

FREE



Guide to
BUYING & SERVICING
Boats in Maine

2019-20 Edition

Featuring a
guide to
PROPELLER
SELECTION and
news on **3D BOAT**
BUILDING!



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GUIDE TO BUYING AND SERVICING BOATS IN MAINE

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LAUNCH A DREAM

Where do dreams come from?

From out of the fog and the
deep waters off a rocky coastline.

From the inspiration of four centuries
of tradition.

And from working in partnership with
artisans who know that
if something's not exactly right,
it's hopelessly wrong.

Photo by Billy Black

A photograph showing a boat being hoisted by a large crane in a service yard. The boat is suspended in the air, and the crane's structure is visible. The scene is set outdoors with a clear blue sky and industrial buildings in the background.

Choosing the Best Service Yard

Find maintenance, refit and repair services for your boat in Maine.

Once you've invested in a Maine-built boat – or even if you're just traveling Maine waters as a transient – you'll want the right team of people to manage your vessel's maintenance and repairs. Year after year, boat owners rely on high-quality service to keep their boats in like-new condition.

Maine yards are well-respected for their talent, commitment and fairness with customers from around the world. Choosing the best yard for your boat from the state's wide range of service centers will likely be a difficult decision. Narrow down your options by considering the most critical criteria unique to your vessel's needs.

Specialized Services

When you're ready to choose the best yard for your boat, consider what your individual needs are. Perhaps you're just seeking winter storage or decommissioning and commissioning. Most of the yards

along the coast that offer storage can also accommodate a basic maintenance schedule.

When you're planning a lot of work on your vessel, consider a yard that specializes or has extensive experience that fits your project plans. For example, many yards are also dealers for various engines, so you may want to shop your engine replacement to a yard with manufacturer-certified technicians.

If you're seeking aesthetic work, several Maine yards have very modern paint bays that provide exceptional finishes. There are also talented carpenters who offer interior work that rivals many of the best custom yacht companies worldwide.

Another consideration is your boat's hull material. A wooden-boat owner may find s/he is more at home in one of the many Maine yards customizing in classics and spirit of tradition boats. If your boat is metal, finding a yard with

in-house welders may be your priority.

Perhaps you want to be your own project manager or do some of the work yourself? Many service centers enforce policies restricting do-it-yourselfers since unauthorized work often impacts surrounding boats and general safety conditions.

Capabilities

Consider your boat's size and shape when you're choosing a boatyard. Maine yards have lifting options that include hoists, cranes and railroads. Your boat's length, width or displacement may dictate the best option for you.

If you have a multihull, you'll want to pay careful attention to the lift's width. There are several yards between Kittery and Canada that have hoists capable of hauling oversized vessels.

Inspect the yard's equipment, including the hoist, crane, tools and trucks. Does it appear to be well maintained? Is the yard crew following safety standards and OSHA protocols when operating it? You'll find most Mainers take pride in maintaining an efficient and clean facility – particularly when it's been family-run for generations.

Speak with the craftspeople who operate the equipment and perform the work you're seeking. Ask them for examples of similar work for other customers. The best indicator of a yard's capabilities is the past work they've performed.

Referrals

Of course you should always feel free to ask for references from any yard you're considering. Most

service managers would be happy to share their success stories with you.

Perhaps the most reliable referral is from your fellow boaters. Ask around for yard recommendations, particularly from people who have



had similar work done. Inquire about both the successes and the challenges; boatyards prove themselves best when faced with the toughest projects.

There are online resources for recommendations as well. Apps like ActiveCaptain, YachtNeeds, Marinas.com, and Cruisers Forum all share honest feedback from real customers. Even a yard's Facebook page or Google listing reveals reviews. Gather as much information as you can before making a decision.

Ultimately your service yard should make you feel like your boat is getting the attention she deserves. Expect whatever Maine yard you choose to treat you and your boat with professionalism and respect. Proper service and maintenance will extend the life of your boat and the range of your boating experience. After all, the ultimate goal is to spend more quality time on the water than off. •

A close-up photograph of a 3D printed boat model, likely a fishing vessel, being held by a robotic arm. The arm is orange and black, and the boat is a metallic silver color. The background is blurred, showing what appears to be a factory or workshop setting.

