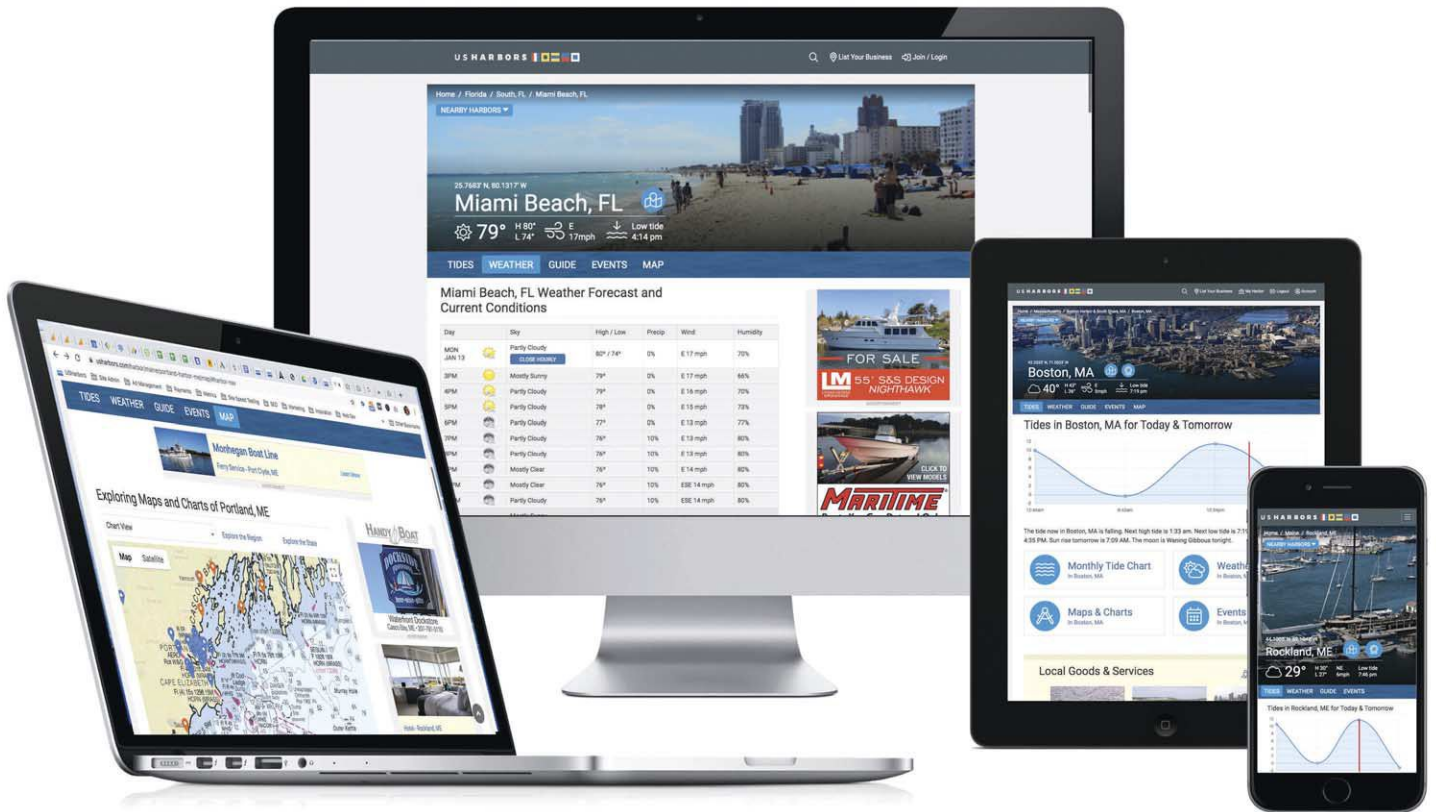
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"As a company we are deeply committed to the sustainability and vitality of our coastal communities, both economically and ecologically," said Anastasia Fischer, the president of US Harbors. "Life on the coast has its own unique aspects, and we are always working to provide the best information and data to make living here—and enjoying our coasts—safe, fun, and enduring."

The site is free and supports itself through context-relevant advertising. "People don't want to see ads for things that have nothing to do with the coast while they're thinking about the water. We work to curate our advertisers so that they relate to things people who boat and fish are interested in: beautiful boats; innovative marine supplies and technology; excellent

marinas, boatyards, and boatbuilders; fishing supplies; etc.," said Fischer. "It's all about the experience."

US Harbors' users give them great reviews. "We are honored to be a part of the US Harbors family. As a lifelong boater and now Lighthouse Keeper, I have turned to you for guidance and information hundreds of times and will joyfully continue," wrote Kevin Ferias, who operates the Borden Flats Lighthouse in Massachusetts. "Thank-you for all you do for the boating world. Keep up the great work!"

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## MAINE SEACOAST MISSION

# The *Sunbeam* V Returns Bringing Comfort To Islands



BILLY BLACK

MAINE SEACOAST MISSION (3)

WHEN THE *SUNBEAM* ARRIVES in an island harbor, the captain gives a long blast on the ship's horn. Sometimes this has an immediate effect, with children barreling down the hill on their bicycles to greet the boat.

