

Commercial Fisheries News

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breakwater into a little bit of weather (a deep chop on top of a groundswell rolling in), Paul and Keith recount a series of Lou Hood lessons in life: from dealing with irresponsible dog owners (fill their boot with dog poop) to handling a bad cramp when you're out on the highway (that's what they make KFC buckets for).

But there's more to the memories than laughter: "When the other guys were catching 200 pounds of lobsters, Lou would catch 700," says Keith. "And I'll tell you something else: no matter how bad the weather was, you knew you were coming home with Lou."

"The Old Man had friends from Newfoundland down to South America," says Paul. "He was something else."

"He was proud of being a fisherman," says Keith.

Touch Of Gray

Lou Hood owned three boats during his fishing career: the 32' Novi was followed by a 42' Bruno; then in 1984, he had a hard-chined 51-footer built by Y&G Yachts in Florida.

"That boat was beautiful going through the water," says Paul. "I've always felt that the hard-chine Florida style like the L&G or the Torres was the way to go."

When Paul heard about a 43'x15' Torres for sale in Montauk, NY he

was definitely interested. Though originally built in 1987 – and definitely needing some refurbishing and a repower – the Torres' solid fiberglass hull was structurally sound and had the lines he was looking for.

He lays into the big Cat as we take the southerly swells bow-on. Touch Of Gray tops out around 32 knots, but the ride is surprisingly smooth: you find yourself bracing for a fetch that never comes.

"Crazy, ain't it?" says Paul. "That's why the Old Man loved his Florida boat."

Keith remembers the day he came in from fishing in August of 2007 to find a note from Lou under his windshield wiper.

"Lou would always come down to the pier to wait for me to come in," he says, "but that day he'd left me a note that said, 'I'll be right back.'"

"But he never came back – he died the next day."

Paul hauls Touch Of Gray side-to-to to the weather and lets her sit there. As the three of us grin and shake our heads at how steady she is, I can't help but think that Lou Hood would've been out to haul today. ■



The inspiration for Paul Hood's Touch Of Gray, left, was Lou's hard-chined Cheryl Lee, below.

Brian Robbins photo

Photo courtesy Paul Hood

Photo courtesy Paul Hood

Brian Robbins photo

"I am who I am because of the Old Man," says Paul Hood, below. "He taught me how to work."

At left, Keith Connolly aboard Touch Of Gray. "He was hard core," says Keith of Lou Hood (center photo above), "but he was very, very proud of being a fisherman."

Fathers & sons: the Farrins launch two for the Nunans

CAPE PORPOISE, ME – There are a number of boat building shops in New England operated by family members; Farrin's Boat Shop in Walpole, ME is one of them. Bruce Farrin Sr. – who was first encouraged to hang his own

shingle out with the support of wife Judy in 1971 – oversees the operation with sons Bruce Jr. and Brian each running one finishing crew.

You'll also find examples of fishing families who have multiple boats built

by the same builder; take the Nunan family of Cape Porpoise, ME: Richard "Yogi" Nunan, his son Jon, and Yogi's brother Keith all own boats originally built by the Farrins (Yogi's had three, in fact).

But a team of father/son boat finishers building a pair of boats for father/son lobstermen? And launching them within days of each other?

Now that's something you don't see very often.

See *FATHERS & SONS*, next page

family style



At right, Jon Nunan's 42' Bella Marie; at left, father Yogi's Princess And Angel. Below, the Farrins: Bruce Sr., Brian, and Bruce Jr.

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—Keith Simmons, Friendship, ME

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CLASSIC BEALS ISLAND DESIGNS



CALVIN BEAL 38

LOA: 38'9"

Width: 15'

Transom: 14'2"



CALVIN BEAL 42

LOA: 42'

Width: 15'

Transom: 14'2"

CALVIN BEAL 30 – 34 – 36 – 38 – 42 – 44 – 46
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Fathers & sons

Continued from previous page

Back in 1992 ...

Yogi Nunan first met Bruce Farrin Sr. back in 1992, when he was looking to replace his faithful old wooden boat with a new fiberglass one. "I had a Herb Baum-built mahogany-planked boat," says Yogi. "She rolled like a barrel, but she got me into a new 'glass one."

Yogi remembers being impressed by Bruce Sr. and the operation right off the bat: "He was pretty good at figuring out what I was looking for – even if I couldn't explain what I was thinking."

Brian Farrin was the project leader for that first boat, a 32' Mitchell Cove. "Brian and I hit it off from the beginning," says Yogi. "You can joke around with him, but when it comes to building boats, he won't let anything go that isn't as perfect as he can make it. Same with Bruce and Bruce Jr. – that's the way they do business."

The 32 led to a 35 Mitchell Cove from the Farrins' shop for Yogi, launched in 1998. Over the years, he's brought the boat back to them for periodic maintenance and a repower.

