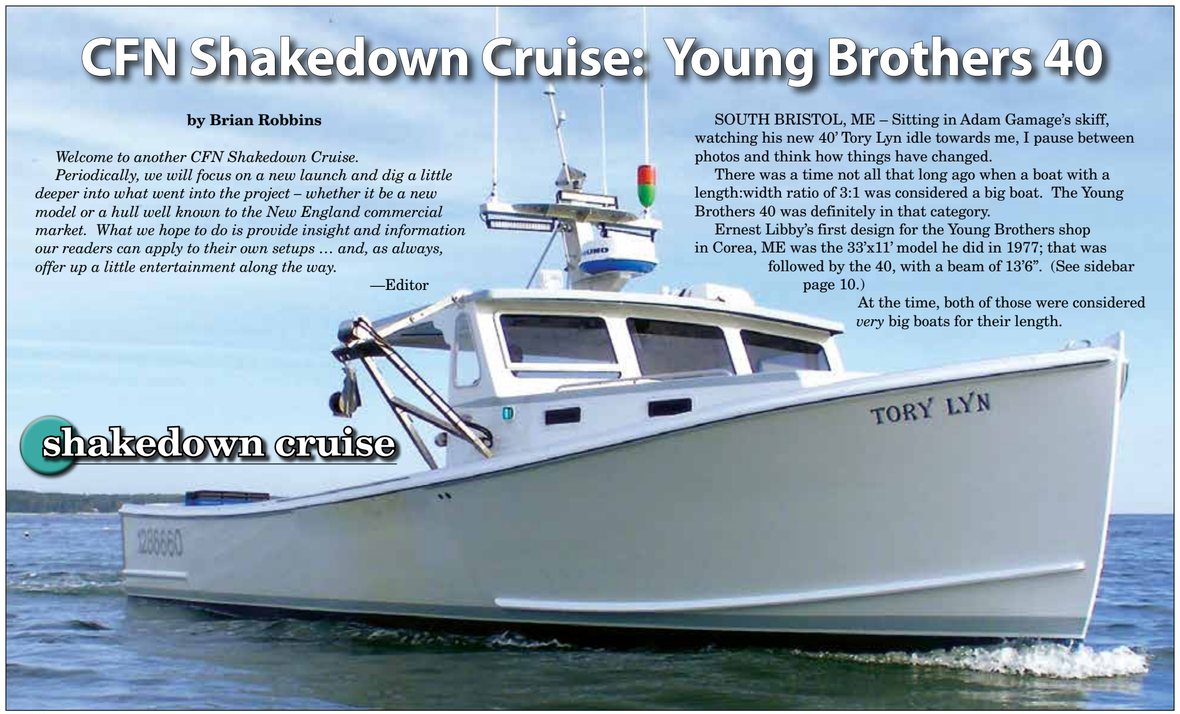
CFN Shakedown Cruise: Young Brothers 40

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



Brian Robbins photo

SOUTH BRISTOL, ME – Sitting in Adam Gamage's skiff, watching his new 40' Tory Lyn idle towards me, I pause between photos and think how things have changed.

There was a time not all that long ago when a boat with a length:width ratio of 3:1 was considered a big boat. The Young Brothers 40 was definitely in that category.

Ernest Libby's first design for the Young Brothers shop in Corea, ME was the 33'x11' model he did in 1977; that was followed by the 40, with a beam of 13'6". (See sidebar page 10.)

At the time, both of those were considered *very* big boats for their length.

And for Adam Gamage, the 40 is still big enough.

"I've always thought these were really good-looking hulls," he tells me when we meet to talk aboard the Tory Lyn at the South Bristol, ME fishermen's co-op before heading out for our photo shoot.

"They have a reputation as good sea boats – especially side-to," says Adam. "Plus, they handle really well. That's important to me: I'll usually fish up inside until October … I needed a boat that turns well with good visibility, but could carry a decent load of gear when I'm ready to move off a ways.

"I feel like this 40 is just what I was looking for."

Sometimes you need to look to the past to find the right answer.

Let's get reacquainted with the Young Brothers 40.