Yet the intent is more subtle: The coffee shop is open, the nurse is in town, and the chaplain is available. What is equally important, the sound of the *Sunbeam* horn is welcomed by those who may not choose to visit that particular trip. It is a warmth—a comfort that the option exists in places where amenities can be scarce.

Following a re-fit at Front Street Shipyard in Belfast, Maine, that lasted almost a year and a half, the *Sunbeam* re-entered service in August 2020 under dramatically different circumstances. While the pandemic lasts, the crew wear masks, nobody can visit the boat, and most meetings take place on the dock or in a dooryard. While frustrating for a staff that thrives on the rich personal interactions of their work, these safety measures under-

score the importance of the *Sunbeam* and her visits. The loneliness the crew feel is compounded by the isolation of the islands. A delivered cookie or a simple prayer can be the thread that helps a person through the next few days.

While proud of their assistance, the crew respect that the self-reliant pragmatism of the islanders has endured many storms and will survive many more. The *Sunbeam* strives to be a friend on the journey—the kind who can be called with or without a reason at any time. (As written by *Sunbeam* Captain Mike Johnson.)

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*Friends of Casco Bay's Baykeeper boat makes its rounds to check on water quality. Photo by Kevin Morris.*

# Water Stewards

Multiple stakeholders working to clean up the nation's waters

**By Laurie Schreiber**

ON ANY GIVEN DAY, Ivy Frignoca and Mike Doan are out on Casco Bay, keeping their eyes open for algae blooms, pollution discharges, and other indications of the health of this southern Maine watershed.

The two are with Friends of Casco Bay, an organization formed in 1989 by concerned citizens after a report identified the waters as one of the most polluted regions in the nation. Doan is a research associate and Frignoca is what the organization calls their "Casco Baykeeper," charged with being the bay's chief advocate in the face of issues that include ocean acidification, excess nitrogen, wastewater discharges, and stormwater runoff.

"I'm kind of the Lorax of the bay," she said with a laugh, referring to the mustachioed Dr. Seuss character who "speaks for the

trees" as he confronts environmental destruction.

Water stewardship tends to inspire the passions of a host of Loraxes. They might belong to small groups such as the Barnstable Clean Water Coalition, on the south side of Cape Cod, which seeks to halt pollution from septic systems, lawn fertilizer, and storm water that threatens the area's embayments and freshwater systems.

Or they could be part of sprawling multi-agency organizations such as the Chesapeake Bay Program in Annapolis, Maryland. Formed in 1983 in response to the Chesapeake's poor water quality, the partnership today includes 19 federal agencies, nearly 40 state agencies and programs, approximately 1,800 local governments, more than 20 academic institutions, and more than 60 non-governmental organizations. There are more than 600 conservation and watershed organizations in the region and tens of thousands of local volunteers who participate in the stewardship of this watershed, which spans more than 64,000 square miles and is the nation's largest estuary.

"We have people who are very passionate about this work," said Rachel Felver, director of communications for the Alliance for the Chesapeake Bay, one of the organizations that comprise the Chesapeake Bay Program.

Four centuries of population growth took a toll on the



Chesapeake Bay, resulting in polluted waterways and dwindling natural resources. Since its formation, the program has made significant strides and long-term pollution trends appear to be decreasing. In 2000, program partners signed a landmark agreement that established goals to reduce pollution, restore habitats, protect living resources, promote sound land-use practices, and engage the public in bay restoration. At the time, the agreement was considered the most comprehensive large-scale ecosystem restoration blueprint in the nation. Successive agreements continue to guide efforts to reduce pollution and restore the ecosystem.

Still, Chesapeake Bay is one of the most vulnerable regions in the nation to the effects of climate change, and faces a multitude of other threats. Although some signs are positive, other indicators, such as water quality and invasive species, are less positive.

For example, the bay is home to major blue crab and oyster fisheries, but the habitat is in flux. Although the blue crab population has seen some rebound, it's well below historic levels and declined 31 percent from 2019 to 2020. The bay's "dead zone"—areas of little to no oxygen—averaged a cubic mile in 2020. In 2014, pesticides, pharmaceuticals, metals, and other toxic contaminants impacted 80 percent of the Chesapeake's tidal waters. In 2018, the watershed experienced its rainiest year in history, with torrential rains over the spring and summer. The runoff carried floods of debris, sediment, and trash carrying toxic contaminants into the bay.

The fight to restore the bay continues. Initiatives include simulated environmental modeling, water quality and resource monitoring, and the implementation of plans to reduce pollution.

There are promising signs.

"One factor we measure for water quality is the acreage of our underwater grasses throughout the bay," Felver said. "In 1985, it was 38,000 acres across bay, and now it's over 100,000 acres."

