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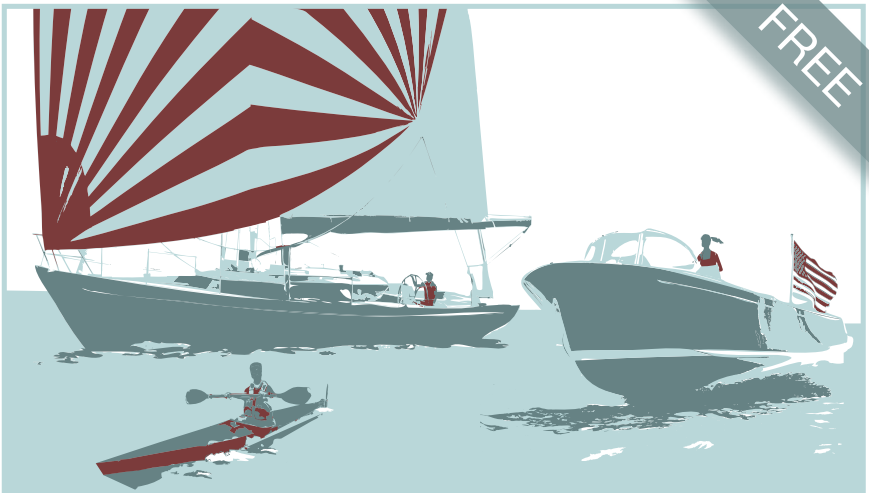

A Guide to BUYING & SERVICING BOATS *in Maine*

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2018-19 Edition Presented by:

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Guide to Buying and Servicing Boats in Maine

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The 2018-19 edition of the *Guide to Buying and Servicing Boats in Maine* is produced by:

MAINE BUILT BOATS

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5 Fabulous Maine Anchorages

Story and photos by Nicole Jacques

You've bought a handcrafted Maine-built boat or you've brought your cherished vessel to Maine's boatyards for service or refit. Now it's time to enjoy Maine's famed natural resources: 4,600 islands plus 3,500 miles of coastline for cruising.

Maine's coast is a mecca for cruisers the world over. Every summer thousands of power and sailing boats set upon the scenic anchorages from Isles of Shoals to Eastport. The scenery is breathtaking. The serenity is unparalleled.

Much of Maine's coast is a preserved paradise. Several nonprofit organizations — including Maine Island Trail Association (www.mita.org) — ensure access to privately owned islands. Acadia National Park extends across Mount Desert Island and its bays. Year-round locals on inhabited islands are warm and welcoming to visitors.

Maine invites you to explore, engage and enjoy its natural beauty. Plan a long vacation and plot your course to search out scenic gunkholes. There's history in every harbor, from war heroes to wilderness hamlets. Look out for seals, porpoises, puffins and whales, and look up for eagles, egrets and hawks. Once seen, Maine's awe and allure will likely charm you back year after year.

Watch out for Pots!

Maine is famous for its lobsters, which means it's also infamous for its lobster pots.

Great Beach

Roque Island

One of Maine's only white sand beaches is also its most remote and deserted. The aptly named Great Beach is on Roque Island in the center of an archipelago off Jonesport. Endeavor to sail this far downeast and you'll likely be rewarded with a stretch of sandy bliss entirely to yourself.

Roque Island is nestled between Englishman and Chandler Bays, not far from Canadian waters. There is plenty of room for anchoring with few rocks or ledges beneath the water's surface. Wildlife is abundant, both in the water and on shore. Although the island is home to the state's largest saltwater farm, you'll find no stores or amenities here. Instead you'll enjoy a quietude interrupted only by the occasional growl of a fishing boat's engine at the head of the harbor.

#5

Roque Island is privately owned, along with several nearby islands, by a family who dates back two centuries. The owners and the island's caretakers are kind enough to indulge visitors in long walks on the beach, but they ask that you follow the directions of the signage along the shore.

The Basin

Vinalhaven Island

#4

Swirling eddies and scattered rocks make The Basin one of Maine's most challenging gunkholes to enter. It's only accessible at high tide, and it's perilous for even experienced Maine sailors.

Akin to a saltwater lake, The Basin sits just inside Vinalhaven. Aside from its narrow entrance, it's entirely enclosed by a scenic shoreline and dozens of tiny islands. Exploration is best left to cruisers with a dinghy and small, powerful outboard.

