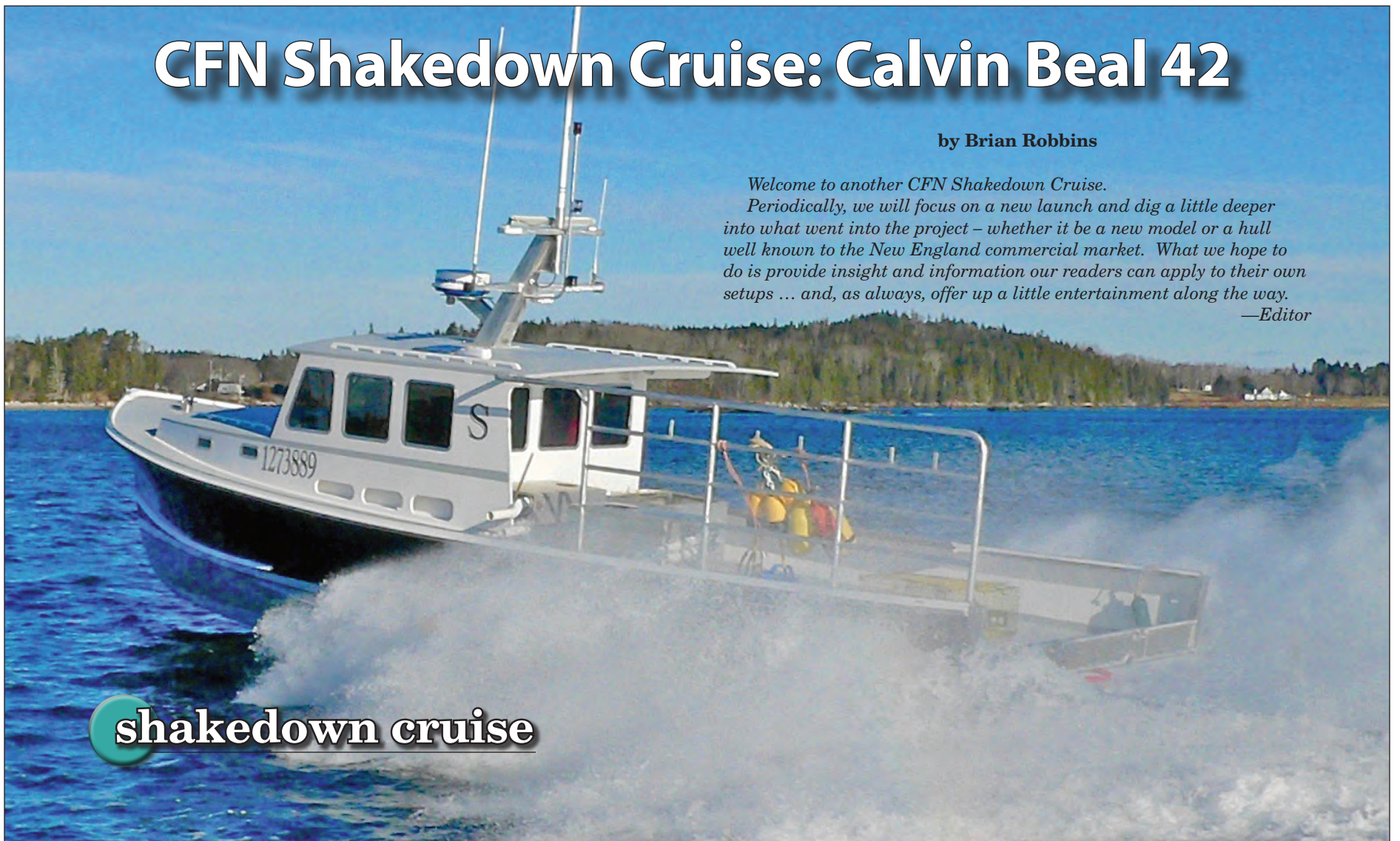


# CFN Shakedown Cruise: Calvin Beal 42

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

Brian Robbins photo

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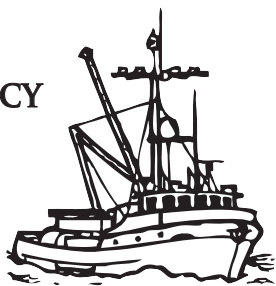
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## Shakedown Cruise

Continued from page 23

### Up and running

All that having been said, the Avery & Alden is more than just another pretty face.