The mission for Friends of Casco Bay is similar. Casco Bay is a watershed for 42 municipalities, including Portland, Maine's largest city. The calm shallow water in many idyllic anchorages in the region make them especially vulnerable to sewage pollution. Thirty years ago, the bay suffered from murky water, surface film and scum, odors, and floating debris. Raw sewage contaminated shellfish beds, spurred nuisance algae, and lowered oxygen levels in the water, making it difficult for fish and other



**Casco Baykeeper Ivy Frignoca and Staff Scientist Mike Doan collect water samples aboard R/V Joseph E. Payne, the Casco Baykeeper boat. Photo by Kevin Morris.**



**Retired Anne Arundel Community College professor and Magothy River Association Vice President Dr. Sally Horner looks for plankton in a sample of water collected from the Magothy River in Severna Park, Md. Photo by Will Parson/Chesapeake Bay Program.**

marine animals to survive.

Today, said Frignoca, “The bay looks beautiful and, in most instances, it’s clean enough that people can swim and fish there without worrying. But it’s changing really fast in response to climate change. So our goal now is to slow down the rate of change, although we can’t completely stop it, and then to try to understand the impacts of change and help the bay adapt.”

The successes are grounded in long-standing initiatives. The organization, which celebrated its 30th anniversary in 2020, launched a water quality monitoring program early on to assess the health of the bay. Staff and volunteers collect scientific data that helps the organization’s Baykeeping Program advocate for solutions to problems threatening the waters. Other programs include educational outreach, an initiative to reduce the amount of lawn care chemicals flowing into the bay, and a vessel pumpout service. The organization has a network of more than 200 volunteer “water reporters” who track conditions, looking at things like algal blooms, evidence of sea level rise, and the health of eelgrass beds, all of which helps on the advocacy and regulatory front.

Since 1995, Friends of Casco Bay has run a pumpout boat to transport wastewater from the toilets of recreational boats to shoreside disposal. With its first boat, a 21-foot Alcar Environmental model named *Baykeeper II*, the initiative kept over 200,000 gallons of raw sewage out of the bay. In 2019, the Bay Keepers launched a new 26-foot pumpout boat, named *Headmaster*, with a waste tank that has three times *Baykeeper II*’s capacity.

Over the years, the program has spurred local marinas to install their own shoreside pumpout stations. Today, there are 21 stations around the bay, supported by funding from the Department of Environmental Protection. Thanks in part to these services, the Environmental Protection Agency designated Casco Bay as the first federal “no discharge area” in Maine, protecting it from cruise ship pollution.

The work tends to inspire great relationships, Frignoca noted.

“That’s something we love the most—talking with people,” she said. “There’s one location we monitor where people grow oyster seed. It’s really great to talk with them because we do our research for real impacts. There’s a lot of give and take.” ■

## Boaters can help keep the water clean

IN MAINE’S CASCO BAY, many transient boaters have become accustomed to using Friends of Casco Bay’s pumpout program.

But some are still unaware of the program, said Casco Bay-keeper Ivy Frignoca.

“Casco Bay has always had a healthy lobster fishery and other fisheries,” she said. “Today, Casco Bay also has aquaculture. So this is a great time to remind people why it’s so important to have no-discharge zones. We’re recreating where we’re growing our food and it’s important to have the water be clean and healthy.”

Boaters can also participate in water quality monitoring programs on a formal basis, or they can simply call in their observations informally.

“It’s really terrific when we get reports from people out on the water,” she said. “Maybe they’re seeing a species they haven’t seen before or they’re documenting some other change. Or they report things like sheens or foam on the water, and wonder how healthy it is.”

On its website, the Chesapeake Bay Program has a section just for boaters: ([chesapeakebay.net/action/howtotips/category/on\\_the\\_water](https://chesapeakebay.net/action/howtotips/category/on_the_water)). There are a lot of simple actions boaters can

take to help clean up the bay, and they’re not unique to the Chesapeake, said Rachel Felver, with the Alliance for the Chesapeake Bay. Among the tips:

- Keep sewage on board, disposing only at an approved pump-out facility.
- Stow and secure used bags, bottles, fishing lines, and other trash on the boat so litter doesn’t fall into the water.
- Prevent fuel spills by using a funnel and not “topping off.”
- Use extreme caution when painting and cleaning your boat to avoid polluting the water.
- Steer clear of grass beds in shallow waters to avoid harming critical habitat.
- Follow speed limits and no-wake laws to avoid churning up sediment, harming underwater grasses, and eroding shorelines.
- Because gasoline can expand and contract, fill your boat’s gas tank about 90 percent of the way full, leaving room for gas to expand without overflowing the tank.
- Reduce gray water by using phosphate-free or biodegradable products. Whenever possible, save dish-washing and showering for land.



# Class 40 Refit Underway For Round-the-World Race



BILLY BLACK

**T**HE BIGGEST BUCKET LIST DREAM for Joe Harris has been to compete in a short-handed around-the-world race. Many years ago, he purchased a Finot designed Open 50 to participate in a single-handed around-the-world race, only to have the 50' Class removed from that event in favor of the larger and faster IMOCA 60 Class.