3D BOATBUILDING

Mainers are on the cutting edge.

The University of Maine Advanced Structures and Composites Center (UMaine Composites Center) has received \$500,000 from the Maine Technology Institute (MTI) to form a technology cluster to help Maine boatbuilders explore how large-scale 3D printing using economical, wood-filled plastics can provide the industry with a competitive advantage.

The cluster brings together the expertise of UMaine researchers and marine industry leaders to further develop and commercialize 3D printing, or additive manufacturing, to benefit boatbuilders in the state.

Small to medium boatbuilders are often challenged by the cost and lead time required to create traditional marine tools and boat molds. 3D printing, or additive manufacturing, can help significantly reduce the production

time needed to fabricate boat molds, by as much as 75 percent according to researchers at the UMaine Composites Center.

However, the widespread adoption of large-scale additive manufacturing has been tempered by the high cost of the 3D printers and the cost of feedstock materials.

To address the high cost of large-scale 3D printing, the UMaine Composites Center will develop a range of economical wood-filled materials for composite tooling applications. The use of the wood-based fillers significantly reduces the cost and increases the stiffness and toughness of the material, while reducing the environmental impact and improving recyclability.

“The combination of additive manufacturing and cost-effective, bio-filled materials is a potential game-changer for Maine’s

boatbuilding industry by reducing the cost of marine tooling by as much as 50 percent,” says James Anderson, senior research and development program manager at the UMaine Composites Center. “Maine boatbuilders cannot absorb the cost of acquiring a large-scale 3D printer and testing new feedstock materials. The UMaine Composites Center and the Maine boatbuilding industry share a tradition of innovation. We have the tools and knowledge to help Maine boatbuilders increase productivity, reduce costs and, ultimately, continue their tradition of excellence in the boatbuilding industry.”

“For the past 18 years, the UMaine Composites Center has been developing technologies to extrude plastics filled with wood cellulose and nanocellulose fibers. These plastics contain up to 50 percent wood fiber by weight,” says Habib Dagher, executive director of the UMaine Composites Center.

“Now, we will use these same stronger and stiffer plastics in very large 3D printers to develop 20- to 100-foot boat molds and other boat parts for Maine boatbuilders. By 3D printing plastics with 50 percent wood, we aim to produce boat molds much faster and cheaper than today’s traditional methods. As we learn, we will be working with boatbuilders to incorporate 3D printing in their production process for larger boat parts and, eventually, the boats themselves.”

Boatbuilding isn’t the only

industry expected to benefit from UMaine’s research and development. The university is working with Maine-based companies to develop a local supply chain for its unique, bio-filled materials.

The technology cluster involves UMaine engineers, researchers and students with marine industry leaders including Back Cove Yachts in Rockland, Sabre Yachts in Raymond, Front Street Shipyard in Belfast, Hinckley Yachts in Trenton, Hodgdon



Yachts in Boothbay, Lyman-Morse Boatbuilding in Rockland, Kenway Composites in Augusta, Custom Composite Technologies in Bath, and Compounding Solutions in Lewiston.

The consortium will work to design and print marine tools and boat molds for testing and evaluation, and develop a 3D printing training course for boatbuilders, as part of the adoption and commercialization process.●



PROPER *Propeller* Selection

Tips from the Pros!

By Jon Johanson

One of the sciences needed to make your boat perform to the best of its ability has to deal with the choice of a propeller. It is not an easy science to understand and some say it is nothing but black magic. With the advent of the computers and laser measuring systems this science is becoming much more precise. Now couple that with the knowledge of what worked on the same hull with different configurations (i.e. how it was finished, weight distribution, engine horsepower and gears) and one can be extremely accurate. So what do you need to know about propellers, well I asked Mark Dickinson of Nautilus Marine in Trenton to give me an understanding of the basics.

