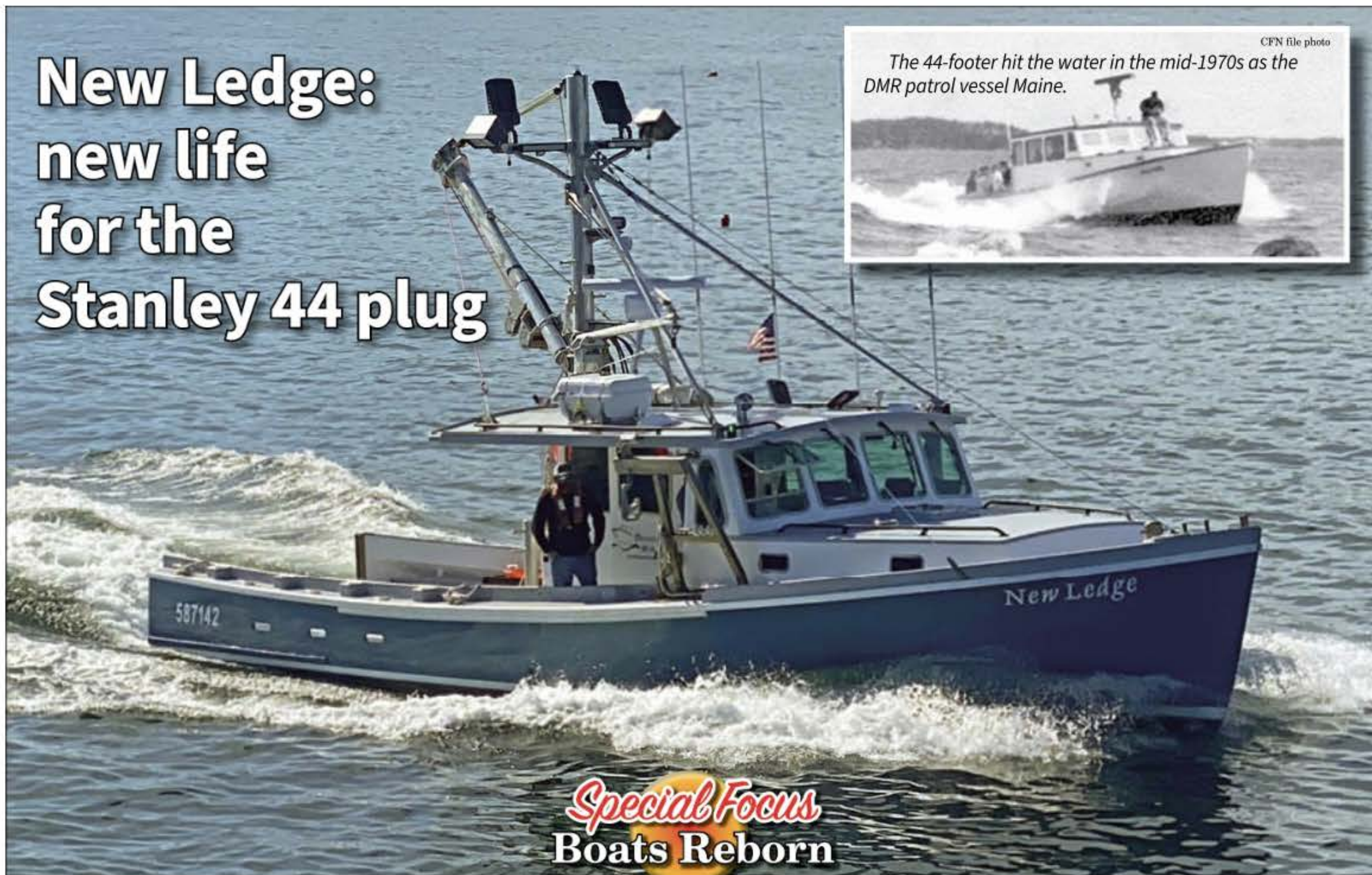


New Ledge: new life for the Stanley 44 plug



CFN file photo
The 44-footer hit the water in the mid-1970s as the DMR patrol vessel Maine.

Special Focus
Boats Reborn

Photo courtesy Parker Poole

FALMOUTH, ME – Technically, Parker Poole’s 44’ New Ledge isn’t a commercial fishing boat, but during her almost 5 decades of existence, she’s certainly been part of the commercial fishing world ... and has certainly paid enough dues to be part of this Boats Reborn Special Focus.

When the Lyford Stanley-designed

44-footer first hit the water back in the mid-1970s, she was known as the Maine – a patrol vessel for the Department of Marine Resources – but prior to that, she’d served as the plug for the John M. Williams Company’s Stanley 44 mold. While her 44’x14’8” dimensions might seem modest compared to some of today’s

behemoth lobster boat hull designs, the Stanley 44 had a well-deserved reputation as an amazing heavy-weather boat (which I can vouch for personally).

The Maine was decommissioned in 1991 and became a cruiser during the next chapter of her existence – and she was still a boat of leisure when

Parker Poole bought her in 2020.

Parker, who owns the Falmouth, ME-based salvage company Determination Marine (he played a key role in the rescue of the C Rae on page 23) says he knew what lay beneath the vintage 44’s recreational appearance: “When anybody talks about a Stanley 44, you think ‘sea boat,’” he says. In Parker’s line of work, the phone will ring during the



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Brian Robbins photo

Parker gave Matt St. Cyr and Cumberland Ironworks high marks for their metal fab work: “A lot of beautiful – and rugged – custom fabrication.”

worst kind of weather (that's often why people need him) and any boat he uses not only has to be steady – it needs to be nimble and capable of handling big loads.

