

CFN Shakedown Cruise: Calvin Beal 34

by Brian Robbins

Welcome to another CFN Shakedown Cruise. Periodically, we will focus on a new launch and dig a little deeper into what went into the project – whether it be a new model or a hull well known to the New England commercial market. What we hope to do is provide insight and information our readers can apply to their own setups ... and, as always, offer up a little entertainment along the way.

—Editor

shakedown cruise

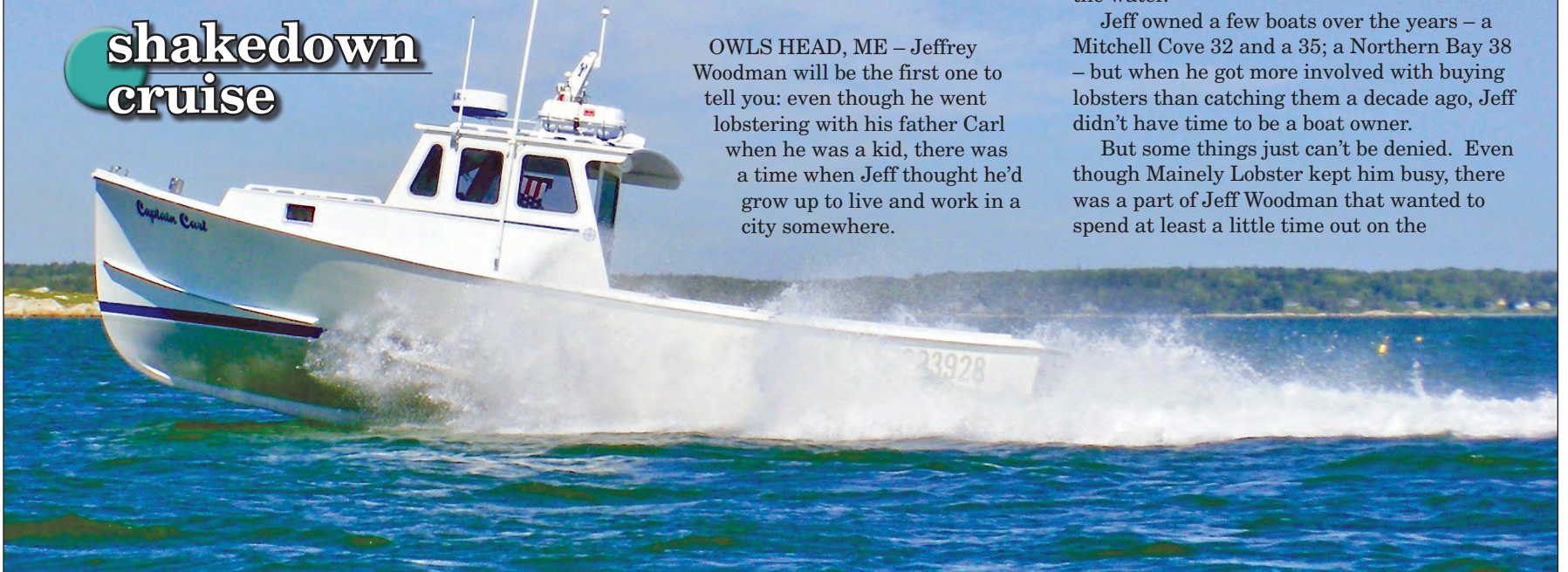
OWLS HEAD, ME – Jeffrey Woodman will be the first one to tell you: even though he went lobstering with his father Carl when he was a kid, there was a time when Jeff thought he'd grow up to live and work in a city somewhere.

“Oh, yeah,” says Jeff, now 45. “There’s a magazine article somewhere from when I was in 6th grade that has me saying I wanted to live in a ‘big city with big buildings.’”

But after going to college, Jeff’s visions of being anywhere except back on the Maine coast were gone: he just wanted to come back home to Owls Head and resume working on the water.

Jeff owned a few boats over the years – a Mitchell Cove 32 and a 35; a Northern Bay 38 – but when he got more involved with buying lobsters than catching them a decade ago, Jeff didn’t have time to be a boat owner.

But some things just can’t be denied. Even though Mainely Lobster kept him busy, there was a part of Jeff Woodman that wanted to spend at least a little time out on the



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THE BOAT

LOA: 34'
 Beam: 13'
 Transom: 12'4"
 Designer: Calvin Beal Jr.

For more information contact
 SW Boatworks at (207) 667-7427
 or via e-mail: <info@calvinbealboats.com>

water – maybe do some lobstering (“not enough to bother the guys I buy from; I’d stay out of their way”).