"Things that people should know about propellers and in particular, people who might work on their own boats or even finish their own boat," explained Mark. "Number one, what do the measurements mean? What is the diameter? That's how big around the propeller is. From tip to tip the blades are 26 inches so that is the diameter. What most people don't know is, what the pitch really means? The pitch is the number of inches that your boat will move forward per one revolution of the propeller. So, 30 inch propeller in theory will move your boat forward 30 inches each revolution. It doesn't really go 30 inches, because a propeller is always slipping in water. If it is a good

efficient hull, light weight, slippery, maybe it's going to move forward 28 inches for a 30 inch pitched prop. The rotation left hand or right hand, or you can call it clockwise or counterclockwise, simply is which way does the propeller turn when you put the boat in forward gear. Does it turn clockwise or does it turn the other way, left hand or counterclockwise. What difference does that make? It makes a difference in how your boat handles. Most of the lobstermen that we deal with, like most people, are right handed, so most of their boats are set up on the starboard side for the helm, docking and hauling gear. When you pull into a dock on your starboard side you put the boat in reverse and a left-handed propeller will help draw your boat into the dock instead of pushing it away. That is why most of the lobstermen have a left hand propeller. Cupping is rolling up the trailing edge of the blades of the propeller to a certain amount. There are all different degrees of cup. How high is the cup? Some people call it light, medium, heavy. Well, there's numbers that relate to that. A medium cup in number form is a number five which in measurement form is 73/1000 of an inch of lip that you roll that lip up above the actual surface of the blade of the prop. What does it do? It is really designed to help control cavitation. I am not enough of an engineer to explain that well,

but it has to do with redirecting the water around the propeller. Most Maine lobster boats, or lobster boat type hulls, benefit from a cupped propeller of some degree. Most of them have interrupted water flow to the prop because of the keel in front of the propeller and that produces cavitation, some a little, some a lot, and cupping helps that. That is why cupping usually helps performance and propeller longevity on a lobster boat type hull. Material, bronze and Nibral are the two most common ones. Once in awhile people ask us about stainless, it is ungodly expensive; it has very limited availability and it is unnecessary in our waters up here. Stainless props on big boats are used where there is a tremendous amount of silt and abrasive stuff in the water, like the Mississippi River and the Gulf of Mexico. Places like that. Here, the main two materials are manganese bronze and Nibral. Nibral stands for nickel, bronze and aluminum. It is extremely strong. It welds nearly as nice as stainless steel. It is much harder to bend, but it will damage. The damage usually doesn't run as deep into the propeller as it does on a manganese bronze prop. Nowadays, with our type of more modern equipment for repairing with hydraulic presses we don't really care if it's bronze or Nibral as far as being able to straighten it, because we can straighten it.

We like the Nibral better because it welds better and it straightens better. Costs more money initially to purchase a Nibral propeller, but most of the time it is well worth it in longevity. If you don't really need it because of the lower horsepower requirements or something else manganese bronze is fine."

"People talk about differences in 3 blade, 4 blade, 5 blade," continued Mark. "Those are the three most common for what we use around here. A correctly sized 3 blade propeller with the right amount of blade area and everything will still almost always give you the highest top end speed, generally. They might make more noise in normal operation even as nice as we can tune them now. The 4 blade is kind of the standard that everybody uses. Mostly it is a great compromise between cost and performance. There are various options available for blade area and profile. Five blades, we are probably going to start to see more usage in some of the lobster boats than we use to. With these big boats, with big power, fairly low gear ratio and kind of limited prop diameter aperture size, you get to the point where you need more blade area than you can efficiently put on a 4 blade. We are starting to see more of those boats that benefit, not just in smoothness and quietness, but actual

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speed and efficiency with a 5 blade over a 4 blade because you have just got to have that blade area because you have so much power and it is turning kind of slow and in all reality you don't have enough room for the diameter that you really ought to have to be as efficient as you could be."

