

Commercial Fisheries News

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and Novi the Chocolate Lab*

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CFN Shakedown Cruise: Calvin Beal 44

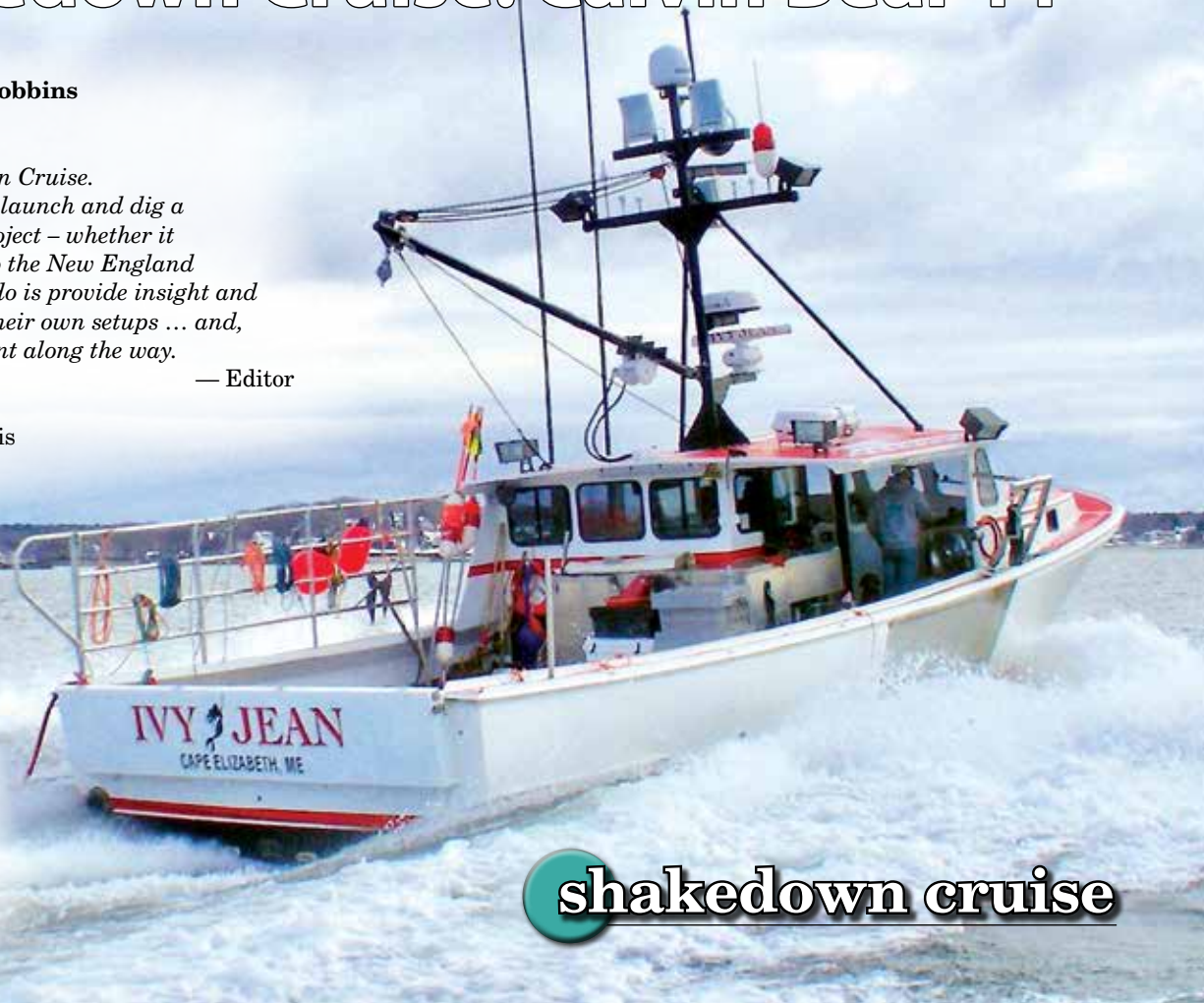
by Brian Robbins

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

PORTLAND, ME – Even though this month's Shakedown Cruise is about a Calvin Beal 44 – built by SW Boatworks in Lamoine, ME and finished by Mainely Boats in Cushing, ME – there are two Novis that play important roles.

There's Novi the Chocolate Lab, who's featured on our cover this issue. Novi is owned by Eric Knight, who fishes out of Portland, ME and is also owner of the 44' Ivy Jean, our Shakedown subject. Novi (who is 2-1/2 years old) goes everywhere Eric goes – and that includes



shakedown cruise



Above, Novi the Chocolate Lab with owner Eric Knight. Below, Eric's other faithful Novi – the 38' Wild Duck.



lobster and tuna trips offshore.