Then, a decade ago, Harris purchased an Akilaria RC2 Class 40, which he named *GryphonSolo 2* and campaigned successfully for years. But he aimed to break the Class 40 record for a solo, non-stop, round-the-world sail. Before the record attempt, he brought GS2 to MYC for a refit. Although he wasn't successful in breaking the record, he did complete his solo circumnavigation.

Now, there is finally a Class 40 around-the-world race—the double-handed Globe 40, a 30,000-mile odyssey that starts in Europe in June 2022.

Harris is fired up! He brought GS2 back to MYC for another significant refit in preparation for the boat's second circumnavigation.

The scope of the refit is extensive. The race has seven stopover ports. The two sailors will push the boat harder when conditions allow, knowing a higher level of risk is acceptable because they can make needed repairs at a stopover.

Given those parameters, MYC's job is to evaluate, replace, repair, or upgrade every component and system.

A veteran on the world-class race scene, MYC's past refits include Michael Hennessy's Class 40 offshore racing yacht, *Dragon*, for the Route du Rhum; and Rich Wilson's Open 60's *Great American 3 & 4*, competing in two Vendee Globes. MYC is proud to produce the highest level of reliability in the harshest and most demanding ocean-racing conditions.

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## MIDCOAST MARINE ELECTRONICS

# Top Electronics Provider Keeps Customers Boating in Difficult Times



**I**F NOTHING ELSE, 2020 proved just how resourceful the Midcoast Marine Electronics team was while navigating a difficult year.

They remained plenty busy. A new 37' Back Cove received a complete electronics installation, working closely with an electronics dealer in New York, where the boat would be headed. The satellite communications system of a 72' Vicem powerboat built in 2009, and now in the hands of new owners, received an upgrade. Midcoast had performed the boat's original electronics installation and the owners insisted on continuity of service.

In November, Midcoast's owner, Dennis York, drove to Fort Lauderdale, Florida, to work on a Hodgdon motoryacht and a custom sportfishing boat, both owned by a repeat client and both receiving full electronics upgrades. Numerous other vessels received repairs and upgrades, as more folks looked to boating for safe outdoor recreation.

Typically, Midcoast enjoys interacting with customers in person. Instead, in addition to following CDC safety protocols, the team pivoted to photography, videos, and virtual meetings.

Midcoast remained flexible by adopting remote communications systems to maintain safe contact with customers, boat-

yards, marinas, other sub-contractors, and suppliers. This included alternating schedules and following spacing guidelines, and keeping customers updated about the logistics of operating with curtailed schedules and the need for longer lead times, since many products were on back-order due to high demand and shipping delays. Midcoast often was able to source alternatives to meet scheduling requirements.

The most important piece? Maintaining communications.

Midcoast Marine is one of just 17 National Marine Electronics Association Certified Master Dealers across the nation. Even through difficult times, the team does what's best for the customer.



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## NORTHEAST BOAT

# Work on 17th Century Replica Always an “Adventure”



EVERY WINTER for the past nine years, Northeast Boat has had a project so terrific that the team will set aside other projects to work on it.

The *Adventure II* is a reproduction of a 17th century coastal trader. The vessel, built by Rockport Marine in Maine and splashed in 2008, is an attraction at the Charles Towne Landing State Historic Site in Charleston, South Carolina—the site where English colonists established the first permanent European settlement in the Carolinas in 1670. *Adventure* measures 73 feet from bowsprit to stern and weighs 50 tons.

At the hot, muggy, marsh-fringed location, yearly maintenance to ward off rot—replacing frames, planks, carrying beams, and more—is key. That’s where Northeast Boat comes in. The past two years, the team spent the entire winter there performing a major restoration in time for the settlement’s 350th anniversary celebration in April 2020.

As the country shut down, the planned work schedule went

by the wayside. Instead, the team heroically worked round-the-clock to finish the restoration early in order to get everyone safely back to Maine.

The job typically involves considerable logistics. Northeast Boat brings a big trailer full of staging and equipment, hauls the boat out of the creek and through old drawbridges to the work site, and sources materials like oak and cypress from far-flung places.

“It’s a challenge. That’s what we all enjoy,” said Northeast Boat owner Josh Howard.

“*Adventure* is the boat’s name and it was quite an adventure to get it ready!”

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## RUMERY'S BOAT YARD

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**G**ETTING OUT ON THE WATER is a way to get close to nature and relax. To hear the sound of water lapping on the hull. To take in the salt-scented sea breeze.

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Electric propulsion solves those problems and more. Zero emissions, quiet, odor-free, efficient, reliable, and economical.

That's why the father-son owners at Rumery's Boat Yard founded their new division, Maine Electric Boat Company—the one-stop resource for all-electric boat purchases, rentals, conversions, motor/battery installations, or even just a conversation about the new technologies available.

The crew at Rumery's has been working with electric propulsion for more than 15 years, as a logical progression for the industry. The technology has evolved and the costs have dropped dramatically, putting electric propulsion within reach of every boater.