A repeat customer

Since 2009, SW Boatworks in Lamoine, ME has been the home of the Young Brothers model line. (The Youngs' boat building facility in Corea, ME ceased operation that same year.)

The well-known Ernest Libby Jr. designs included the Young Brothers 30', 33', 35', 38', 40', 42', and 45' hulls at that point – since then, SW has added a 46-footer based on a lengthened 42.

When you add in SW's other model line – Calvin Beal Jr.'s designs ranging from 30' up to 46' – that makes for quite a stable of hulls with Beals Island roots.

While the Calvin Beal designs are popular with customers looking for a beamier hull, SW still gets inquiries from fishermen who are familiar with the Young Brothers' models – like Adam Gamage.

Adam opted to go with a solid fiberglass hull from SW, which was then trucked to Farrin's Boatshop in Walpole, ME.

Adam knows the Farrin family well; he not only lives just down the road from their shop, but has owned a number of boats they've finished, as well.

An outboard-powered Rough Water 18 from Farrin's got Adam through his high school years; he then purchased a used South Shore 30 the Farrin shop had finished for another local lobsterman. That was followed by an Osmond 34 Adam had Bruce Farrin Sr. and sons Brian and Bruce Jr. build for him 14 years ago.

And there was never any question as to who would finish Adam's new Tory Lyn.

"They do a wonderful job," says Adam. He explains how these days brothers Brian and Bruce Jr. usually each take the lead on a project (Brian headed

See SHAKEDOWN, next page

Below, Adam Gamage.

Brian Robbins photos

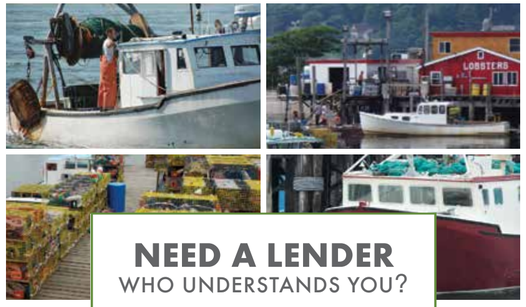
From left, Bruce Farrin Sr. with sons Brian and Bruce Jr. "They do a wonderful job," says Adam Gamage.

Brian Robbins photos

THE BOAT

LOA – **40'**
Beam – **13'6"**
Transom – **12'**
Draft – **4'**
Designer – **Ernest Libby Jr.**

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



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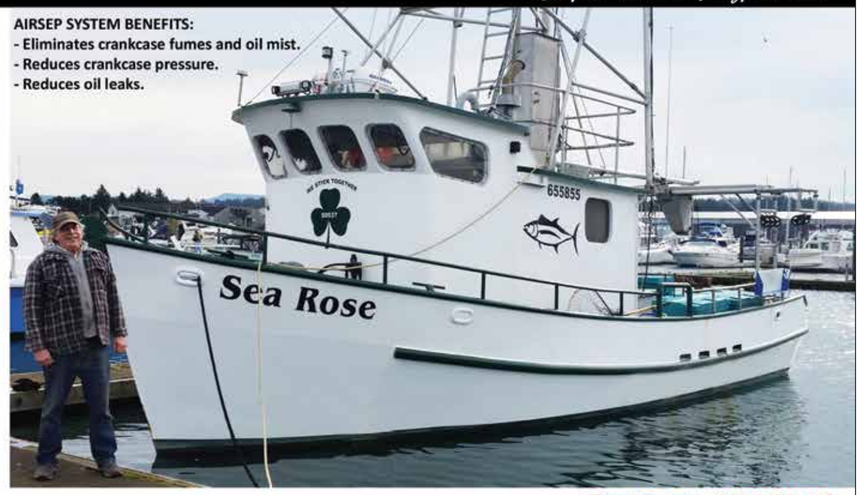

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Shakedown cruise

Continued from previous page

up the Tory Lyn finish crew) with all hands joining in to wrap things up around launch time.

"It's a good system," says Adam. "Both brothers learned from their father – and Bruce Sr.'s right there overseeing everything. They take the time to do things right, down to the little details that make the difference."

He waves a hand around the Tory Lyn's wheelhouse: "The proof's in the pudding."