Take the kids for a thrilling dinghy ride through the whitewater rapids in between tides as The Basin empties and fills. Once inside, there are several swimming holes and few other people with whom to share them. You'll spot seals and shags enjoying their solitude by sunning themselves on rocks. Humans may want to do the same.

If you make it inside The Basin aboard your boat, plan to stay until the next high tide. Or consider anchoring in nearby Long Cove or Hurricane Sound where there's plenty of water — and far fewer rocks.

Nubble Beach

Butter Island

Bring your hiking boots to Butter Island. This well-preserved property in East Penobscot Bay has a 186-foot peak with a walking trail. Climb to the top and you'll have a picturesque panorama of Mt. Megunticook and the Camden Hills, plus dozens of other nearby islands.

Start your visit by anchoring off Nubble Beach, which is fairly exposed and best for daytrips. Walk the sandy shore and then head inland along clearly marked paths across fields and wonderful wooded areas.

The climb up Montserrat Hill isn't too taxing. Rather it's a nice opportunity to stretch one's legs after a day aboard a boat.

#3

Take a rest atop Montserrat where there's a granite bench and plaque with an engraved poem, "On This Hill," from former island owner and preservationist Tom Cabot. In his poignant prose, he encourages the appreciation and stewardship of the island from all visitors.

Butter Island remains in the Cabot family, and information about the boundaries of visitors' explorations is posted on Nubble Beach.

McGlathery

Merchants Row

Have your camera ready as you approach the picturesque Merchants Row. This awe-inspiring archipelago of three dozen islands sits south of the Deer Isle Thoroughfare. Anchorages abound, but McGlathery Island is among the most popular.

Anchor to the north and you'll likely find yourself among several other boats and a windjammer or two. Because the island is owned by a conservation group, visitors are welcomed ashore.

#2

From sandy beaches to rocky ledges, McGlathery's shores provide for long walks or leisurely sun-bathing. A sandbar emerges at low tide, inviting you to explore the smaller neighboring island.

You may come across a trail head during your walk around the shore. This trail leads inland through the dense evergreen trees.

McGlathery's is adjacent to Round Island, another conservationist-protected island in Merchants Row. Anchor in between the two and visit both during your stay.

Frenchboro

Long Island

Explore an independent island community when you find Frenchboro at the entrance to Blue Hill Bay.

This small village is home to approximately 61 residents, most of whom are in lobstering families. Pick up a mooring or anchor in the harbor among the fishing boats, then head to shore to enjoy a lobster lunch at the town's only restaurant, Lunt's Dockside Deli.

With a full belly, you're invited to explore Long Island's natural beauty. Hike for hours along extensive trails across 1,000 acres of preserved land, some of which can be very challenging. Shorter trails will lead you to breathtaking views along the granite coast.

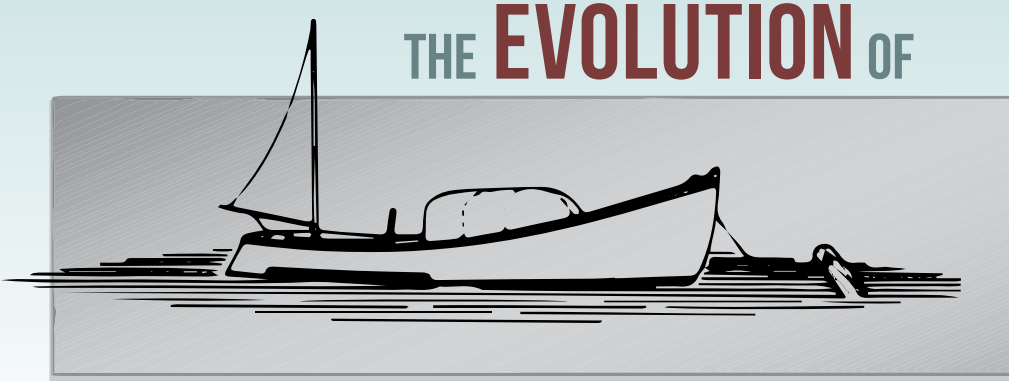
The Frenchboro Museum, the town's only storefront, is open most days during the summer. Learn about the close-knit community's history and their efforts to expand the population in the past century. Experience a way of life that harkens back generations.

The residents are happy to host you in their remote region of the world. Most of them would never consider living anywhere else. You'll likely find Frenchboro as enamoring as they do.

