

COASTLINES

SW Boatworks adds Young Bros. line to inventory

By Laurie Schreiber
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LAMOINE — Captain Stewart Workman is reinventing himself as something of a preservationist.

A year ago, the boatbuilder, head of SW Boatworks in Lamoine, bought the molds of the famed lobsterboats that came from the Beal Island shop of Calvin Beal Jr.

Recently, he purchased the molds from the Young Brothers boat shop in Corea, and he plans to get them back up in production.

The traditional Down East lobsterboats, which were produced for commercial fishing, pleasure boating, and sportfishing, were designed by Ernest Libby Jr., who built the plugs, and built by twin brothers Arvin and Arvid Young and their older brother Colby Young. Over the course of more than 30 years, the shop produced about 550 boats before it closed over a year ago. Workman acquired the molds for the Young Brothers' 30, 33, 35, both 38s, 40, 42, and 45.

The Young Brothers had a reputation for building tough, fast boats. The designs were generally beamy and high-sided, with a flat sheer. They could often be seen on Maine's lobsterboat racing circuit. The Sopwith Camel, winner of the "world's fastest lobsterboat" title, was a popular contender in the 1980s, in a perennial battle with boatbuilder Glenn Holland's Red Baron. After the Sopwith Camel came the Camel II and, in more recent years, the Laverne Gail and the Tenaru River, both class winners. Arvin Young died a year ago at age 68.

For Workman, there's a bit of karma involved in the purchase — the first fiberglass boat he ever worked on, right out of high school, was a Young Bros. 30-footer.

He found the molds in good shape.

"Not too bad," he said. "I'll just clean them up a little bit."

Although boat sales have been down, the timing for buying the molds was good, said Workman, who had also



Young Brothers boats lined up at the dock. With the Young Brothers molds and the Calvin Beal molds, SW Boatworks is now offering two of Maine's most enduring and popular lines of Down East boats. COURTESY OF: SW BOATWORKS

considered buying the Young Bros. shop property.

Already, he's received several inquiries from folks interested in getting a Young Bros. boat built. In just the past week, one man contacted Workman about a 35-footer.

"I'm looking toward the future," he said of the purchase. "These boats are very popular. They're very fuel-efficient, they're a handsome design, and they slide along on the water beautifully."

Workman will market the models to commercial

fishermen, sportfishermen, and yachters.

His purchase in 2008 of the Calvin Beal molds for the 34-, 36-, 38-, and 44-footers resulted in immediate orders for a 38 and 36, and a 36 top for a fisherman who had a hull that was partially built. Beal was one of a handful of builders on Beal's Island left from a long boatbuilding heritage.

Workman and his crew are currently restoring an old Young Bros. boat, just laid up a Calvin Beal 38, and have another Calvin Beal lined up.



A 40-foot yacht built by the Young Brothers. SW Boatworks president Stewart Workman has purchased all of the Young Brothers molds. COURTESY OF: SW BOATWORKS



A Young Brothers 45-foot lobsterboat. Workman plans to market the models to fishermen and recreational yachters. COURTESY OF: SW BOATWORKS

Almanac

January 7-14

	A.M.	P.M.	JAN. 11	
JAN. 7			high 7:39	8:19
high	3:40	4:09	low 1:24	2:09
low	10:00	10:22	sun 7:07	4:15
sun	7:09	4:10	JAN. 12	
JAN. 8			high 8:32	9:10
high	4:40	5:14	low 2:20	3:00
low	11:05	11:23	sun 7:07	4:16
sun	7:08	4:11	JAN. 13	
JAN. 9			high 9:20	9:55
high	5:41	6:20	low 3:09	3:46
low	-	12:09	sun 7:07	4:17
sun	7:08	4:12	JAN. 14	
JAN. 10			high 10:03	10:36
high	6:42	7:22	low 3:54	4:27
low	12:25	1:11	sun 7:06	4:18
sun	7:08	4:13		

Shellfish group voices industry concerns

By Laurie Schreiber
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SULLIVAN — The Maine Seafood Alliance will meet Tuesday, Jan. 12, 9:30 a.m. at the Sullivan town office.

On the agenda is a report from Department of Marine Resources Commissioner George Lapointe and a legislative update.

The MSA last met in early December, with Lapointe attending. The upcoming meeting will renew the discussion about possible

disaster funds for Maine from the federal government, and a disaster declaration, because of red tide and rain closures during last summer's prime season.

The MSA also discussed possible improvements to rain closures, to better reflect local circumstances and weather conditions. The MSA has in the past offered to purchase automatic rain gauges for the DMR's use.

The MSA discussed the state budget shortfalls and possible impacts on the DMR's water quality

monitoring program and on the Maine Marine Patrol, as well as on the consolidation of the state's natural resource agencies, including the DMR. And the group discussed the shellfish industry's role in the legislative process, and how the industry can make its voice heard.

There was some discussion of a shellfish festival as a way to bring the industry together, as well as a statewide conference to look at industry issues and solutions.

MSA meetings are open to the public.