The Farrins are no strangers to the Young Brothers model line – over the years, they finished their share of hulls, from the 33 up to the 45.

Their last Young Brothers was a 40, in fact, says Brian Farrin when I ask him. He points to a framed photo on the wall in the upstairs office: "There she is … 1995."

After years of finishing more modern, beamier hulls from various builders, Adam's 40 was like welcoming an old friend back. And the Farrins knew just exactly what to do.

Heavy duty

Adam's choice of power for Tory Lyn – a 750 hp 6135SFM85 John Deere from Minott's Diesel – is modest compared to some diesels being installed these days, but it was plenty of engine size-wise, says Brian Farrin.

"The 750 Deere is tall," he says. "Plus, it weighs about 4000 lbs. with the gear … we had to work to tuck her in and get it where we wanted to as far as balancing the hull properly."

Brian points out that the engine wasn't the only thing heavy about Tory Lyn – starting with her 4"x4" framing: "You won't find any 2"x4"s."

Starting with a bare hull gave the Farrin shop an open canvas: they opted to position the main bulkhead at 24' from the transom, keeping the Deere completely aft of it.

Tory Lyn's custom wheelhouse was built from fiberglassed Nida-Core honeycomb panels, the lines complementing the 40's sheer. Adam opted for a traditional single-station house, with the Deere covered by a well-insulated two-piece engine box.

Minott's Diesel outfitted the 750 Deere with a 2.19:1 ZF 360A marine gear. The driveline is a combination of a 2-1/2" shaft from H&H Propeller supported by hardware from R.E. Thomas Marine Hardware. On the back end of all that sits a 32"x35" 4-blade from Nautilus Marine.

A single 250-gallon fuel tank feeds the John Deere. Below-deck access is provided by Freeman and Bomar hatches, all from Hamilton Marine.

Wheelhouse electronics came from two different

See SHAKEDOWN, page 12

Colby Young talks about the 40

"We wanted Ernest to build something a little different," says Colby Young when I ask him what he and his brothers Arvin and Arvid were after when they approached designer Ernest Libby Jr. about a new 40' model over 40 years ago. "Rather than the tumblehome stern and the straighter bow he was used to building, we wanted him to hold the stern out and put more concave up forward." The finished product was "the perfect hull for one or two men to fish out of," says Colby. "I could've had any of our hulls that I wanted and over the years, I had two 40s." The model proved to be the Young Brothers' most popular hull: they built a total of 125 40-footers (the 38 ranks second with over 80 built) before closing the company's doors and selling the molds to SW Boatworks in 2009. Arvin Young passed away in 2008; his twin brother Arvid died three years later. Colby, who will be 80 in December, has retired from lobstering, although he still lives in his home on Cranberry Pt. in Corea – just down the road from where the boat shop used to be.

Brian Robbins photo

From left, Arvid, Colby, and Arvin Young.

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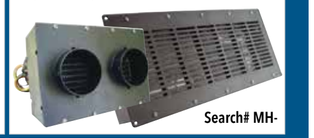

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Shakedown cruise

Continued from page 10

sources: Pete's Marine Electronics and Nelson's Marine Electronics.

"We don't outsource much," says Brian Farrin, "but the people we do bring in are good at what they do … that's why we've used them for years." MVPs brought in on the Tory Lyn include Troy Benner, who owns Fairwind Marine (wiring); Raymond Cole of Billings & Cole (all hydraulics); and metal fabricator Alex Martins of Blue Water Fabrications.

Bruce Sr. also gave Viking Lumber high marks for great service and attention to quality on all the wood used in Tory Lyn … an art somewhat lost in the age of fiberglass and composite materials.

Brian Farrin mentions the input from the boat's namesake: Adam's wife Tory. "She had some good ideas, including the color scheme. They were great to build for."

On the water

Back to that view from Adam's skiff that I started this all with: at one point I get him to kick the Tory Lyn around at idle, which he does – displaying the 40's sharp turning radius and nimble handling.

She's no lightweight, either, according to the scales – Brian reports a finished weight of approximately 25,000 lbs.