#1

G U L F

THE EVOLUTION OF



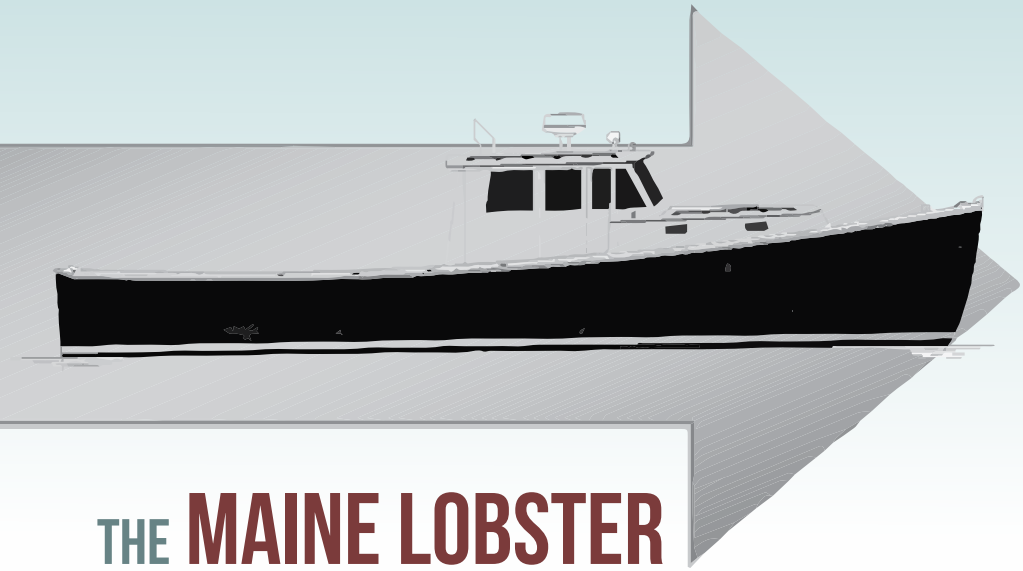
Story by Jon Johansen

The hull used by the Maine lobstermen has been popular not only as a commercial fishing platform, but also for the sportfisherman and the pleasure boater.

Lobstermen fish in all kinds of weather and they need a boat that is going to be seaworthy and economical. This is the same reason others have come to like the "Downeast" hull, which has been evolving on the Maine coast for over a century.

The early Maine fishermen used small rowboats, mainly flat-bottom skiffs and peapods, as they fished near shore. When they ventured farther they changed to sloop boats, which allowed them to sail out to their fishing grounds. Their ability at sailing was discovered in the late 1800s and they became crew members on some of the AMERICA's Cup racers. The most noted sailing type was the Friendship sloop, whose design came from Friendship in the late 1800s and early 1900s.

At the same time the sloops gained popularity, the internal combustion engine was being developed and its uses were expanding to make everyday work easier. The engines began as one-lungers, which slowly evolved into the present gasoline engine. There were a number of different makes, some built right in the neighborhood, which were marinerized and placed in boats. The small 5- to 10-hp engines of the early years grew in horsepower and by the 1960s-1970s they were upwards of 300 hp. At about this time, fishermen slowly began switching to diesel engines, which were better able to



THE MAINE LOBSTER BOAT HULL

handle the heavy use of a commercial fisherman. Quickly the popularity of the diesel engine eclipsed the gasoline engine and now there are only a very few gasoline engines in use commercially.

There were a number of boatbuilders along the coast of Maine in the 1890s and early 1900s who were producing boats used for the commercial fishing industry. Most of these early designs were based on sailboats and then modified to carry an engine. Many still carried a sail, which could help steady the boat while fishing, and get the boat home if either there were an engine failure. Will Frost, a native of Digby, Nova Scotia, is given the most credit for the development of the Maine lobsterboat. He came to Beals Island-Jonesport in the early 1900s

and brought with him a reputation for fast and able boats. There are a number of photographs that have survived, both from Digby and Beals Island-Jonesport, that show these boats and defend his position as "the father of the Maine lobster boat." However, I still would like to see photographs of the early Maurice Dow boats from Rogue Bluffs, the early boats from the Smiths of West Jonesport and those of other early builders along the coast to see what designs were here before Will Frost arrived.