“I had it in my head that something like a 20-footer would be about right,” says Jeff. “Get back out there ... putt around with the kids ... nothing too big.”

And then came the day when his father Carl, who’d retired from lobstering after having suffered a heart attack, asked Jeff, “Will you take me out tuna fishing before I die?”

“That changed everything,” says Jeff, who openly speaks of his love and admiration for his father. “I wasn’t going to take him offshore in a 20-footer.”

And that’s when he decided to have a Calvin Beal 34 built.

The SW/CB connection

The 34 was one of the models designer/builder Calvin Beal Jr., already had in his stable when he joined forces with SW Boatworks of Lamoine, ME in 2008.

After SW owner Stewart Workman got into boat building full-time in 1999, his shop spent the next few years finishing a variety of builders’ hulls. But by

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Brian Robbins photos

“I’ve always liked the looks of anything Mainely Boats has finished,” says Jeff Woodman (above).



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Shakedown cruise

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the mid-2000s, Calvin Beal's line of models that he'd designed for himself were pretty much the specialty of the house.

Problems developed where SW had orders to finish Calvin Beal models, but couldn't get the hulls in a timely manner.

"Poor Calvin was going crazy," says Stewart. "He'd hired out his layup work and it just wasn't getting done on time. I felt bad for him – plus, we needed hulls ourselves."

For a couple of years Stewart and Calvin periodically had discussions

about SW taking over his layup work, but that's as far as it went.

Then came the day in 2008 – in the midst of the boat building slump – when

Stewart took a call from Calvin.

The conversation went something like this, according to Stewart.

Calvin: "I think I've had enough. If you want to take over those molds and lay them up for me, I'm ready."

Stewart: "Well ... I've been



Captain Carl hit 31 knots during sea trials.

thinking about it and I don't want to do that."

Calvin: "What do you mean?"

Stewart: "I'd rather buy them."

Calvin: "Well ... we could do that, too."

"My wife

Alice and I had talked about it," says

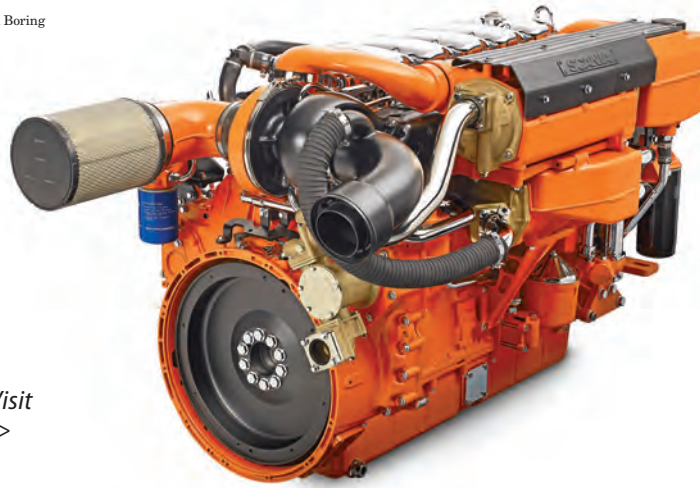
Stewart. "The economy had gone to hell in a handbasket and boat building had gone with it. But it was going to come back ... and we figured if I didn't have my own line of boats to sell, I was going to be out of business."

Photo courtesy Mack Boring

THE ENGINE

Scania DI 13 86M
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Stewart now admits to being "scared shitless" at the time ... but whether you think of him as a clever businessman or a bold gambler, SW Boatworks had some boats to build once the economy began to rebound (they also acquired the Young Brothers model line).

For Calvin Beal himself SW buying his molds was a source of relief after years of long-distance relationships with layup shops and worry about market fluctuations.

"I couldn't have found anyone better to be building boats with my name on them," he says.

Captain Carl

The 13' wide Calvin Beal 34 was just the ticket, as far as Jeff Woodman was concerned: small enough to nose around the shoals with lobster gear, but big enough to run off outside looking for tuna. (And he was no stranger to the model: father Carl once owned one himself.)

Jeff's solid-fiberglass hull and molded top were trucked to Mainely Boats in Cushing, ME to be finished.

"Mike and his crew do great work," says Jeff of Mainely Boats owner Mike Hooper. "You get your money's worth when he builds you a boat."

A DI 13 86M Scania (675 hp @ 2300 rpm) was Jeff's power of choice; Mid-Coast Diesel Performance put together a package with an electronically-shifted 1.5:1 Twin Disc

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