"He's like part of the crew," says Eric. "He's only missed one day fishing and it was 10 below zero that morning ... not fit for anybody."

And then there's Eric's faithful Novi Wild Duck: a 38' Wedgeport that's served him well for the last six years, racking up approximately 14,000 hours on her John Deere in the process. (You do the math ... Eric Knight and his crew put their time in.)

The fact is, if Wild Duck was bigger and could cruise faster, Eric would've stayed with what he had. (As it is, he still owns Wild Duck: "It's such a good boat ... I'll do something with it.")

Anything that was going to take the Wild Duck's place was going to have some big shoes to fill. "After fishing out of the Novi, which was so comfortable, I knew I wanted something with a good beam," says Eric. "But I wanted a little more speed, too."

Once Eric began looking at hull possibilities, his research led him to SW Boatworks' line of Calvin Beal designs – the 44'x17'6" model in particular – and to finisher Mike Hooper and his Mainely Boats shop.

In the process, Eric ended up taking a ride on the Audrey Aileen, a 42' Calvin Beal owned by Matinicus lobsterman Chris Young – and finished by Mainely.

"That ride sold me," says Eric. "It was a little snotty that day – and she just flew. Everything about the finish work was really well done, as well. I figured Mike knew what he was doing, for sure."

By late June, Mainely Boats had started on Eric's new Calvin Beal.

The model that almost wasn't

In 2006 designer/builder Calvin Beal Jr. of Beals Island, ME began the strip-planked plug for what was to be the largest model in his self-named line of hulls: the Calvin Beal 44.

"I wanted to have a design out there that wouldn't

THE BOAT

LOA: 44'
 Beam: 17'6"
 Transom: 16'2"
 Designer: Calvin Beal Jr.

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

be outdated in a few years," Calvin says. "The demand was for bigger and bigger boats."

Which it was ... until the bottom fell out of the boat market later that year. "At that point,

See SHAKEDOWN, next page



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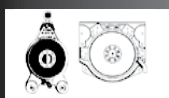
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Shakedown cruise Continued from page 10

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.

Built for comfort

While Eric Knight had been impressed by the performance of Chris Young's Calvin 42, it was known from the start that his 44-footer wasn't going to be clocking speeds in the 30-something knot range.

"Eric wanted her built super heavy and solid to begin with," says Mainly Boats' Mike Hooper. "And he added a

bunch of stuff along the way."

Whereas many Calvin 44 owners have opted to push the main bulkhead ahead, Eric wanted to keep the molded top just the way it was. And part of the reason takes us back to Novi the dog.

"We spend a lot of time aboard the boat," says Eric, "and I figured I wanted things as comfortable as I could for all of us.

"On the old boat, I was sleeping on the floor of the wheelhouse. The below-deck tanks always bubbled up around the hatch covers so there was water on deck all the time. Novi's good about staying out of the way when you're setting gear, but the rest of the time if you're out on deck, he's

out on deck ... and he was constantly tracking water in my sleeping quarters."

Eric now has a fold-away bunk in the wheelhouse of his new boat (out of the way of all foot traffic – including Novi's) ... and all hands enjoy a spacious fo'c'sle layout, which includes a walk-in shower/head.

In the end, Eric's Ivy Jean hit the water approximately 10,000 lbs heavier than originally anticipated, but her owner doesn't regret an ounce of it: "It's good weight and she lugs it off well. In my heart, I'm still remembering how solid my Novi felt ... I think the weight helps this one when it gets rough."

Heavy duty

As heavy as she is, Eric's Ivy Jean is no slouch. Her main power is a 6135SFM85 John Deere provided by Art's Marine Service Inc. The 750-hp Deere (matched to a 2.19:1 ZF 360A gear) pushed the 44-footer to a top speed of 24.1 knots when she hit the water, according to sea trial reports from Art's.