Will Frost designed and built all kinds of boats, even rum-runners and rum chasers during the Prohibition era. He also designed and built a lot of variations as he experimented with his designs. One of his most well-known boats is RED WING, which was a torpedo-stern boat that was noted for her speed. Most of the boats from 1900 to the mid-1900s were around 30 feet in length, may be up to 35 feet with an 8- or 9-foot beam, and these were considered big. These early boats had no cabins; either they were open or had a spray hood, which gave the fishermen a little protection from the weather.

The increased amount of horsepower and the weight of diesels forced changes in the design. The early boats that were designed with a narrow beam did not fair well with more horsepower; they rolled onto their sides, looking like they had a severe list. Boatbuilders quickly realized they needed to widen their boats, and the once 4:1 length-to-beam ratio was now approaching 3:1. The weight also dictated that the boats needed to be fuller so as to adequately carry the immense weight of a diesel engine.

The term "Downeast" should only be applied to boats designed and built in the state of Maine, and they should have the distinctive features of the Maine lobsterboat. There is nothing prettier than a Beals

Island-Jonesport boat from the early- to mid-1900s. She had a plumb bow, sweeping sheer, well-proportioned trunk and shelter, narrow beam and tumblehome. However, it was underwater where the speed originated. There are three types of underbodies: the skeg, the built down and the semi-built down. To tell the difference, kneel at the transom and follow the line from the side of the boat into the keel. Beals Island-Jonesporters go straight — no downward curve as it nears the keel — and that is the skeg model. Models from the mid-coast were usually built down; the bottom curves downward as it gets close the skeg. The semi-built down has only a slight curve into the keel, sort of an in-between design of the skeg and built down model.

Move to the side of the boat and kneel down, look where the hull and keel come together. Beals Island-Jonesporters will usually be flat half to two-thirds of the bottom from the transom forward. As this line moves towards the bow, there is a slight upswing, called rocker. Not all do this, and some have more curvature than others. Some rocker goes all the way to the stern, which causes a boat to lift her bow. All these features have pros and cons, and — as any boatbuilder will tell you — it is about compromises.

Today the size is dictated by the amount of workspace the fisherman wants. The 35x9-foot lobster boats are now getting replaced by 47x19-footers with bulkheads forward, allowing for a huge working platform. This design means bigger power is needed to drive them through the water, and that means a greater expense, which is hopefully offset by efficiency.

Of course, all the early boats were built of wood. In the 1950s, Webber's Cove Boat Yard of East Blue Hill began building a 34-footer using the "new product," fiberglass. Despite being designed by the U.S. Navy, she was Maine's first lobster boat

built with glass. Slowly other builders began building in fiberglass, but usually it was just the hull, with a wooden platform and a wooden stick-built top, both covered in fiberglass.

Over the years almost all the lobster boats began utilizing a fiberglass hull and top, and now even under the platform there are fiberglass I-beams. There is almost no wood used at all.

Just because a hull is fiberglass does not mean that it cannot be modified. Admittedly naval architects cringe when a Maine boatbuilder takes an existing hull and adds or cuts off a couple of feet on the stern. However it just requires modifying the skeg so that the propeller and rudder are in appropriate locations. That said, there are times that you cannot make such a change. Certain models need to be cut in the middle so the run isn't affected by unwanted handling issues.

Many fishermen will tell you, "If you want to increase your fishing life by ten years, fish out of a wooden boat." There are the fishermen who still want a wooden lobster boat. They say wooden boats do not snap like fiberglass boats, which equates to less wear and tear on the their bodies in nasty sea conditions. There are several boatyards that continue to build wooden lobster boats in Maine, but the best known is John's Bay Boat Company of South Bristol.

So why a "Downeast" hull? It's seaworthy, looks good and can be customized. The bigger question is, "How do I pick the one for me?" Do your homework and study hard, for a mistake can make for a very unhappy experience. Narrow your search down by visiting the boatbuilders' websites and talking to the builders or finishers (a finisher is one who does not build the hull, but who finishes them off). The most important input will come from owners of the boats you are interested in — especially the fishermen.

Good luck!

Images for illustrative purpose only.