Rumery's partnered with Vision Marine Technologies, a leader in the space for over 25 years. All five of Vision's models are available for purchase, and three are available for test drives at Rumery's. Prices start just shy of \$18,000 and rental prices start at \$80. Some models can reach speeds of 41 mph.

Rentals—the Volt 180, Quietude 156, and Fantail 217—are simple to operate. For conversions/installations, multiple electric motor brands and marine-use lithium batteries are on tap for shaft drives, pods, and outboards, along with marine based solar-power generation.

Interested in electric boats? Just reach out, ask questions, take a test drive. Maine Electric Boat Company is eager to get word out!



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*Left: Capt. Bruce White of Sea Tow Portland/Midcoast on the job. Right: White, foreground, and Sea Tow Portland's operations manager Christopher Davis, right, prepare to rescue a boat that broke free from its moorings in a heavy blow during a super tide.*

# Roadside Service Goes to Sea

Boaters benefit from on-demand assistance and rescue

**By Laurie Schreiber**

**T**HERE'S NO TYPICAL DAY at the Portland/Midcoast franchise of Sea Tow Services International Inc., a nationwide provider of on-water assistance.

"You can start out the day jump-starting a boat and finish it raising a boat that's sunk," said Captain Bruce White, who co-owns the local franchise with Captain Matt Wilder. The franchise is most often used by its recreational members, when they need a tow, fuel, or battery jumpstart.

Sea Tow Services International is one of a handful of entities

set up to help boaters. Founded in 1983, the company today has a network of 110 locations across the United States with additional offices in Europe and the Caribbean. Members are provided with a direct connection with Coast Guard-licensed captains on call 24/7 and receive free boat towing, fuel drops, and jump-starts. Non-members can receive services for a fee.

Boat Owners Association of The United States, known as BoatUS, is a boater advocacy and service organization that also offers 24/7 towing services, along with other products such as boat insurance and safety courses.

Sea Tow responds to people who may be in one of the most distressing situations of their lives, or at least think they are, said White.

"Generally, they think things are worse than they are," he said. "A lot of what we do is sort of talk them off the ledge." Typical calls are made when "the engine stops working, they've had trouble with their propeller, they're tangled with lobster gear, or finding a piece of the state of Maine they didn't know was there until they found themselves grinding on it," he said.

The pioneering concept of Sea Tow—something like AAA



for cars—was established by Captain Joseph Frohnhoefer Jr. in Southold, on Long Island in New York, when the United States Coast Guard ceased response to non-emergency assistance calls.

In addition to on-water assistance, the network handles a multitude of other services and products, including boating safety courses, boat insurance, salvage and recovery, and environmental cleanup.

Frohnhoefer and a colleague wrote out a business plan for Sea Tow on a yellow legal pad, consulted with the Coast Guard, and got a bank loan to buy their first boat. The membership aspect provided a predictable revenue stream for the organization and a fixed cost for boaters. From the start, Frohnhoefer knew he had to duplicate locations around the country, so he hit the boat show circuit to generate buzz. He had his first license agreement soon after and the organization steadily grew.

Frohnhoefer's son, Joseph Frohnhoefer III, now leads the organization with his sister Kristen Frohnhoefer.

"A lot of our franchisees are folks who have seen our boats on the water or used our services," said the younger Frohnhoefer. "These are life-long boaters who want to turn their passion into a business opportunity and a lifestyle."

Franchisees must meet certain licensing requirements and have a minimum of two vessels. Today, Sea Tow has about 200,000 active members and dispatches 40,000 to 45,000 calls per year. (Although the number of calls has been declining over at least the past decade, thanks to better engines and electronics, Frohnhoefer noted.) At least half of the calls are for towing. Other common situations include fuel delivery, jump-starts, prop disentanglements, and groundings.

In 1987, Sea Tow became BoatUS's primary tow provider until the mid-1990s. In 2003, BoatUS acquired Vessel Assist Association of America, the largest on-water towing fleet on the Pacific Coast. In 2016, BoatUS renamed its 24-hour on-water towing and assistance service TowBoatUS, becoming North America's largest such provider with over 300 locations and 600 towing response vessels.

Sea Tow's Portland/Midcoast franchise was established in the early 2000s; White and Wilder bought it six years ago. The two men grew up in midcoast Maine—Wilder in Boothbay Harbor and White on Southport Island, where the franchise is headquartered. Both come from long maritime careers. Wilder ran the Monhegan Island ferry and other passenger boats for many years. White was a general contractor and worked in a variety of marine businesses.

In 2014, the two were working together at a local boatbuilding yard when they decided to partner up to buy a business. The

Portland/Midcoast franchise became available and it suited their skills. Today, they employ 12 captains in the summer and three in the winter. In 2020, the captains logged 27,705 miles on the water. The franchise has five towboats in the 21-foot to 26-foot range capable of over 40 knots, plus a water taxi and a project boat.

One of the best things about the job is its unpredictability, said White. Incidents originate as far as 35 miles offshore. Or they could be right in front of his shoreside home.

"I walked out on the porch one morning with a cup of coffee in my hand, and one of my neighbor's boats was sinking at the mooring," he recalled. "I grabbed a pump and pumped it out."

