

A good visit with Calvin, Bubba, and Roger

I'm not much of a photographer, but I do take my share of boat photos. Just don't ask me about f-stops and aperture settings, as I don't have a clue.

My rule of thumb is, get yourself out on the water and get close enough to the boat you're shooting. Now and then you end up soaked ... and once in a great while your camera gets destroyed ... but you can usually get a picture or two that'll make it all worth it.

(Plus, my wife Tigger has standing instructions: "If something ever happens,

get the camera. That last photo ought to be a dandy.")

Part of the equation is also where I'm shooting from – and over the years a lot of folks have trusted me not to sink their skiff or rowboat in an effort to get that shot. And then there are the people who make my job wicked easy by offering me a berth to shoot from in the stern (or hanging off the trap rack) of their full-size boat.

I haven't kept an official tally over the years, but I'm pretty sure that between: A.) boats he's had a hand in finishing; and, B.) ones he didn't have anything to do with (but still got a kick out

of running up Moosabec Reach with them) Calvin S. Beal is at the top of my list of folks who have lugged me and my camera around.

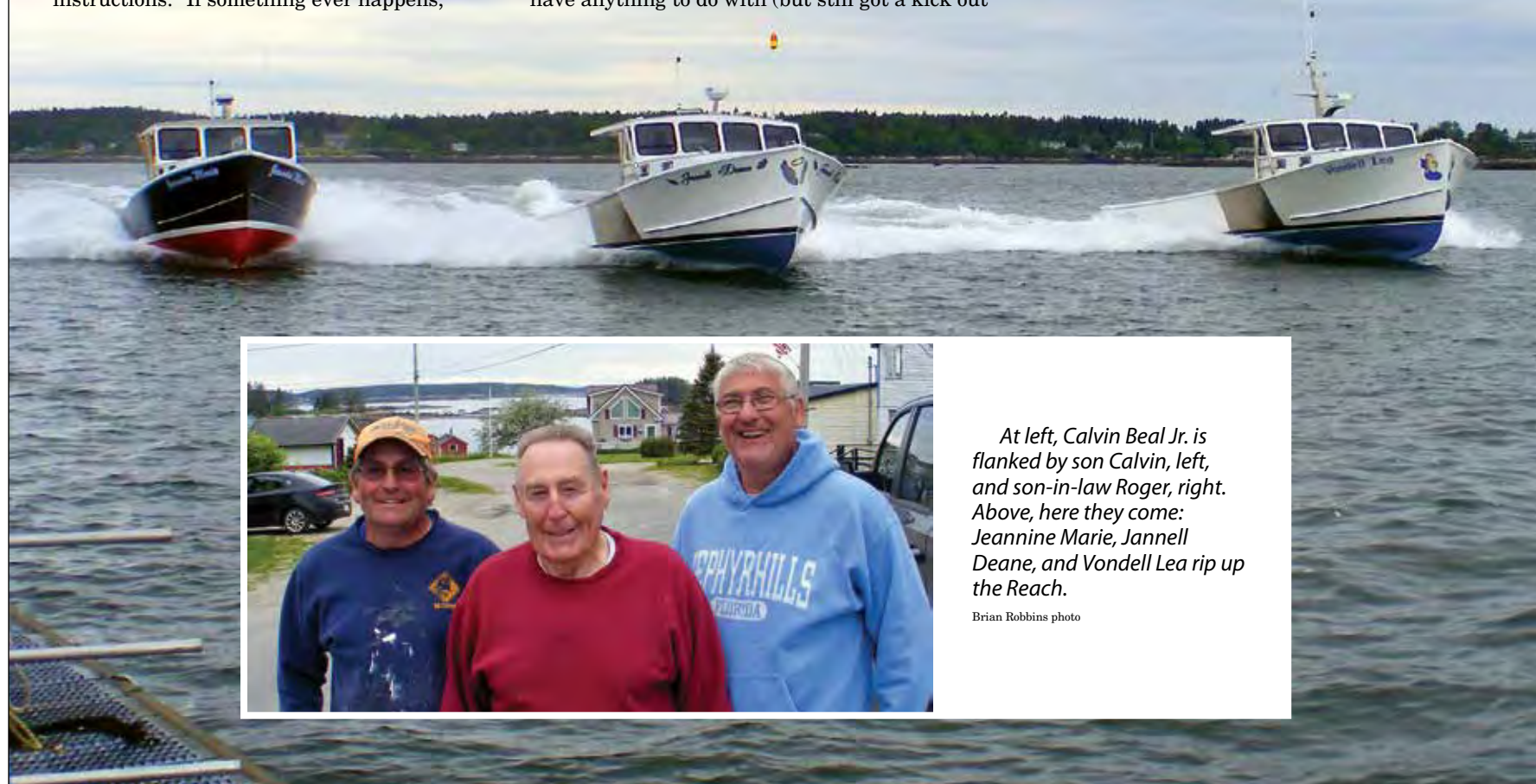
Calvin S. is the son of Beals Island designer/builder Calvin Beal Jr.: nobody I know of refers to him as "Calvin S." in conversation; "young Calvin" will do, although I've known him as "Bubba" for years, so that's what I go with.

I spent a recent handsome mid-June late afternoon with Bubba, his father, and his brother-in-law Roger Beal. Officially, we were getting together to do a triple-boat shoot for this issue; the fact of the matter is, it was a fun couple of hours, plain and simple.

All three of them were running Calvin



with Brian Robbins



At left, Calvin Beal Jr. is flanked by son Calvin, left, and son-in-law Roger, right. Above, here they come: Jeannine Marie, Jannell Deane, and Vondell Lea rip up the Reach.