How do you size a propeller? "Well, the basic information that we have to have is," said Mark, "what hull is it? If it's one we are familiar with then we are leaps and bounds ahead. It is great to have the finished weight



with the fuel and everything if we possibly can. What is really the horsepower, what is the correct RPM that it's rated at and exactly what is the gear reduction ratio. Those numbers even though they sound close can make as much as an inch or more difference in pitch or diameter of the final size of the prop. Engine manufacturers with the new computerized systems, all digital controls, it is critical to have the right size propeller for the correct engine loading to No 1: so that your engine is warrantied and No. 2: for the

most efficient operation. We have to have the exact information. We have to know how big a propeller can fit under the boat with the correct clearance. So, the procedure is, give the prop shop all the information that I just spelled out, and there is a formula that can figure it all out. Beyond that, being able to know how a certain boat goes through the water, just kind of having the experience. In Maine, every boat we build is custom. Well I have got a book full of them and every one of them is different. This guy has 200 gallons of fuel, the next guy has 400, this guy wants his engine further forward because he doesn't want an engine box. That makes the boat sail different. The next guy wants his boat to sail as fast as it will go, so they pull the engine back, adjust the weight, and add small tanks. Do they have a great big light stand up on the roof or those humungous LED lights and two radars and big stick antennas? Makes a huge difference in the amount of windage that the boat is pushing through. It could make an inch difference in pitch in the propeller or more. Is the boat going to have a cage on it? Two inches less pitch if it has."

"The computer program that we use," added Mark, "which is from Michigan Wheel, it's simple, it doesn't cover everything, none of them do. I have looked at and tried a few of the other ones, I have never seen much of an advantage over the really fancy, expensive ones other than the fact that they print off a really fancy looking report for you to look at. All of them, almost always unless you know what factors to put in, will over prop a Maine lobster boat."

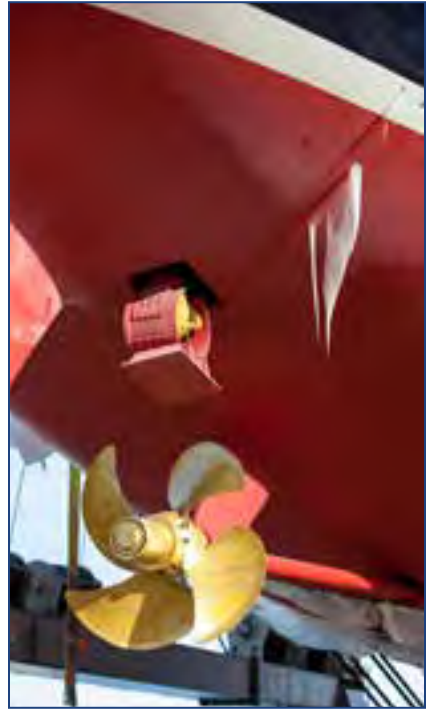
"Proper clearance," stated Mark. "Correct clearance for a propeller. The kind of industry rule of thumb is 15 percent of the diameter of the prop between the blade tips and the hull and the skeg. We have found with most of these, again lobster type hulls with some cup, we can get away with 10 percent clearance and it works fine. Guys keep putting more and more power in these boats, but they are not making the boats any deeper. You have got to be able to get

the proper propeller under it. Ten percent is kind of easy to figure out. If you have a 30 inch prop, 10 percent of that is 3 inches. So you need 3 inches of clearance from the tip of the blade to the underneath of the hull and to the skeg. It is not as important to have that clearance to the skeg. It can run closer, but the clearance from the tip of the prop to the bottom of the hull is very important. Propellers and air bubbles don't get along well. The propeller loses everytime. Cavitation is the impingement of air bubbles caused by a low pressure area on the propeller blade and will actually eat away the metal. Appendages hanging down on the hull will create a stream of interrupted water or air bubbles if you will and all of those things create interruptions and induce cavitation in the propeller."