A memorable incident involved picking up an underwater drone, about 20 miles offshore, for the University of Maine. It had surfaced to transmit information to the university but wouldn't respond to a "come home" signal.



***In 2020, the Maine Island Trail Association awarded Captains Bruce White and Matt Wilder, owners of Sea Tow Portland/Midcoast, with its Spirit of Partnership award in honor of the pro bono work the two have done for the nonprofit.***

"We only had so long to get it before it would either dive again or just sink," said White.

The drone continued to transmit its latitude and longitude, but about half an hour before Wilder and White arrived, the two had gone out of cell range. They went to where the last transmission was and initiated a search pattern, finally finding the drone floating on the surface.

The franchise performs a dozen or so vessel recoveries per year, for both recreational and commercial owners. A couple of

years ago, they raised a 40-foot fishing boat—an all-day job in early January, with the temperature barely cracking 15 degrees.

The captains brought along a diver who rigged rugged lines and airbags around the hull. The bags were pumped with air, allowing the boat to float to the surface. Then the boat was pumped out and towed to a service yard.

“That was the day I discovered there’s nothing slipperier than a lobsterboat’s wheelhouse with ice and oil mixed in with it,” said White.

They serve lake boats, too.

“Generally, that’s a boat in distress,” said White, who recalled an incident when a pontoon boat was beaten up in a summer storm and sank.

Other vehicles have gone in the water, too. One time, they retrieved a Toyota Tacoma. They refloated a snowmobile from a lake a couple of winters ago.

It’s a no-questions-asked service.

“People ask, ‘Why did that boat sink?’” White said. “My stock answer is, ‘Because it stopped floating.’ We don’t do forensics.”

Many problems can be fixed by phone. Say a fellow has been out fishing all day and suddenly finds his boat won’t start.

He calls Sea Tow. White tells him to wriggle the shift lever and make sure it’s in neutral.

“And boom, you hear the engine start up over the telephone,” he said. “They’ve had someone to reach out to, they’re not stuck, and they can go back to fishing.”

The franchise offers other services, too, including a ship chandlery, Portland Sea Taxi, and transportation, launch, and small-vessel back-up services to government agencies and companies. They are on standby every time a Bath Iron Works ship goes to sea trials, for delivery of parts or personnel.

New boat owners in particular sometimes don’t understand the value of enrolling in Sea Tow, noted White.

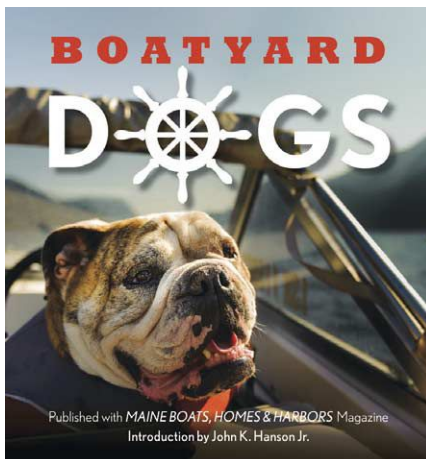
“Everyone says, ‘It’s a new boat. I don’t need it,’” he said. “Well, you might run out of fuel. You might leave the radio on and, next thing you know, the battery’s flat.”

How should boaters prepare while they wait for Sea Tow’s assistance? The answer is simple.

“Anchor,” White said. “And know where your life jackets are.”

Both men said they’ll be sticking with the work for years to come.

“Where else could you get paid to ride around in a boat in the summertime and help people?” said White. ■



## Magic Happens When Man’s Best Friend Finds the Sea

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# Customized Calvin Beal Takes Owners from Sail to Power



**L**ONGTIME SAILBOAT owners had spent many years cruising hundreds of miles of coastline. But approaching retirement, their interests shifted. They wanted to visit more destinations in greater comfort, without too much cruising time.

The answer? A 38' Calvin Beal 'Special Edition' customized powerboat crafted by SW Boatworks.

Named *Star*, the boat fulfilled the couple's every wish. The low-maintenance downeast hull—solid fiberglass with a molded foam core top—is ideal for sailors moving to power. The elegant cherry interior includes accommodations for two couples. A full galley down below is open to the main salon, and the vessel has the ability to run refrigeration in port.

Like all Calvin Beal designs, the model is rooted in Maine's rich seafaring traditions. Originally designed for lobster fishing, the spacious cockpit is perfect for onboard living, while the hull provides a stable platform that's inherently less physically demanding to operate than a deep-V.

The boat sails easily through the water with great fuel effi-

ciency. A single 500-horsepower Cummings QSC-8.3 diesel engine cruises with kindly motion for a respectable range of 450 miles at a moderate 15 knots, maxing at 20, while achieving excellent fuel economy.

A Furuno NavNet system provides easy touch control. *Star's* most unique feature? The charging system—dual alternators and a 1.12-kW solar array on the wheelhouse roof, eliminating the need for a noisy generator and freeing engine room space.

The result? Asked by one onlooker what they would change, given the chance, the owners simultaneously proclaimed, "Nothing!"

