

# Maine Lobster Boat Racing Newsletter

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2018

YEAR IN REVIEW

Newsletter #10

## Awards Banquet & Annual Meeting this Saturday Night



Tom Clemons' MOTIVATION leading the way in the Diesel Free-for-All at Rockland.

What a great lobster boat racing season we had this year. There were 11 races, one more than last as Harpswell came back, and there were about 90 more boats competing than we had in 2017. In looking at the statistics for going back to 2008 this is the best year with 739 boats competing. The next best was 2012 with 696 and followed by 2013 with 682. The weather was good for most events and when it was not good it seems to have kept a number of racers tied to the hook. I also think by getting Terry Boivin to come with his drone and film the races got us a lot more notice, world-wide. We also had a big write up in the September issue of "Power & Motor Yacht." Overall it was a great year and next year is looking to be as good, if not better.

The next event on the lobster boat racing schedule will be the last of the year, the Annual Meeting and Awards Banquet, which will be held at Robinson's Wharf on 13 October. In looking over the rules and classes there does not look like any changes will be submitted from the board, unless one comes from the members. The main business will then be the election of officers and finalizing the calendar for the 2019 season. If you are interested in attending the Annual Meeting and Awards Banquet please call (207) 223-8846 for reservations.

In looking over the 2018 racing season we had some pretty interesting battles in several classes.

There are five gasoline classes, but unfortunately they have been decreasing over the years as very few fisherman use gasoline engines anymore. Many of the gasoline boats are used for just racing boats, but when they sport a huge engine with straight exhaust it they are the show stopper. Unfortunately some issues popped up and several boats just could not get out, or did not get out, until later in the season. Jeremy Beal bought Galen Alley's FOOLISH PLEASURE and took that motor out and put it in a Crowley 28 MISS MARINA & MARIA [Crowley 28; 1000+-hp Chevrolet] he had refinished. Unfortunately as they were doing sea trials this engine let go causing major damage and one that was going to be real expensive to fix. Jeremy sold that engine and went back to his mud-running engines that had developed an issue last year when racing. He made repairs to that and finally came out for the Long Island race, but another engine issue occurred and his racing season was over and the boat was put up for sale. Too bad as most of us wanted to see just how fast he could get his boat going.

Shawn Alley bought the reverse gear from FOOLISH PLEASURE to put in LITTLE GIRL [28' Calvin Beal Jr.; 514 Ford], but



he was not able to get it all hooked up until early August and did not come out until Winter Harbor. He did well, but the change did not gain him any speed. We were hoping to see him at Long Island and Portland, but he did not make it.

Bruce Engert had a medical issue just before the racing season started so we did not see THUNDERBOLT [South Shore 30; 621 Chevrolet] until the last race of the year at Portland. She did well so hopefully she will be ready for Boothbay next year.

There were no entrants in Class A until the Harpswell races when Ann Johansen's CINDY JEN [34' Clinton Beal; 292 Chevrolet] made an appearance. She also showed up for the Long Island and Portland races and thus qualified for the year end award, which is the first time there was someone in this class since CRY BABY [25' D&L BW, 292 Chevrolet] stopped racing in 2014. Hopefully next year we will see a new CRY BABY as she is getting closer to completion.

The winner in Class B was Wayne Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet], but there was no second or third place boats. Had Michael Clayton's J. T. BEAN [34' Vinal Beal; 350 Mercruiser] or Mark Davis' WHISKEY GIRL [BHM 25; 350 300 hp Chevrolet] competed in one more race they could have placed.

It was no surprise to see Randy Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] the winner of Class C. Unfortunately he rarely had any competition. It was thought that Mike Dasset's SAVING GRACE [Holland 32] would be out, but engine issues kept him ashore for most of the season. Hopefully next year she makes it to the line for several races.

In Class D there were no entrants until LITTLE GIRL made her appearance at Winter Harbor, but he did not qualify for a year end award. Hopefully he will run next year as he is one of the crowd favourites.