Meanwhile, Yogi's younger son Jonathan started building up his own lobstering operation – beginning with a Rough Water 18 skiff the Farrins built for him during his high school years.

Over the years, Jonathan upgraded with two bigger boats; both of them were used, but in both cases, he relied on the Farrin family's guidance. "They were great," he says. "They helped me

See *FATHERS & SONS*, page 18



TALE OF THE TAPE

Calvin Beal 38

38'9"

15'

14'2"

4'2"

LOA

Beam

Transom

Draft

Calvin Beal 42

42'

15'

14'2"

4'2"

You'll note that the Calvin Beal 38 and 42 share many of the same measurements: that's because SW Boatworks birthed the 42 by cutting a 38 in half ... with guidance from Calvin Beal Jr. himself. SW owner Stewart Workman and crew began the process by laying up a 38 hull – and building a couple of steel cradles. "We bolted the 38 right into the steel cradles so that when we cut her in half she wouldn't lose her shape," says Workman. The extra 4' of length was added in the middle of the hull, paying heed to Calvin's advice. "He told me, 'Just make sure you keep that rabbit line nice and fair up through there. You'll have to play with the keel a little and strike a new sheer line ... but everything else should come right together.'" When the day came for Calvin to inspect the finished plug prior to the fairing process, Stewart says, "He got down on his knees, squinted one eye ... and said, 'It looks good to me – you got her.'"

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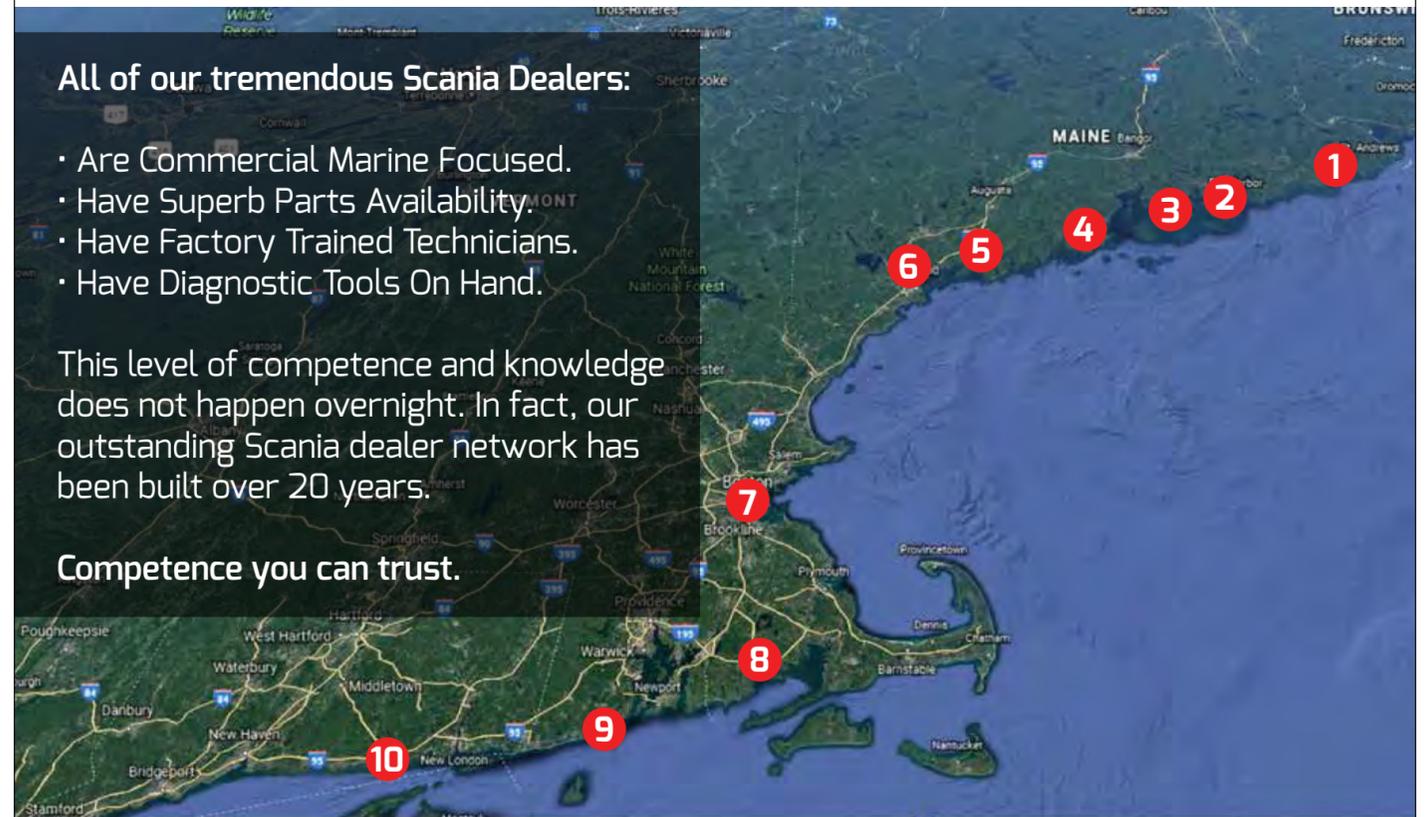
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Fathers & sons Continued from page 16

out a lot with opinions and knowledge ... it meant a lot to me."