Balance! "Prop balance is simply making sure all the blades weigh the same within a few grams," said Mark. "One could imagine that if there is a heavy spot on a prop, once it gets spinning it would set up quite a vibration. It's the same reason a tire is balanced."

What is slippage? "I have done it for just a few boats this year," explained Mark, "that seemed to be incredibly slippery for their horsepower and the numbers were quite amazing. Again, let's go to a 30 inch pitch, it ought to be going ahead 30 inches for every revolution of the prop. You calculate however many revolutions that prop is turned when the boat has gone a mile. Well say it was only going five percent less than that speed, well there is your five percent slippage. Twenty to fifteen percent slippage, is pretty average for a heavy well-equipped boat. This rush to huge power, I get it, you are a working guy going I don't know how many miles offshore, every knot makes a difference in how much time you spend going back and forth. It is kind of interesting when you compare your typical 42 foot lobster boat with 750-hp if everything is all balanced right and everything is nice, she will do 25-26 knots, maybe a little better. Now, spend another \$100,000 on an 1,000-

hp engine and it will do 28½-29 knots. The engine is a lot bigger, a lot heavier; the shaft is bigger and heavier; everything is bigger and heavier. A lot of time the gains aren't as drastic as some think. You can put a humungous engine in your boat, but you are not going to be able to get enough propeller under it to take advantage of it. I have seen a shift, 'we are building this boat, what do we need, what would work best for this gear so we get the right sized prop. Run some comparisons in this engine and that



engine with this gear ratio, that gear ratio. See what is going to be the most efficient and that is great. It is a simple operation to at least get in the ballpark. Then we can fine tune the prop size later. I encourage people to do that."

Many years ago when you took a propeller in to be reconditioned it was done with pitch blocks and a rubber mallet, but that is not how they are done today. "I can't remember when we built the first hydraulic press," said Mark. "What has changed is how we work on



them today. The advent of the computerized measuring systems, the MRI, I think the original one came out of Australia. That allows us to accurately measure and map out on a computer screen so you can see in dimensional form the dimensions of where the various sections of the propeller blade are in relation to where they are supposed to be. So it gives you an extremely accurate map so that you then can manipulate that blade to within a few thousandths of an inch of where it is supposed to be. It is kind of a blend of computerized wizardry, but there is still some blacksmithing involved. You push it this way and you push it that way and you are eyeballing it, maybe you are taking a quick measurement to see if you are close. Then you put it back on the computer to measure it and it tells you if you are close or not. That has been a massive change and a huge difference in performance. Let's say it's a 4 blade, you can have all 4 blades, for all intents and purposes, exactly the same. So every blade is taking the exact same bite of water on every revolution. Vibration comes from propeller blades that are not the same. One blade is trying to push your boat ahead 34½ inches and the other blade is trying to push your boat ahead 33 inches, which is more common than you think. Computers have allowed prop shops to really super tune props. Much more efficient, more fuel efficient, better speed, smooth, quiet, all of those things."

"Now," continued Mark, "speaking of computerization, the shift you are starting to see is a shift in propeller manufacturing.

They are still casting. They are poured into a mold and then finished, but it used to be you poured it into a mould and that mould was made the old fashioned way. Now, a lot more of them are still cast in a mould but the mould has been made on a five or six axis C&C machine. That mould itself is dead-accurate. It still has to be finished on the outside and then the propeller goes into another C&C machine and every surface of the blade, front, back, edges, bore, hub is finished to exact specs. The price is more or less the same as any other."

So as fall comes to end, and you have hauled your boat up on the hard what should you do to get the prop ready for next season? "Well, physical damage of course," said Mark. "Look for little chips and chunks or bends; red, flakey corrosion which is electrolysis and/or galvanic corrosion; cavitation issues will just have a whole series of uniform little round pits in certain areas of the prop; and check the edges to see if they are eaten away. If there is any question take it in and have it inspected. We have had them come in and there's no real obvious damage and maybe the prop has some age on it and you start to clean it off a little bit and where the blades come down and meet the hub there are stress cracks showing up and that is a recipe for disaster. Just the fact that you lost a blade off your propeller can set up a vibration and quickly you can bend the shaft and wreck your bearings all within a matter of a few seconds."