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## SABRE YACHTS

# Sabre 58 Built For Entertaining, Comfort, Long-Range Cruising



**S**ABRE OWNERS have often requested a new model with expanded accommodations and increased cruising capabilities sized between the popular Sabre 48 and flagship Sabre 66 Dirigo. After sharing early concept plans with several potential owners, the die was cast, and the Sabre 58 Salon Express was born.

This latest model from the 50-year-old luxury boatbuilder blended emerging technology with highly sought-after design elements and left the cruising world astounded.

After a single appearance at the 2020 Miami Yacht Show, the order book quickly filled—so much so that Sabre decided to devote a second production line to the 58, one each at their Raymond and Rockland facilities. Sabre Yachts hopes to build five to six hulls per year.

Unique to this modern downeast



cruising yacht, the 58 offers a full beam master suite with a king-size berth below the main salon deck. A VIP and guest stateroom, each with its own head and shower, complete the luxurious below-deck accommodations.

The Sabre 58 is built for comfort and for entertaining, with her galley aft and just forward of the cockpit. Bi-fold entry doors to both port and starboard fully open the aft end of the salon, bringing together these two important spaces. Forward of the galley, a large U-shaped settee with another settee to starboard create an intimate space for gathering with family and friends.

Powered by Volvo Penta IPS 950 drives, with fully integrated Glass Cockpit system, the Sabre 58 will cruise comfortably at 26.7 knots and has a cruise speed range of 340 nautical miles!

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**SABRE**  
*Yachts*



## SALTY BOATS OF MAINE

# Center-Console Heritage Skiff Perfect for Work and Play



CAMERON TROTT

**S**ALTY BOATS OF MAINE has a passion for bringing back versions of the Seaway Boats models of yesteryear to Maine's coast and lakes. The models date to the 1970s, when Harry Farmer, in Belfast, Maine, crafted the sturdy and stylish round-chine downeast hulls. They have been hugely popular ever since.

In 2018, Salty Boats acquired the tooling to bring the instantly recognizable fiberglass boats back into play. Now the yard is offering a center-console version of the Seaway skiff, as well as an open tiller version.

The 17' is a downeast style hard chine skiff that's great for work and play, available with or without a bench seat and top deck. The skiff has an overall length of 16'8" and overall beam of 6'8". The center console configuration has a draft of approximately 6". Built with a composite transom, stringer system, and deck, there's no wood maintenance to worry about. The transom is built to take a 25" shaft outboard, leaving more freeboard.

The model is perfect for recreation for everyone from inland anglers to coastal fishermen. It's sturdy and stable as a small work

skiff, too—just as reliable as the old-time workboats lobstermen once used to haul traps. The tiller version offers more deck space and the center console provides convenient wheel steering.

Salty Boats of Maine continues to overhaul and repair older Seaway, Five Island, and Eastern models; and to build original models like the Salty dinghies, Great Bay14, and Tuffy tenders. Grateful for everyone's support through 2020, the yard looks forward to 2021!



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## SOUTHPORT BOATS

# Parents, Kids, and Friends Find Fishing and Cruising Joy



**S**OUTHPORT BOATS has always prided itself on giving customers exactly what they want—even through a pandemic.

"In 2020, we saw a shift in customer patterns," recalled Southport Boats Sales Director Jonathan Kirby. "Customers recognized boating as their way to get out and about. They came to us particularly because we could give them the features they wanted, even if they weren't necessarily standard options."

The year was about tranquility in a difficult time, the pull of family, and friends eager to enjoy each other's company in a safe environment.

The stories abound. One customer designed his 33 DC as a hybrid between fishing and cruising so he could take his brother and younger son out to the Canyons to wrangle tuna.

Another customer, with sons in their 20s, jumped from a 21' boat to a Southport 30 FE. The entire process was part of the adventure.

"He and his kids had a blast spec'ing out the boat," said Kirby.

"Over the summer they used the boat to go all over the place."

Southport saw excellent sales in 2020 and is on track for a 30% increase in 2021. Its Family Edition models—the SUV of the

ocean—are perfect for entertaining, cruising, anchoring for a swim, and running offshore for game fish. Dual Consoles are proven platforms—dry, safe, economical, spacious, quiet. Southport offers customization to a level most production builders can't.

"We're happy to work with our customers, who get a production boat tweaked to their exact usage," said Kirby.



**SOUTHPORT**

EXPERIENCE EXCELLENCE

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# Timeless Designs, Spirited Handling



**A**FTER AN UNPRECEDENTED year in which our yachting community stayed safe by staying apart, Stephens Waring Yacht Design found close partnerships through creative collaborations. These wonderful experiences resulted in the launching of two truly unique and magnificent yachts.

2020 will certainly go down as one for the books, but at Stephens Waring Yacht Design it's brought all of us—our owners, partners and the SWYD-family closer together. We're looking forward to an amazing 2021 as we continue striving to bring pure boating enjoyment to life.