With his 35-footer approaching the 20-year mark, Yogi began thinking about another new one ... maybe something a little bigger.

Same for Jon.

And they were clear on two points: they both wanted Calvin Beal-designed hulls from SW Boatworks in Lamoine, ME.

And they both wanted the Farrins to finish their boats.

Dueling bays

By the time things got real for the Nunans, Yogi had a Calvin Beal 38

hull and top, while Jon had decided to go with a 42' Calvin (see sidebar for information about the models).

Yogi gave his son the pick of the two Farrin brothers to head up his project; Jon chose Bruce Jr., who had helped him with his previous used boat purchase.

"Guess you're stuck with me for the third time," Brian Farrin told Yogi - who had no complaints about the situation.

The two brothers are quick to praise their finish crews: Ron House and Mark Zaccadelli worked with Brian, while Bruce Jr.'s team included Eric Runion and Gabe Shadis.

Norman Wright acted as utility man during the process, alternating between boats as needed.

Both Calvins received D13 Volvo Pentas (700 hp @ 2300 rpm) supplied by Billings Diesel, fitted with 2.04:1 Twin Disc marine gears. As the projects came together, the interest began to build: it would be the best possible comparison between the 38 and 42 performance-wise with the same finish shop and power packages.

R.E. Thomas provided 2-1/2" drivelines for the Nunan boats, while Nautilus Marine sized up 32"x31" 4-blades for the pair.

Farrin's has a few specialists they've relied on for years: Billings & Cole, for instance, took care of the hydraulics packages for the 38 and

42, while Fairwind Marine handled the wiring chores. And Blue Water Fabrication was once again brought in for metal fabrication.

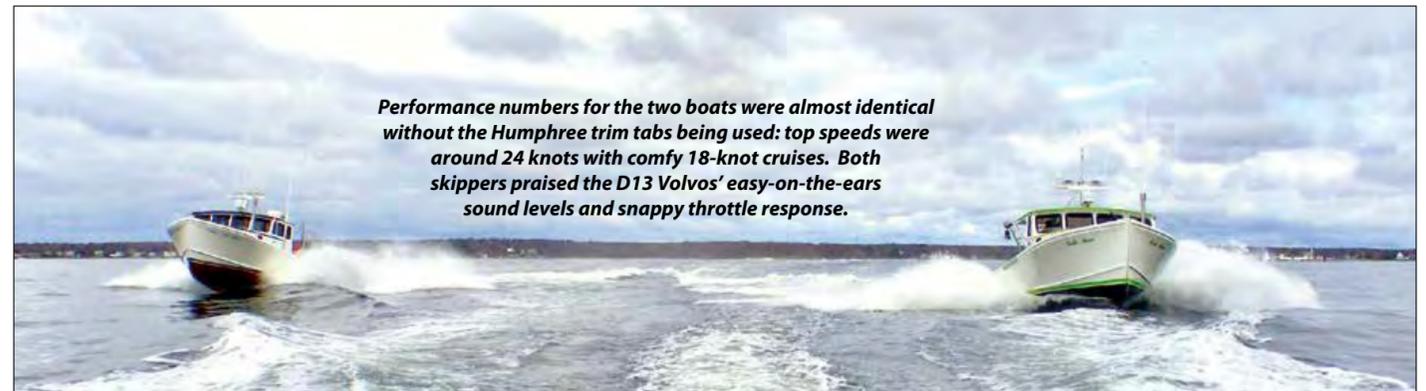
Other suppliers included Sawyer & Whitten (both electronics packages); Humphree USA trim tabs; Freeman and Bomar deck hatches from Hamilton Marine; and Centek mufflers.

The Farrin brothers admit to some friendly rivalry between the two finish bays to hit the water first, but outside delays ended up dictating the pace: Jon's 42 would be ready a few days ahead of Yogi's.

At that point (as is always the case) all hands came together for both boats' launch prep and sea trials.



At left, Jon Nunan and his wife Jillian on the bow of the *Bella Marie* (the couple is expecting their first child in July). In the background are Keith Nunan, Yogi, and Yogi's older son Benjamin, who goes sternman with him. Below, Yogi's *Princess And Angel* is named for Ben's two daughters.