"Zincs, there is nothing more important to the life of your propeller than keeping

a zinc on the shaft," said Mark. "Hull zincs, transom zincs that are connected through bonding and connected to the engine and all that, those are great for your electronics and interior metal parts. Your bronze and Nibral propeller is setting on a stainless steel shaft, which is bolted to an iron engine. You have got at least three different metals in a brine of salt water. The least corrosion resistant metal, which is the bronze or the Nibral will go away. So, the propeller goes away, the shaft stays there, and I get to sell you a new \$3,000 or 4,000 or maybe a \$10,000 propeller every couple of years or you can put a \$15 or \$20 zinc on the shaft and save your propeller. The other thing that happens a lot is electrolysis. The terms get used interchangeably but they are different. Electrolysis is stray electrical current from a bad ground. That current pulls the iron molecules out of the metal and puts it out in the water. The iron in propellers are a big part of the strength of the metal. The rest of it goes if the situation continues and then all that is left is the copper, which has no strength. It is all red and rotten looking, flakey, looks like a Ritz cracker when you break off the edges. How do you fix that? You have to check and make sure there isn't any electrical current going down your shaft and if there is you have to find out where it is coming from and that can be a bear of a problem."

What does the future hold for the propeller? Mark said, "We have seen different blade designs over the past few years. They were initially designed for use on more higher speed pleasure boats, offshore patrol craft, oil rig tender boats, that kind of thing. The benefit we have seen is amazing with the relatively high powered, relatively light-weight boats that are made in Maine. They have benefited drastically with these more modern propeller blade profile designs. There is a lot of engineering that you could discuss, but to put it simply, a traditional propeller is a flat faced designed propeller or constant pitch, no matter where you measure the prop, Let's say it's a 30 inch

pitch whether you measure it right in next to the hub or all the way up next to the tip. These more modern designs, call it variable pitch. I will just say that when you measure the propeller the graph line looks like a big S-curved cup. The whole blade, not just the lip where you put a cup in. The whole thing starts out as kind of an S-curve and then turns into a big gentle, gradual cup. They grab water and are efficient like no other. Some of these lobster boats racers have gone with these types of propellers and the improvement has been quite remarkable. As far as what else is coming down the line, I hope that they are not made out of composites any time before I retire."

"Make sure you tell your prop guy the right information," concluded Mark. "It has got to be right. You can't say it's a 2½:1 gear when it's really a 2.05:1 gear, that will not work out very well. It's always good to check with your prop guy before you plunk that money down for your engine and gear that is for sure."

The advertisement features a photograph of a boat's deck with a rope being secured. The text is overlaid on the right side of the image. At the bottom right, there is a logo for Novabraid and a website URL.

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P: (207) 359-4658 | W: atlanticboat.com

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23 Merrill Drive, PO Box 548, Rockland, ME 04841
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P: (207) 359-2236 | W: brooklinboatyard.com

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139 Burnt Cove Road, Stonington, ME 04681
P: (207) 367-6318 | W: buxtonboats.com

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ELLIS BOAT CO.

265 Seawall Road, Southwest Harbor, ME 04679
P: (207) 244-9221 | W: ellisboat.com

ELLIS BOAT COMPANY has a rich tradition and history in Maine boatbuilding. Bunker and Ellis began building custom wooden lobster yachts in 1945. Today Ellis Boat Company continues to build traditional-style Downeast powerboats.

FARRINS BOATSHOP

19 Sproul Road, Walpole, ME 04573
P: (207) 563-5510 | W: farrinsboatshop.com

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11 Bristol Way, Harpswell, ME 04079
P: (207) 833-6885 | W: fkby.com

FINESTKIND BOATYARD is located on the pristine shores of Basin Cove, a hurricane hole situated in the center of Casco Bay, South Harpswell, Maine. Although Finestkind Boatyard is a full-service boatyard, do-it-yourself clientele are readily welcomed.