In Class E the only entrant that qualified was Steve Johnson's BUD & DAWN [Jingle Johnson 28; 1,100-hp Chevrolet], but as I said hopefully THUNDERBOLT came make more races next year and add some competition to this top gas class.

For the most part the diesel classes are well attended and that can depend on geographical location. Despite the good turn out several classes did not have a qualifier this year. Class A did not have a winner as no one had signed up as a member, but there were several boats that qualified: Thomas Young's ETHAN R. [South Shore 30; 225-hp John Deere] qualified as he ran three races and there were several that ran two: Brandon Murphy's BLACK THUNDER II [Repc 30; 210-hp Cummins], Avery Waterman's LEDGE HAMMER [Webber's Cove 26, 225-hp John Deere], and Riley Johnson's LYNN MARIE [Sisu 26; 235-hp Isuzu], hopefully they opt next year to race for points. In Class B again there was no one who signed up, but there was also no qualifiers. There were a couple of boats that competed in two races and maybe next year they make three. In Class C only two people were signed up: Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] and Adam Kimball's MISS ATTITUDE [Holland 32; 265-hp John Deere]. However there was one boat that qualified, Steven Osgood's VENOM [Mussel Ridge 28; 300-hp Sisu], but he was not a member. One ran two races, Daniel Eaton's WHITE LIGHTNING [AJ 28; 305-hp Cummins]. Both very fast boats and could have changed the outcome had they been racing for points. Class D had no qualifiers, even though there were a couple of boats that com-

peted twice. The winner of Diesel Class E was Parker Poole IV's DETERMINATION [BHM 31; 370-hp Volvo] as he did not have any competition. Kenton Feeney's BAD INFLUENCE [Holland 32, 350-hp Yanmar] qualified but did not sign up as a member, and a couple of others ran two races and could have made the class much more interesting had they raced for points. Class F has been won the last several years by Ed Torosian's MS. ROSE [Mitchell Cove 35; 410-hp Sisu], but he failed to qualify only running two races. The winner this year was Parker Murphy's BAND-IT [Duffy 35; 430-hp Cummins] followed by Josh Audet's KARAMEL [Jim Beal-34; 380-hp Hyundi]. Again there were a couple of other boats that had they entered could have made this class more interesting. Class G was won by Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] with second going to Steve Carver's ANOTHER DIRLS [Holland 35, 550-hp John Deere] and third was Zach Donnell's HAPPY HOUR [Mitchell Cove 35; 500-hp John Deere]. Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] has been the winner of Class H for a number of years, but this year a sick engine took him out of competition and he finished second to Dean Beal's MISS NORMA [Wayne Beal 36; 480-hp Cummins]. This is a very competitive class and looks like it will remain that way for some time and if they all race most of the events it could be an interesting outcome. Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] took the top honors in Class I and many times he was the only entrant so he was sent down with Class J, which meant a great race between him and Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] of Class J. We miss Patrick Faulkingham's MARGARET E. [Young Brothers 30; 570-hp FPT], Chip Johnson's THREE STARS [Mitchell Cove 35; 650-hp Mack] and Scott Wood's WILD ONE [Crowley/Beal 33; 892-GM] when they all came to the line several years ago. GOLD DIGGER came out for two races last year and everyone knew that she was going to be a real threat if she came out and competed for points, which she did winning Class J with no losses. She also showed well in the Diesel Free-for-Alls and the Fastest Lobster Boat Afloat. Andrew Gove/Nick Wiberg brought out UNCLE'S UFO [Northern Bay 36; 700-hp Volvo] a couple of times and that made for interesting races with GOLD DIGGER. Hopefully they will match up more next season. Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] was going very well and easily won Class K. Jeff Eaton's LA BELLA VITA [Northern Bay 38; 750-hp FPT] took second and if he can find a lot more speed that could make for some interesting competition. After developing an engine issue after the Rockland races Ed Shirley's MISS KARLEE [Mitchell Cove 32, 1,000-hp Caterpillar] did not make another race leaving Tom Clemons' MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] the top boat in Class L. There were several times that MOTIVATION faced of against BLUE EYED GIRL and it was a real close race, but predominately MOTIVATION came out on top. Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] won Class M(A), but was constantly chased by Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere], which finished second. The best battle all summer was in Class M(B) between Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Jason Chipman's MISS AMITY [Osmond 42; 700-hp Scania]. The results first favoured KIMBERLY ANN, but the tide turned after two races and MISS AMITY began winning and in the end would take the top spot. Sliding into third