*S/Y Italmas* (left) is the outcome of a bespoke project with Michigan-based Van Dam Custom Boats. To deliver on the owner's vision of combining the lines of a sturdy century's-old cruising vessel with modern yacht performance, SWYD paid attention to key details such as her period-appropriate wooden spars. A closer look reveals modern sail-handling solutions and custom-fabricated hardware that combine to create a performance-orientated rig that's user-friendly and visually stunning.

Another true stand-out for the year, the 57 Classic Express (right) was launched just in time for the holidays and finished in Corvina Red perfection. Combining our design and engineering skills with the exceptional talents of C.W. Hood and Lyman-Morse Boatbuilding, she represents a reinterpretation of classic Downeast style with clear Spirit of Tradition vernacular.



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# 'Wilburization' Revives Hurricane-Battered Wilbur Yacht



**W**ILBUR YACHTS has its signature "Wilburization" program in full swing, completing a major refit of a Wilbur 34 originally built in 1997 and homeported in Boston.

*Mary Jane* was beaten up in a hurricane off the Carolinas just prior to the current owner purchasing the vessel—the second Wilbur this owner has enjoyed.

This refit is a great example of what Wilburization can do, as clients determine the level of work they want performed based on their boating needs and their budget.

In this case, the work was extensive. The exterior was completely renewed, including topside paint and varnish, a new swim platform and ladder, transom door, and transom shower. The bow rail, mast, and canvas top were replaced and all the exterior stainless steel buffed and polished.

Electrical and plumbing upgrades included a Garmin electronics package, inverter/charger, batteries, LED running lights, water heater, faucets (head and galley), holding tank, and updates to the steering system and bow thruster.

The CAT 3208 engine was removed from the vessel, updated, painted, and reinstalled. While the engine was out, new fuel tanks, fuel lines, dual Racor filters, and a Reverso oil change system were installed and the engine room sanded and refreshed with white gel coat.

The team was delighted to be able to rebuild and upgrade *Mary Jane*, one of 75 of the popular Wilbur 34s built over the years. The Wilburization program has proven a great opportunity for buyers of older Wilbur Yachts (and other vessels) to rehab their boats; the same expertise that goes into a new build is directed to customize the fit and finish they want.

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# 1931 Huckins Yacht Restoration Blends Style with Modern Tech



PHOTOS BY BILLY BLACK

**A**VOCETTE III began life during the great age of the commuter yacht—elegant wooden boats built for wealthy Wall Streeters of the Great Gatsby era. A 1931 Huckins Offshore 48, the earliest known Huckins existing, *Avocette* was in serious disrepair when it reached Yachting Solutions.

But Yachting Solutions was up to the challenge. The yard is known for its custom-crafted “Resto-Mod” approach—a concept from the hotrod industry that uniquely blends classic boats with improvements, customization, and technology.

The goal was to rebuild and outfit the boat in a way that honored its original spirit. Working with Bill Prince of Bill Prince Yacht Design in Port Washington, Wisconsin, new technologies and materials—such as laser-scanning techniques (along with the original drawings), CNC cutting equipment, and cold-molded wood construction—allowed the team to restore the hull, misshapen by time, to its original contours.

Original hardware and many other details were saved and restored. Complementing the retro styling are plenty of modern-



day upgrades, including twin Volvo 435-hp diesel inboard IPS drives that upped the speed and freed up midships space, along with state-of-the-art electrical/electronic components and a Seakeeper 5 gyro stabilizer.

Interior arrangements were flipped to put the galley and entertainment platform up top and the salon below. Accommodations were sized for the owner's height of nearly 6'5". But the eye is caught by the sheer artwork of it all—rich in gleaming brightwork, flawless joinery, Art Deco touches, and easy-flowing spaces.

The result is a yacht with a classic feel along with modern-day performance and convenience.

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# Outboard-Powered with a Pilothouse A Perfect Fit for Anglers



DEFIANCE BOATS

**Y**ARMOUTH BOAT YARD and Moose Landing Marina have reeled in one of the finest outboard-powered pilothouse fishing boat lines in the marketplace. Built in Bremerton, Washington, Defiance Boats Admiral Series, featuring a pilothouse design, is a great fit for Maine boaters.

Made of the finest composite materials available today, models range in size from 22' to 29'. These boats are true fishing machines, a great choice for those who want to chase the ocean's largest trophy fish. The fuel-efficient design, with large reverse chines and lifting strakes, allows these vessels to plane easily and run efficiently at all speeds. Maximum fuel capacity and large, insulated fish boxes enable owners to enjoy long, safe runs offshore.

Unlike many brands, Defiance boats are engineered wood-free. That means no rot or structural failure—and no worry. Made with 100% cutting-edge composite construction, these boats are built to last and offer a lifetime structural warranty.

Defiance is dedicated to building the finest outboard-pow-

ered pilothouse fishing boats in the marketplace. And these commercial-grade fishing boats are offered at a reasonable price. The company keeps costs down by managing its overhead structure and promoting production efficiencies. Check out one of these boats this spring at Yarmouth Boat Yard and Moose Landing Marina.

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