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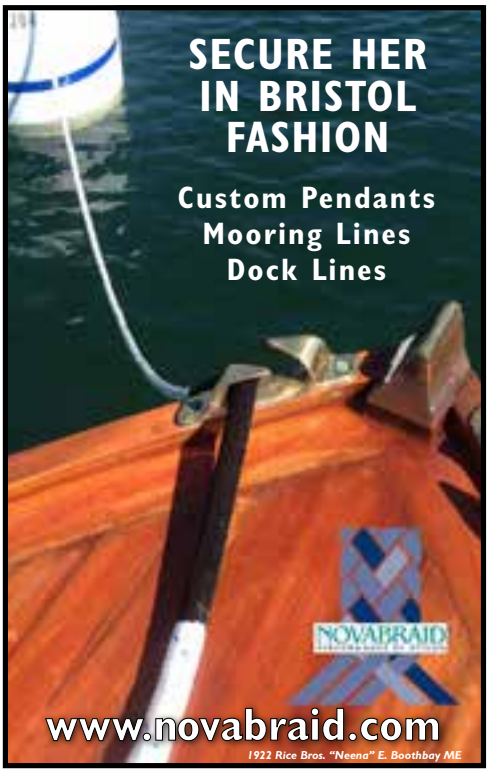

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OCEANVILLE BOATWORKS LLC

170 Oceanville Road, Stonington, Maine 04681
P: (207) 367-5838

OCEANVILLE BOATWORKS LLC builds lobster-style fishing boats. The company is owned by Tim Staples and Dale Haley Sr.

OTIS ENTERPRISES MARINE

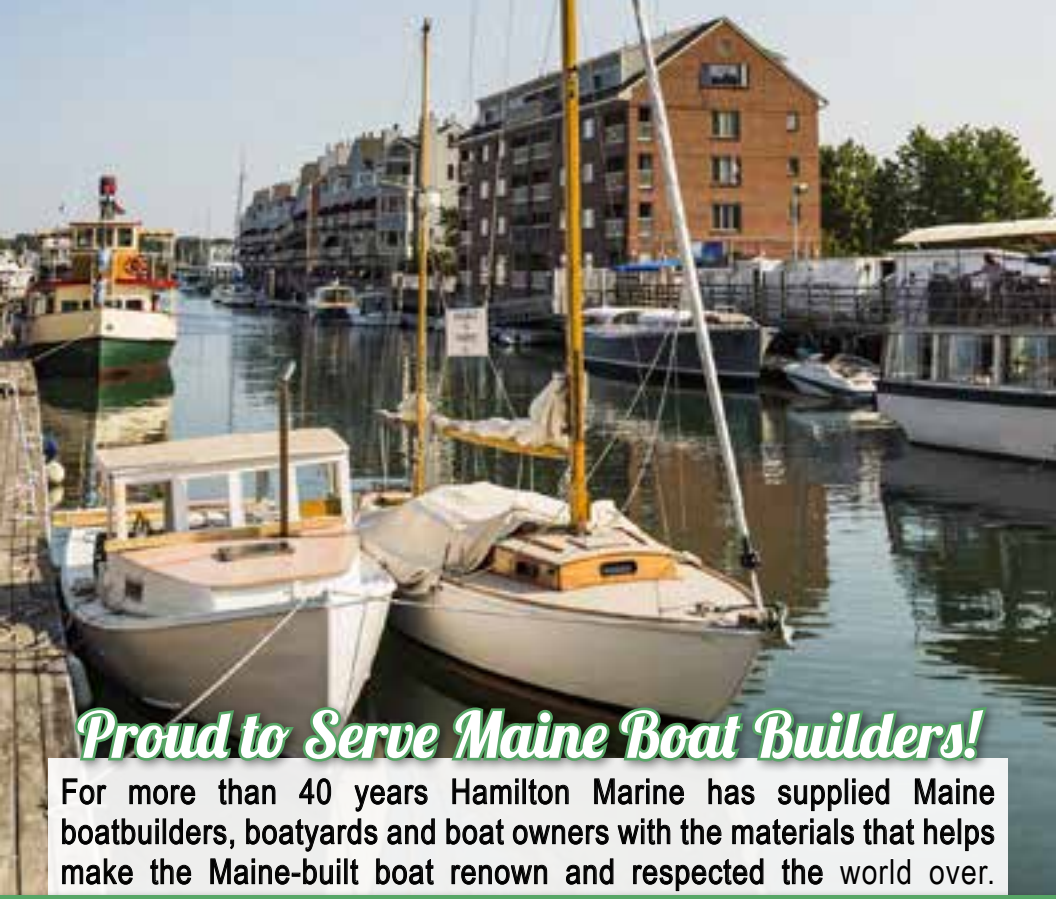
85 Prospect Street, Searsport, ME 04974
P: (207) 548-6362 | W: otisenterprisesmarine.com

OTIS ENTERPRISES MARINE has produced many fine crafts from the very first boat built for a lobster fisherman on Vinalhaven, ME, which is still in service today, to our latest launching of the Royal Class sportfish vessel *Emme*, which dominates the waterfront in Atlantic Beach, NY.