was Justin Papkee's new boat PULL N' PRAY [Wayne Beal 40; 550-hp Isuzu]. Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar] was the top boat in Class N for years, but this year that honour went to Marshall Spear's JACALWA [Wesmac 46; 1000-hp Caterpillar] followed by Spencer Thompson's MAXED OUT [Calvin Beal 44, 800-hp John Deere]. And who was surprised to find Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta] at the top of Class O? There is no question that this was the fastest boat out there all year. She still has a stock engine and they can improve her speed in other ways too. It would be great to see someone come out that can push them to see just how fast she could go. What is interesting is that they have a huge following. One little boy was thrilled to meet them at Bass Harbor where he was put aboard the boat to have his picture taken with Cameron and Glenn. Then in Friendship they gave one of the Simmons' boys a ride and when the trophy was given to Cameron he handed it to the boy and said "You won this!" I bet there are number of other racers out there that have followers. Should we create a line of merchandise to help promote the races?

Like the gasoline engine there are not many wooden boats left competing on the circuit, even at Moosabec Reach, which almost seems sacrilegious. WIDE OPEN would get the top spot with second going to CINDY JEN. However there were a several other boats that could have made this class interesting: Kathy Lymburner's EMMA G., Trevor Wall's GRASSHOPPER and J. T. BEAN. In the wooden boat class over 36 feet there was no winner, but there were two boats that could have qualified if they had been members: Alan Dugas' DELUSIONAL [38' John's Bay Boat, 600-hp Cummins] and his brother Scott's SAND DOLLAR III [41' Johns Bay Boat; 700-hp Caterpillar]. This class was developed for the big wooden boats, but unfortunately they have not been competing in it, but I am hoping they will next year.

A big thanks goes to all the people that makes this happen.

Putting on a race is time consuming and a lot of work making sure people come and when they leave they are pleased enough to return next year. Prizes is always the big draw and Winter Harbor the last several years has been giving a leased truck away as a prize. That certainly draws a crowd and they are talking about trying to get a hull for 2019. That will make for a big day and could break their record of 130 racers in 2002.

One of the special races of the year is the MS Harborfest Lobster Boat Races held in Portland in association with the MS Harborfest, which raises money for the MS Society. This year we moved the sign-up and awards to Portland Yacht Services/Portland Shipyard's new facility and it worked really well. Lots of parking and dock space, a ramp to launch boats and a big building we can get out of the sun or rain. This year we raised over \$7,250 and hopefully next year we can better that.

Here is the tentative calendar for next year:

#### JUNE

- 15 Boothbay Harbor Lobster Boat Races
- 16 Rockland Lobster Boat Races
- 23 Bass Harbor Lobster Boat Races
- 29 Moosabec Reach Lobster Boat Races

#### JULY

- 7 Stonington Lobster Boat Races
- 21 Friendship Lobster Boat Races
- 28 Harpswell Lobster Boat Races

#### AUGUST

- 10 Winter Harbor Lobster Boat Races
- 11 Merritt Brackett Lobster Boat Races
- 17 Long Island Lobster Boat Races
- 18 MS Harborfest Lobster Boat Races