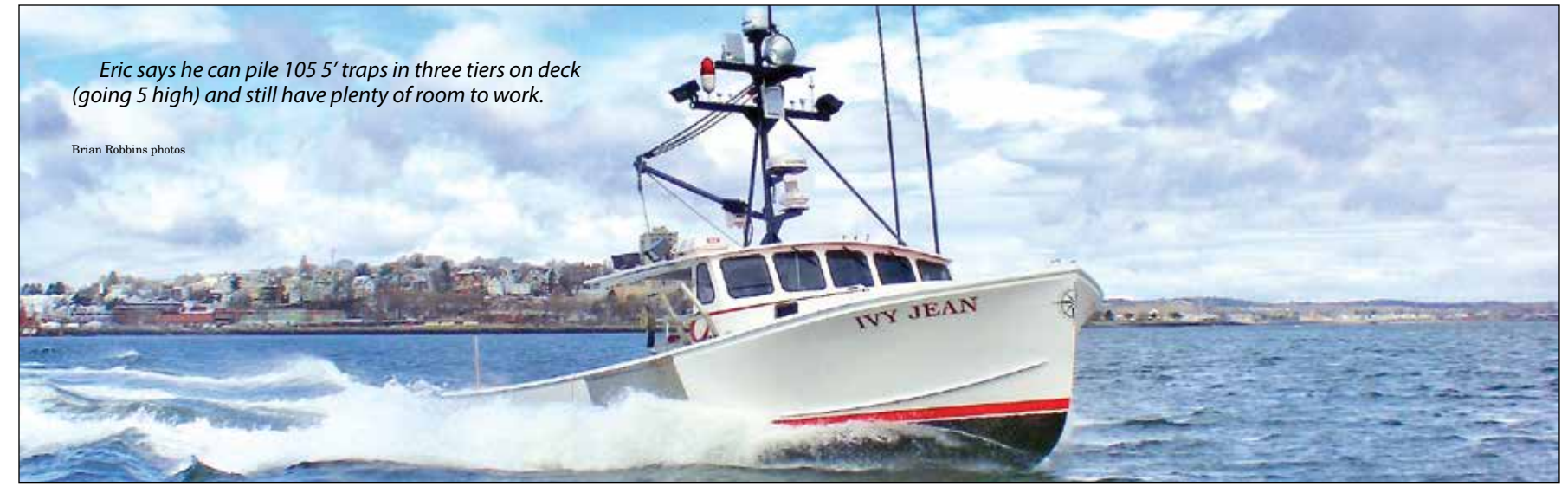
"That was as light as she'll ever be," says Eric. "Now, when we leave on a trip, we're loaded with 10 or 12 barrels of bait, 550 gallons of fuel, and the tanks are usually flooded to settle her down. It makes for a good ride."

While Deere recommends an engine load of 80% during the initial break-in period, Eric estimates he'll eventually be cruising back in the "67, 68%



THE HATCHES

Eric Knight says he first knew about the aluminum hatches built by Skipper Fisheries Limited in Nova Scotia when a friend brought one down from Canada. "I was impressed with how rugged it was," he says. "I put it in the deck of my Novi and fished with it for two years ... it would not leak." He had Mike Hooper order a set of them for Ivy Jean – and Mike says he was so impressed he's using them for the other projects he has underway. For more information, contact Skipper Fisheries Ltd. at (902) 762-2888 or on the web: <www.comeausea.com>



Eric says he can pile 105 5' traps in three tiers on deck (going 5 high) and still have plenty of room to work.

Brian Robbins photos

THE ENGINE

6135SFM85 John Deere
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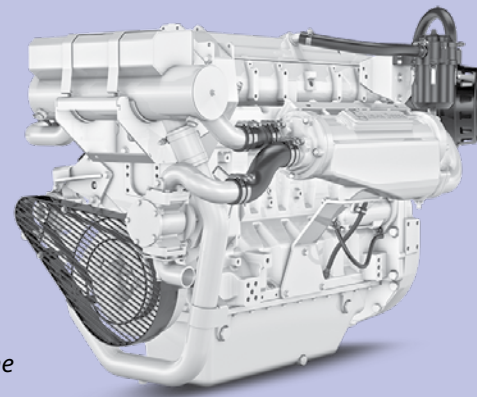


Photo courtesy Bell Power

range ... that's seems to be a nice sweet spot on fuel."

Nautilus Marine supplied Ivy Jean's 2-1/2" shaft along with her 32"X34" 4-blade prop. R.E. Thomas Marine Hardware provided the driveline's shaft tube and bearings.

Sharing the below-deck space with the Deere are a pair of fuel tanks on either side of the watertight lazarette with a total capacity of a little over 500 gallons, along with three insulated tuna tanks; a pair of circulating lobster tanks with air bubblers piped in; and a large live well.

Eric points out that the components of his electronics package from Sawyer & Whitten Marine Electronics are all stand-alone. "I've heard stories of integrated systems where one thing goes down and you lose everything. I know somebody whose satellite radio went out and their plotter wouldn't work ... I don't need that."

Wiring chores were handled by Mainly Boats' go-to guy, Brackett Dow; Lonnie's Hydraulics supplied Ivy Jean's hauler and steering; and metal fab work was spilt among Crosby's Welding, Ragged Mountain Welding, and Nautilus Marine.

All in all, Eric Knight is impressed with his new 44-footer. "I love the way it handles – and it's great to have the extra room on deck."

He points to Novi the Lab. "Especially for playing fetch." ■



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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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