FRONT STREET SHIPYARD

101 Front Street, Belfast, ME 04915
P: (207) 930-3740
W: frontstreetshipyard.com

FRONT STREET SHIPYARD is the largest, most capable yacht yard in the northeast. With lifting capabilities up to 485 tons and indoor shop space for yachts as long as 160 feet, Front Street Shipyard offers new construction, refits, dockage and storage for vessels of all sizes.

GAMAGE SHIPYARD

6 Gamage Drive, South Bristol, ME 04568
P: (207) 644-8181 | W: gamagehipyard.com

GAMAGE SHIPYARD sits on a quiet cove on the South Bristol Gut, just off midcoast Maine's beautiful Damariscotta River. Pemaquid Point Lighthouse stands just across John's Bay, Christmas Cove is around the corner, and it's only a few nautical miles to Boothbay Harbor.

GENERAL MARINE INC.

56 Landry Street, Biddeford, ME 04005
P: (207) 284-7517 | W: generalmarine.com

GENERAL MARINE INC. has focused on meeting the needs of experienced boaters. Seasoned pleasure boaters and commercial fisherman alike have come to appreciate the proven design, quality materials, and workmanship that goes into every General Marine boat.

H&H MARINE

932 U.S. Route 1, Steuben, ME 04680
P: (207) 546-7477 | W: hhmarineinc.com

H&H MARINE was started in 1984. We are the manufacturer and custom builder of Osmond Beal-designed hulls. With 12 different models now in production ranging from 25' to 47' with beams up to 19' 2", H&H Marine has become the leading builder of commercial fishing boats in the Northeast.

HADDEN BOAT COMPANY

11 Tibbetts Lane, Georgetown, ME 04548
P: (207) 371-2662 | W: haddenboat.com

HADDEN BOAT COMPANY exists to build boats out of wood. During our 30 years in business we have gained a reputation for not only quality construction and repair but for the intangible “eye sweet” nature of our finished work.

HEWES & COMPANY

PO Box 599, Blue Hill, ME 04614
P: (207) 460-1178 | W: cnc-marine-hewesco.com

HEWES & COMPANY offers CNC machining to the marine industry: molds, frames, half models, prefab Marinedeck, Corian, router patterns, curved doors & frames, as well as traditional interior joinery and varnish, CAD work and photo-digitizing services.

HINCKLEY YACHTS

130 Shore Road | Southwest Harbor, ME 04679
P: (207) 244-5531 | W: hinckleyyachts.com

HINCKLEY YACHTS was founded in Maine in 1928 and is considered to be one of the oldest yacht builders in the U.S. The company provides yacht refit, maintenance, repair and storage services for boats up to 150 feet in length and 180 tons.

HODGDON YACHTS INC.

PO Box 505, E. Boothbay, ME 04544
P: (207) 633-4194 | W: hodgdonyachts.com

HODGDON YACHTS INC. started in 1816 during the era of clipper ships, making Hodgdon America’s oldest boatbuilder. Still family-owned, this East Boothbay company has evolved into a leader in advanced composite construction while maintaining exceptional skills for world-class traditional and modern interiors.

HOLLAND’S BOAT SHOP

7 Mill Lane, Belfast, ME 04915
P: (207) 338-3155
W: hollandsboatshop.com

HOLLAND’S BOAT SHOP has built over 400 downeast-style boats for both commercial and pleasure use. Our traditional round-bilge design has a sharp entry forward that turns flat aft to provide easily driven, sea-kindly, true downeast-style boats.

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PO Box 80, Hall Quarry, Mount Desert, ME 04660
P: (207) 244-7854 | W: jwboatco.com

JOHN WILLIAMS BOAT CO. takes a very personal interest in your project. We love the challenge of working out just how to make cockpit seats that fold away when not needed, or how to maximize storage space below according to a client's very specific requests.