Brian Robbins photo

Beal designs (of course): on page 46 you'll find the rundowns on Bubba's new 42' Vondell Lea (the fourth in a series) and Roger's new 36' Jannell Deane. Meanwhile, Calvin himself now has the 30-footer Roger used to own, repainted black and renamed Jeannine Marie.

I began the session aboard Calvin's boat, talking about the Beals Island bridge (currently in the middle of a 3-year rebuilding process), the old days of local basketball (my brother Stevie still talks about watching Merle Beal play ball in the old Stonington gym many years ago), and dogs while we waited for his QSB Cummins to come up to temp.

Roger's 36-footer was first up for photos – and, as predicted by Calvin, the two boats were comparable speed-wise right in the bucket, clicking off 25 knots on the GPS. (According to the load percentage on his QSL9 Cummins, Roger should be able to gain top end with a bigger wheel.)

Bubba then jumped aboard his 42, and came out to hook onto us. With a 2-knot edge at full throttle, Bubba held on our port quarter for a bit before laying on the coal for me to get some shots that showed off her cockpit and open stern.

Then I hopped aboard Bubba to get running shots of his father's Jeannine Marie (and yes: at one point, I climbed up on the trap rack). "This one doesn't have lift rails," Calvin told me later. "Probably will another year, though."

And then came the best part – and the best proof of what kind of good sports these guys are: getting shots of all three of them, hooked up and running rail-to-rail.

Bubba set me on an aluminum-framed float and the three of them idled up into the head of Alley's Bay.

The boats swung around and bore down on me like they'd been practicing: Calvin closest to me; Roger in the middle; Bubba on the outside. It was one of those instances where I needed to not get caught up in the moment and think about what the camera was seeing.

I ain't gonna lie: it was wicked cool. ■



With all due respect to the Blue Angels ... this is my kind of formation flying.

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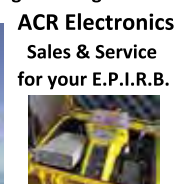
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NEW BOATS



BUILDER: SW BOATWORKS, LAMOINE, ME
FINISHER: JOHN'S MARINE CARE, NEW HARBOR, ME
OWNER: JASON LORD, NEW HARBOR, ME

Dimensions: 42'x15'x4'2" (14'2" transom)
Designer: Calvin Beal Jr., Beals Island, ME
Hull: Solid fiberglass
Top: Dual station; molded unit
Power: D13 Volvo Penta (700 hp @ 2300 rpm) w/ 2.19:1 ZF 360A marine gear; Billings Diesel & Marine
Speed: 25.2 knots WOT; 20 knot cruise @ 2000 rpm
Prop: 34"x34"x4; Nautilus Marine
Shaft & Driveline Hardware: 2-1/2"; R.E. Thomas Marine Hardware
Hauler & Steering: Billings & Cole
Hatches: Bomar (Hamilton Marine); custom by Esposito's Welding
Metal Fabrication: Esposito's Welding
Electronics: Hamilton Marine; Pete's Marine Electronics; Nelson's Marine Electronics

Trim Tabs: Humphree USA
Comments: Ava Lucille owner Jason Lord praised finisher John Brackett's "excellent work. John's meticulous about everything he does." Besides lobstering duties, the 42-footer will be lugging pogies for bait.



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Jannell Deane



BUILDER: SW BOATWORKS, LAMOINE, ME
FINISHERS: CALVIN BEAL JR., CALVIN S. BEAL, ROGER BEAL, CAMERON BEAL
OWNER: ROGER BEAL, BEALS ISLAND, ME

Dimensions: 36'x13'9" (13' transom)
Designer: Calvin Beal Jr., Beals Island, ME
Hull: Solid fiberglass
Top: Single station; molded unit
Power: QSL9 Cummins (450 hp @ 2100 rpm) w/2.04:1 Twin Disc 5065A marine gear; Kennedy Marine Engineering
Speed: 25 knots WOT; 20 knot cruise
Prop: 29"x31"x3; Nautilus Marine
Shaft & Driveline Hardware: 2-1/4"; R.E. Thomas Marine Hardware
Hauler & Steering: Marine Hydraulic Engineering Co. Inc.
Hatches: Anchor; Hamilton Marine
Metal Fabrication: Kennedy Marine Fabrication
Electronics: Hamilton Marine
Wiring: Shawn Alley

Comments: The finishing of the Jannell Deane was a three-generation effort: Roger Beal's father-in-law Calvin Beal Jr. was part of the process, as well as Roger's son Cameron (and his brother-in-law Calvin S. Beal).



BUILDER: SW BOATWORKS, LAMOINE, ME
FINISHERS: CALVIN BEAL JR., CALVIN S. BEAL
OWNER: CALVIN S. BEAL, JONESPORT, ME

Dimensions: 42'x15'x4'2" (14'2" transom)
Designer: Calvin Beal Jr., Beals Island, ME
Fishery: Lobster
Hull: Solid fiberglass
Top: Single station; molded unit
Power: C90 FPT (620 hp @ 2530 rpm) w/2.03:1 ZF 305-3A marine gear; Kennedy Marine Engineering
Speed: 27 knots WOT; 20 knot cruise @ 2000 rpm
Prop: 30"x31"x3; Nautilus Marine
Shaft & Driveline Hardware: 2-1/4"; R.E. Thomas Marine Hardware
Hauler & Steering: Marine Hydraulic Engineering Co. Inc.
Hatches: Anchor; Hamilton Marine
Metal Fabrication: Kennedy Marine Fabrication
Electronics: Hamilton Marine
Wiring: Shawn Alley

Comments: This makes the fourth 42' Vondell Lea that Calvin S. Beal (son of the well-known designer/builder) has finished for himself to fish for a season and then sell. And yes: this one's up for grabs.

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