"Whatever that costs her for speed is one thing; she's definitely a comfortable boat," he says. "And that's what Adam was looking for."

As far as speed and fuel economy goes, Adam says he has no complaints. He insisted on fitting Tory Lyn's prop with a cage ("If I didn't, I'd have rope in my wheel the first day – my *own* rope"), which cost her a few turns; nonetheless, he ended up with a top speed of 23 knots. At 1850 rpm, he can cruise at 18 knots with a fuel burn of about 20 gallons/hour.

Tory Lyn hit the water with lifting rails fitted to the hull. When I ask Brian what he went by, he laughs. "We put them right underneath that 4000-lb. monster to help hold it up."

After initial sea trials to get a feel for things, the 40 was hauled out for very slight wedges to be added to the run aft.

"We wanted to bring her down just enough to make for easy visibility when Adam was cruising," says Brian. "It doesn't take much." (He told me the magic numbers … but you'll have to ask him.)

After a few days of sea trials and general get-to-know-the-boat running around (including spells of Deere-authorized full-throttle operation), followed by a long first day of hauling, Adam's initial refuel to top off the tanks was only 52 gallons.

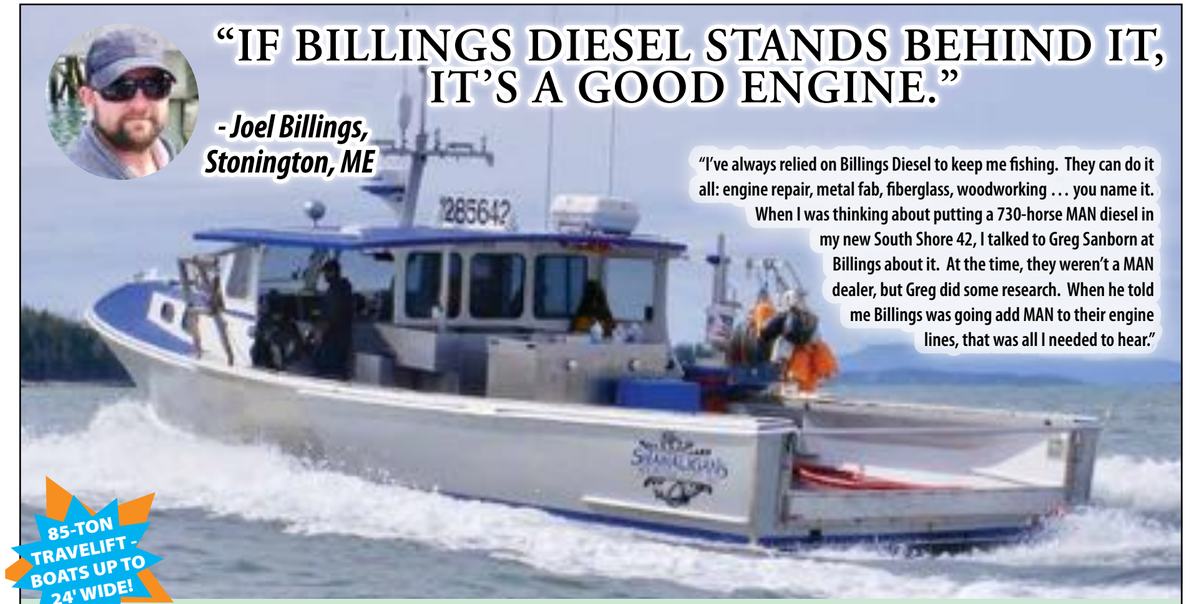
"I think he's got a sensible, comfortable work boat there," says Bruce Sr.

One would have to agree. ■

Above, a view of Tory Lyn's two-section engine box; at left, the well-insulated rear cover.

The Engine Box

Brian Farrin says they "pounded the insulation" to Tory Lyn's engine compartment and two-piece engine box. The end result is an extremely quiet ride for Adam Gamage. For more information on the 6135SFM John Deere engine, contact Bell Power Systems LLC at (860) 767-7502 or (800) 225-8669 for the Deere dealer in your area.

Brian Robbins photos

Tory Lyn's 750 Deere is equipped with a wet exhaust – no muffler needed.