Powered by a 900-horse DI16 083M Scania (fitted with a 2.19:1 ZF 500A gear), the black-hulled 42-footer racked up some pretty impressive performance numbers during sea trials.

The official tally from Mack Boring's records show a top speed of 31 knots with a 34"x40"x4 prop putting only a 91% load on the big Scania – allowing for plenty of working weight to be

added without loading things down. (Jeromy reported that with the lobster tanks flooded and chock full of fuel, the Avery and Allen still topped out over 28 knots.)

Nautilus Marine provided the 42-footer's prop, which is coupled to a 2-1/2" AQ-22 shaft and driveline hardware from R.E. Thomas Marine Hardware.

With the Scania throttled back to an easy 1800 rpm (from a wide-open 2300), a 21-knot cruise was recorded during

See *SHAKEDOWN CRUISE*, page 32



Brian Robbins photo



Drawing courtesy SW Boatworks

### THE DESIGN

It was a matter of demand (first) and supply (in response), according to SW Boatworks' Stewart Workman, whose yard builds the full line of models that bear designer Calvin Beal Jr.'s name.

"I had a lot of people that loved the Calvin Beal 38," he says, "but they wanted to be able to carry another tier of traps."

A number of customers asked about simply adding 4' to the stern of the 15' wide Calvin 38, but both Workman and designer Beal felt that approach would be detrimental to the hull's run.

"It would be the easy way out, but it wouldn't sail right," says Workman.

He finally consented to tackle the project when Milbridge, ME lobsterman Eric Beal put down a deposit on the first Calvin Beal 42 – agreeing to allow his hull to be used as the plug for a new mold.

Working with guidance from Calvin, Workman and crew began the process by laying up a 38-footer – and building a couple of steel cradles.

"When you cut a hull in two, it's easy for things to go wrong," says Workman. "We bolted the 38 hull right into the steel cradles so that when we cut her in half she wouldn't lose her shape."

Cut her in half? Yes - cut her in half.

Workman added the extra 4' right in the middle of the hull, paying heed to Calvin's advice. "He told me, 'Just make sure you keep that rabbit line nice and fair up through there. You'll have to play with the keel a little and strike a new sheer line ... but everything else should come right together.'"

It was a process of "snipping a little bit here" and "cutting a little bit there," says Workman – but the day came when the hull was ready for Calvin Beal's final inspection before fairing.

"He got down on his knees, squinted one eye ... and said, 'It looks pretty darn good to me – you got her.'"

Workman says he's looking at doing the same sort of thing with a Calvin 44 hull for a customer who's interested in a 50-footer.

"I don't know if I'd take a mold off of that one, though ... I'm not sure how long this jumbo boat thing is going to last."



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Avery & Alden at speed.

Brian Robbins photo

Photo courtesy  
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A view of the outside station. "Gil got a lot of great ideas and will make subtle suggestions, from the placement of major things to little ideas that make life so much easier," says Jeromy Simmons.



## Shakedown Cruise Continued from page 26

sea trials with a fuel burn of 20.5 gallons per hour.

A pair of 150-gallon fuel tanks beneath the platform will provide plenty of range at that rate.

At the same time, the 42's sailing attitude allows for good visibility. "I like the fact that she gets up without putting the bow way high," says Jeromy. "She lifts herself up all over and then levels off. I've got good visibility from either steering station."

And the ride?

"The first time I crossed over another boat's wake with her wide-open, I was expecting the worse," says Jeromy. "But she handled it really well."

### The right stuff

Along with the aforementioned stainless work by Jason Simmons, Bisson's Welding did the aluminum fabrication for the Avery & Alden, including the trap rack and radar stand. Mark's Metal Fabrication built a Y-pipe to handle the big V-8's exhaust.

Pete's Marine Electronics supplied the electronic package.

Finisher Gil Simmons made special mention of Hamilton Marine – the go-to for numerous items during the project. "It makes our job easier, because you can get so much with just one phone call. They've

been in business for 40 years and they know what people need."

He also tipped his hat to Marine Hydraulics Engineering: "Their guy Rick went above and beyond to help us out. It means a lot."

When the plug for the Calvin Beal 42 was being built, SW's Stewart Workman mentioned that they were shooting for a hull "that would trim out clean while sailing fairly flat. I think we can give these guys the extra room they're looking for and good performance at the same time."

Mission accomplished, by the looks of things. ■

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