PORTLAND YACHT SERVICES

100 W and 400 Commercial Street, Portland, ME 04101
P: (207) 774-1067 | W: portlandyacht.com

PORTLAND YACHT SERVICES is a full-service boat yard and marina just steps from the exceptional Old Port area in Portland. PYS provides a full spectrum of services for outfitting and maintaining a motor or sailing vessel. Our dedicated staff handles all types of storage, maintenance, refits, and restorations on any type of boat or yacht.



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ROCKPORT MARINE

1 Main Street, Rockport, ME 04856
P: (207) 236-9651 | W: rockportmarine.com

ROCKPORT MARINE was founded in 1962 and has grown to become one of the industry's premier wooden boat yards. Specializing in new construction, restoration, and design, Rockport Marine offers design services, a brokerage, storage facilities, an on-site metal fabrication shop and a hauling capabilities.

SABRE YACHTS

12 Hawthorne Road, Raymond, ME 04077
P: (207) 655-3831 | W: sabreyachts.com

SABRE YACHTS has been crafting sail and motor yachts since 1970. The company has two facilities, one in Raymond, approximately 25 miles north of Portland, and the other in Rockland, which is connected to the facility owned by sister company Back Cove Yachts.

SIX RIVER MARINE

160 Royal Road, North Yarmouth, ME 04097
P: (207) 846-6675 | W: sixrivermarine.com

SIX RIVER MARINE was established by boatbuilders Scott Conrad and Chip Miller. Over the years we've strived to refine our skills in both traditional and modern boatbuilding techniques with one key goal in mind: to efficiently provide our customers with finely crafted work that ensures lasting value.

SOUTHPORT ISLAND MARINE

648 Hendricks Hill Road, PO Box 320, Southport, ME 04576
P: (207) 633-6009 | W: southportislandmarine.com

SOUTHPORT ISLAND MARINE is well known as the builder of several elegant and traditional boats: the Classic Southport 30 fiberglass lobsterboat cruiser (as hardtop, soft top, or launch); the elegant, quiet, and efficient Handy Billy 21 powerboats; and the classic 20' Celebrity Class sloop and Hurricane Island 30 sailboats.

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SW BOATWORKS

358 Douglas Highway, Lamoine, ME 04605
P: (207) 667-7427 | W: swboatworks.com

SW BOATWORKS specializes in all aspects of finish work, from the drawing board to completion. These boat styles always include lobster, yacht, deep-sea fishing, pleasure, passenger, and Coast Guard-approved vessels.

WEST BAY BOATS

8 Town Landing Road, Steuben, ME 04680
P: (207) 546-4300 | W: westbayboats.com

WEST BAY BOATS a family-run business is now training members of their fourth generation. We're proud to carry on in the tradition of boatbuilding, an industry that was established in our area many years ago.

WILBUR YACHTS

200 Seawall Road, Southwest Harbor, ME 04693
P: (207) 244-5000 | W: wilburyachts.com

WILBUR YACHTS has built well in excess of 200 boats over the past 40 years – from workboats to yachts. During this time we have tried diligently to make the building process a unique and pleasant experience for our owners.

WOODENBOAT SCHOOL

PO Box 78, Brooklin, ME 04616
P: (207) 359-4651 | W: thewoodenboatschool.com

WOODENBOAT SCHOOL offers an exciting array of over 90 courses in traditional and non-traditional boatbuilding, boat design, woodworking, bronze-casting, marine diesel systems, blacksmithing, rigging, marine surveying, marine art and photography, seamanship, and lots more.

YARMOUTH BOAT YARD

72 Lafayette Street, Yarmouth, ME 04096
P: (207) 846-9050 | W: yarmouthboatyard.com

YARMOUTH BOAT YARD has been servicing and selling new and quality used boats since 1948. A full-service marina, they have over 100 slips and can accommodate boats up to 46'. Both outdoor and indoor heated winter boat storage is available and their expert technicians can handle everything from painting and detailing to fiberglass and gelcoat work to engine overhauls, routine maintenance, or installation of all your marine electronics.