JOURNEY'S END MARINA

120 Tillson Avenue, Rockland, ME 04841
P: (207) 594-0400 | W: journeysendmarina.com

JOURNEY'S END MARINA has been located in Rockland, Maine for over 30 years. The parent company, O'Hara Corporation, has been in the maritime industry for over 100 years, operating fishing boats around the country.

KITTERY POINT YACHT YARD

857 Main Street, Eliot, ME 03903
P: (207) 439-3967 | W: kppy.net

KITTERY POINT YACHT YARD builds a proprietary line of 22' boats that can be finished off for a variety of uses. Primary lines include the center console sportfishing model and the cuddy cabin model that features two 7' berths and a head.



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P: (207) 985-7976 | W: landingschool.edu

THE LANDING SCHOOL was established in 1978 as a nonprofit, post-secondary institution dedicated to providing the highest quality vocational education in boatbuilding.

MAINE YACHT CENTER

100 Kensington Street, Portland, ME 04103
P: (207) 842-9000 | W: maineyacht.com

MAINE YACHT CENTER was built for one purpose: to perfectly care for both our customers and their boats, year-round. That means a whole lot more than a slip for the summer and a set of boat stands for the winter. You'll get an experienced, professional staff dedicated to caring for your boat as if it was their own.

NEWMAN & GRAY

PO Box 85, Cranberry Isles, ME 04625
P: (207) 244-0575 | W: newmanandgrayboatyard.com

NEWMAN & GRAY specializes in building custom and semi-custom powerboats as well as restoring classic wooden and fiberglass boats. Drawing on the long-standing tradition of Downeast-built boats, their projects exemplify timeless style and craftsmanship.

OCEAN POINT MARINA

216 Ocean Point Road, East Boothbay, ME 04544
P: (207) 633-0773 | W: oceanpointmarina.com

OCEAN POINT MARINA is a full-service boat yard located in the historic boatbuilding community of East Boothbay, Maine. We are situated in a well-protected cove at the mouth of the Damariscotta River, only minutes from the open ocean and some of the best cruising grounds on the East Coast.

OCEANVILLE BOATWORKS LLC

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

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



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- Zinc Mounting Plates
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www.retmarine.com

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.

RICHARD STANLEY CUSTOM BOATS

PO Box 275, 13 Little Island Way, Bass Harbor, ME 04653

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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.

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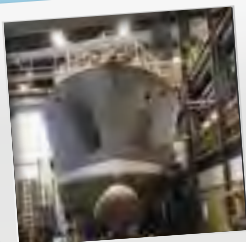


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SIX RIVER MARINE was established by boatbuilders Scott Conrad and Chip Miller. Over the years we've strived to refine our skills in both traditional and modern boatbuilding techniques with one key goal in mind: to efficiently provide our customers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

SOUTHPORT BOATS

650 River Ave, PO Box 38, South Gardiner, Maine 04359
P: (207) 620-7998 | W: southportboats.com

SOUTHPORT BOATS is the culmination of a dream that began in North Carolina when a team of experienced boat builders, passionate fishermen and offshore racing enthusiasts joined forces with legendary C. Raymond Hunt Associates to develop a unique and revolutionary new boat design.

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.

SW BOATWORKS

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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
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SW Boatworks

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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.

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142 Lafayette Street, P.O. Box 548, Yarmouth, ME 04096
P: 207-846-4326 | W: yankeemarina.com

YANKEE MARINA & BOATYARD provides solid technical consultation and maintains an ongoing dialogue to ensure that we meet your needs, budget and schedule. In achieving this goal, our crew views their responsibility personally for ensuring your safety and satisfaction.

YARMOUTH BOAT YARD

72 Lafayette Street, Yarmouth, ME 04096
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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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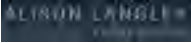
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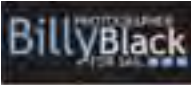
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Maine Built Boats, a 501(c)(6) nonprofit organization, was established in 2005 to strengthen and expand Maine's boat building industry. The organization is creating a unified brand that presents Maine as a worldwide leader in boat building quality,

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.

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