Performance numbers for the two boats were almost identical without the Humphree trim tabs being used: top speeds were around 24 knots with comfy 18-knot cruises. Both skippers praised the D13 Volvos' easy-on-the-ears sound levels and snappy throttle response.

A good test

The two Calvins were approximately 1000 pounds apart in weight on their respective launch days (31,000 for the 42 compared to 30,000 for the 38). And the performance numbers were close as well: without trim tabs employed, Jon's 42 topped out at 24.3 knots during sea trials, while Yogi's 38 hit 24 knots even. (The Farrin crew made use of an extra day with Yogi's boat to experiment with the Humphree trim tabs, and with everything dialed in hit 25.3 knots in the Damariscotta River.) Both boats reported 18-knot cruises with the D13s running in the 65% load range.

The first day that both boats were down the bay together turned out to be a good "test pounding," says Yogi. "It got snotty, coming on northeast/easterly as the day went on. It got to the point where the seas were picking the 38 up and shoving her back ... but we were both still able to work. I was very impressed.

"The Farrins built us a pair of solid, comfortable boats."

Brian Farrin nods and shrugs when I relay Yogi's words of praise.

"Try hard - that's all you can do," he says. ■

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"I can't say enough about the Farrins and their crew," says Yogi. "I feel privileged to have three boats built by them."



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Brian Robbins photo

BUILDER: SW BOATWORKS, LAMOINE, ME
FINISHER: LITTLE RIVER BOAT SHOP, CUTLER, ME
OWNER: TREVOR JESSIMAN, CUTLER, ME

Dimensions: 44'x17'6" (16'2" transom)
Designer: Calvin Beal Jr., Beals Island, ME
Fishery: Lobster
Hull: Solid fiberglass
Top: Single station; molded unit modified by Little River Boat Shop
Power: 6135SFM85 John Deere (750 hp @ 2200 rpm) w/2.5:1 ZF 360A marine gear; Toppin's Diesel
Speed: 24.5 knots (WOT); 21 knot cruise @ 2000 rpm
Prop: 37"x41"x4; Little River Boat Shop
Shaft & Driveline Hardware: 2-1/2"; R.E. Thomas Marine Hardware

Hauler & Steering: Marine Hydraulics Engineering Co. Inc.
Metal Fabrication: TNT Fabrication; Little River Boat Shop
Electronics: Blackmore Electronics
Fuel Capacity: 540 gallons fuel (dual tanks)
Comments: "Ever since I was a little kid, it was always a dream of mine to have Little River finish a boat for me," said Trevor Jessiman. "I've seen the kind of workmanship they do. If they build a boat, you don't have to worry about it coming apart, no matter how hard you work it."

Miss Ann



Brian Robbins photo

BUILDER: SW BOATWORKS, LAMOINE, ME
FINISHER: MAINLY BOATS, CUSHING, ME
OWNER: JIM GALLOWAY, SANTA BARBARA, CA

Dimensions: 30'x12'x3'10" (11'6" transom)
Designer: Calvin Beal Jr., Beals Island, ME
Power: QSC8.3-500 T3 Cummins (500 hp @ 2600 rpm) w/1.79:1 ZF 305A marine gear; Kennedy Marine Engineering
Speed: 33 knots (WOT); 25 knot cruise @ 2000 rpm
Prop: 28"x32"x4; Nautilus Marine
Shaft: 2"; Nautilus Marine
Driveline Hardware: R.E. Thomas Marine Hardware
Hauler & Steering: Marine Hydraulics Engineering Co. Inc.
Hatches: Skipper Fisheries Ltd.
Metal Fabrication: Ragged Mountain Welding; Mark's Metal
Wiring: Brackett Dow

Comments: Miss Ann is an interesting example of an alternative use for a Beals Island lobster boat design. Mainly Boats' Mike Hooper says the 30-footer will be trucked to California and put into service as a tow boat for surf boarders. In this case, extra weight (Mike says around 10,000 lbs. of water) will be added daily to the normally smooth-sailing Calvin Beal Jr. design to generate maximum wake for the surfers to ride.

The Leach family: Emery, Jan, Greg and Logan with FSB's Amanda Look and Nicole Lovely at Bucks Harbor, aboard the F/V Ol' Sarge, which they renovated and named in honor of their grandfather, Emery Herrick.

Inspired by the dream of their late grandfather, Emery and Logan Leach decided they wanted to be lobstermen. They needed a bigger boat and set their sights on a 31' Duffy, and made the call to Franklin Savings Bank.

"Amanda and Nicole are the nicest people in the world. We understood the process. They explained it," said Logan. "I asked way too many questions at the first meeting but I was glad I did by the second meeting," said Emery.

"They talked to the boys. We were there, but Amanda and Nicole treated them as they would us. That was huge," says Jan. As minors, the boys still needed their parents involved.

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