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Lamoine, Maine 04605

www.swboatworks.com

swboatworks@gmail.com

Become a member of Maine Built Boats. In order to join Maine Built Boats, your business must (1) be primarily engaged in boatbuilding in Maine, and (2) certify you are building boats to a professional level recognized by MBB, Inc. *If you aren't a boatbuilder but would like to be part of Maine Built Boats, please consider becoming an associate member.*

To apply for membership, please submit this application and dues payment to:

Maine Built Boats, Inc. • PO Box 153 • Belfast, Maine 04915

Company: _____

Contact: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Website: _____

MEMBERSHIP

Members receive a member profile on the MBB website. They will have voting rights, may attend the annual meeting and all functions, and receive assistance and help promoting their businesses.

Type: ☐ Production ☐ Custom ☐ Semi-custom ☐ Restoration

Propulsion: ☐ Power ☐ Sail ☐ Paddle/self-propelled

Material: ☐ Fiberglass ☐ Wood ☐ Composites ☐ Aluminum

Annual Dues:

☐ 0-3 employees: $200 ☐ 4-10 employees: $300

☐ 11-25 employees: $500 ☐ 25+ employees: $1000

ASSOCIATE MEMBERSHIP

Associate members are businesses or individuals that support the Maine boatbuilding industry. They receive a profile on the MBB website, and they may attend the annual meeting and all functions.

Annual Dues:

☐ 0-9 employees: $250 ☐ 10+ employees: $500

Additional tax-deductible contribution (optional): $ _____

Total payment to Maine Built Boats, Inc.: $ _____

Maine Built Boats, a 501(c)(6) nonprofit organization, was established in 2005 to strengthen and expand Maine's boat building industry. The organization is creating a unified brand that presents Maine as a worldwide leader in boat building quality, technology, and craftsmanship. MBB will use unique and aggressive initiatives to promote the brand and increase demand for Maine built boats in regional, national and international markets and strengthen the boat building community.

MBB partners with the state and federal government to leverage resources and develop a favorable business environment for the Maine boat building industry. In addition, the organization is dedicated to supporting marine industry training and the development of technologies that enhance industry products and performance.

(207) 899-7570 • info@mainebuiltboats.com • www.mainebuiltboats.com

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Front Street Shipyard
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115 Bartlett Drive, Madison, CT 06443
P: (843) 654-7755 | W: alexseal.com

ALISON LANGLEY PHOTOGRAPHY

PO Box 1080, Rockport, ME 04856
P: (207) 236-7900 | W: langleyphoto.com

BILLY BLACK PHOTOGRAPHY

84 Hedly Street, Portsmouth, RI 02871
P: (401) 683-5500 | W: billyblack.com

COMPOSITES ONE

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P: (800) 621-8003 | W: compositesone.com

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P: (207) 548-6302 | W: hamiltonmarine.com

HAMILTON MARINE

155 E. Main Street, Searsport, ME 04974
P: (207) 548-6302 | W: hamiltonmarine.com

HILDEBRAN DESIGNS

386 Center Conway Road, Brownfield, ME 04010
P: (207) 935-3729 | W: hildebrandesigns.com

IMTRA

30 Samuel Barnet Boulevard, New Bedford, MA 02745
P: (508) 995-7000 | W: imtra.com

MAINE BOATS, HOMES & HARBORS

218 South Main Street, Ste. 300, Rockland, ME 04843
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MAINE COASTAL NEWS

PO Box 710, Winterport, ME 04496
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511 Congress Street, Ste. 100, Portland, ME 04101
P: (207) 541-7400 | W: mitc.com

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101 Mcalister Farm Road, Portland, ME 04101
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NAUTILUS MARINE FABRICATION INC.

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P: (207) 667-1119 | W: nautilus-marine.com

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15 Hannaford Drive, York, ME 03909
P: (207) 363-1150 | W: navtronics.com

NEWMAN MARINE BROKERAGE

254 Main Street, Southwest Harbor, ME 04679
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P: (800) 565-4212 | W: novabraid.com

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9 Townsend West, Nashua, NH 03063
P: (603) 324-7900 | W: raymarine.com

RHUMBLINE COMMUNICATIONS

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P: (207) 450-9943 | W: rhumblinecom.com

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