#### OCTOBER

- 19 Awards Banquet & Dinner

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## Year End Final Results

### GAS POWERED WORK BOATS 24 FEET AND OVER.

#### Class A, Four and Six Cylinder, 24 feet and over.

- 1) *Cindy Jen*, Ann Johansen

#### Class B, V8, Up to 375 cid, 24 feet and over.

- 1) *Wide Open*, Wayne Rich

#### Class C, V8, 376 to 502 cid, 28 feet and over.

- 1) *Black Diamond*, Randy Durkee

#### Class D, V8, Over 502 cid, 28 feet and over, Naturally aspirated

*No entrants*

#### Class E, V8, Over 502 cid, 28 feet and over, Turbos

- 1) *Bud & Dawn*, Steve Johnson

### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

#### Class A, Up to 235 hp, 24 to 31 feet.

*No entrants*

#### Class B, Up to 235 hp, 32 feet and over.

*No entrants*

#### Class C, 236 to 335 hp, 24 to 33 feet.

- 1) *Last Design*, Roy Fagonde
- 2) *Miss Attitude*, Adam Kimball

#### Class D, 236 to 335 hp, 34 feet and over.

*No entrants*

#### Class E, 336 to 435 hp, 24 to 33 feet.

- 1) *Determination*, Parker Poole IV

#### Class F, 336 to 435 hp, 34 feet and over.

- 1) *Band-it*, Parker Murphy
- 2) *Karamel*, Josh Audet

#### Class G, 436 to 550 hp, 28 to 35 feet.

- 1) *Right Stuff*, Dana Beal
- 2) *Another Dirls*, Steve Carver
- 3) *Happy Hour*, Zach Donnell



**Class H, 436 to 550 hp, 36 feet and over.**

- 1) *Miss Norma*, Dean Beal
- 2) *First Team*, Travis Otis
- 3) *Ingenuity*, Brian Tripp
- 4) *Pretty Woman*, Nick Martinez

**Class I, 551 to 700 hp, 28 to 35 feet.**

- 1) *Misty*, Chris Smith

**Class J, 551 to 700 hp, 36 feet over.**

- 1) *Gold Digger*, Heather Thompson
- 2) *Dear Abbie*, Scott Keenan

**Class K, 701 to 900 hp, 28 feet and over.**

- 1) *Blue Eyed Girl*, Andrew Taylor
- 2) *La Belle Vita*, Jeff Eaton

**Class L, 901 hp and over, 28 feet and over.**

- 1) *Motivation*, Tom Clemons

**Class M(A), 40 feet and over, up to 500 hp.**

- 1) *Old School*, Chris Pope
- 2) *Sea Urchin*, Alan Knowlton

**Class M(B), 40 feet and over, 501 to 750 hp.**

- 1) *Miss Amity*, Jason Chipman
- 2) *Kimberly Ann*, Eric Beal
- 3) *Pull & Pray*, Justin Papkee

**Class N, 40 feet and over, 751 hp and over.**

- 1) *Jacalwa*, Marshall Spear
- 2) *Maxed Out*, Spencer Thompson

**Class O, Diesel race boats.**

- 1) *Wild Wild West*, C. Crawford

**Wooden Boat Race (Up to 35' 11")**

- 1) *Wide Open*, Wayne Rich
- 2) *Cindy Jen*, Ann Johansen

**Wooden Boat Race (Up to 35' 11")**

*No entrants*

# **2018 Maine Lobster Boat Racing ANNUAL MEETING/AWARDS BANQUET**

**Saturday 13 October, at Robinson's Wharf, Southport**

MLBRA Annual Meeting 5:00 p.m.; Cocktails at 6:00; Dinner will be served at 7:00; Awards to follow

Options for dinner will be: Prime Rib; Baked Stuff Haddock topped with Seafood Newburg; 1/2 Roasted Chicken with herb butter; Pasta Primavera; or Seafood Trio-baked Scallops, Haddock and Shrimp.  
All served with salad, binner rolls and dessert

**Nearby Hotel Reservation Information:**

**Tugboat Inn - Call for reservation (800) 248-2628 - Special Rate \$129 (say you're a lobster boat racer)**

**For Reservations or more information: (207) 223-8846**