Parker says he and buddy Pat Murray “went to town tearing things apart” the first winter after he bought the boat he would rename New Ledge. While the wheelhouse, main bulkhead, and foc’s’le interior fell victim to Parker’s sawzall, the double-plywood core of the trunk, foredeck, and wash rails proved to be solid and served as an excellent base to start the rebuild process.

When things got busy on the water for Parker, he counted on the crew at Royal River Boat Yard (where the 44 was stored) to keep the project going while he concentrated on salvage work.

“Royal River has always bent over backwards to keep me going,” says Parker, “and they were just as great when it came to this project. The whole Royal River crew; the Dugas family – especially Alan and Molly – everyone was really supportive.”

While Parker figured from the start that getting New Ledge the way he wanted was going to take whatever time it took, the death of good friend Joe Raynes led to a push to get New Ledge overboard this past August.

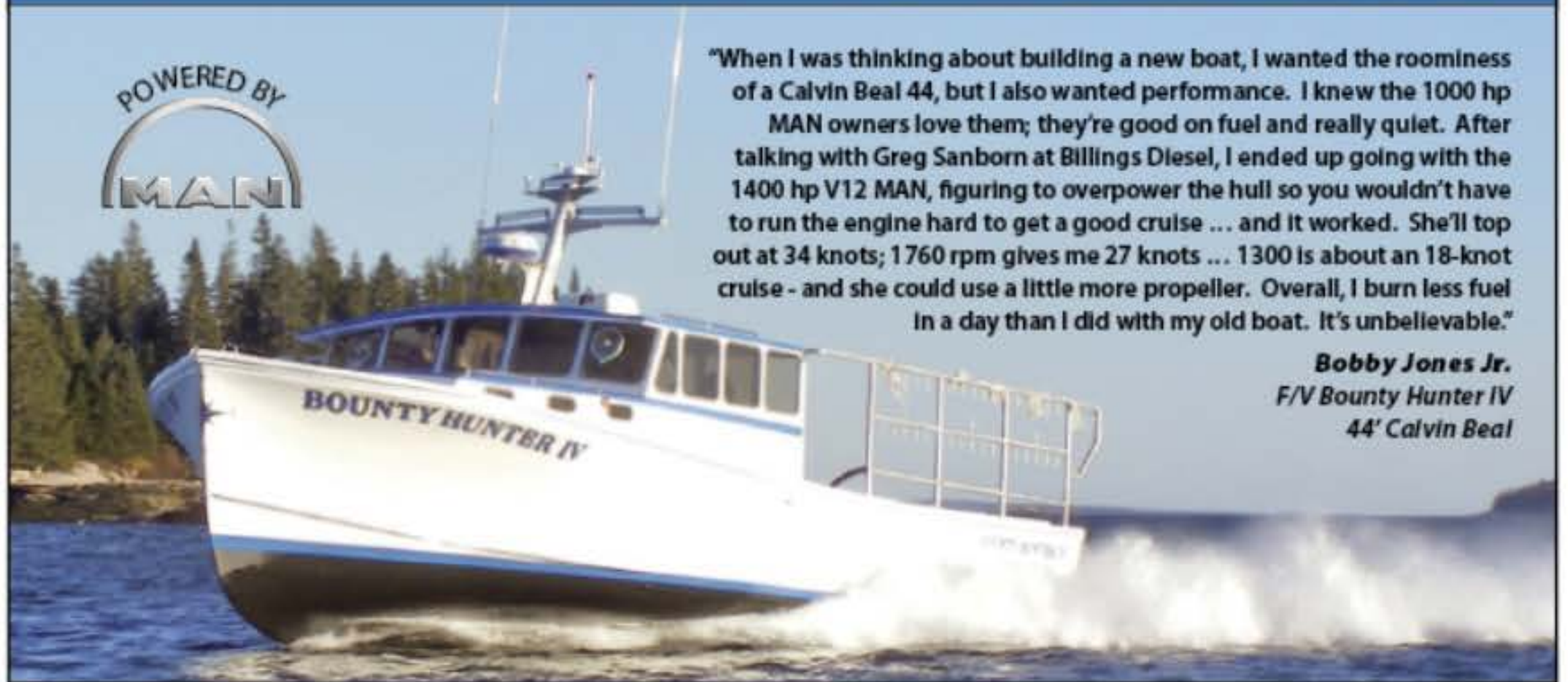
“Joe was definitely part of the project,” says Parker. “His last project before he passed away was a panel he built for this boat, in fact. He was – and is – with us in spirit. After he died, I wanted to have this boat in the water to take his ashes out ... and we made it.” ■



Above, left to right, views of the ripping apart and rebuilding. Parker’s credits included Royal River’s “Dody LeClair, Oliver Vanhise, and Bob Hanna for their boat building and fiberglass talent; Geoff Nelson for electrical and systems work; and Wayne Johnson for finding all the parts and pieces.” Parker used a Morgan Bay 43 rooftop for the new wheelhouse, shaping the windshield to meet the overhead’s crown. Once the 44-footer was ready to receive wiring and electronics, Kimball Marine Electronics jumped into the process.

Photos courtesy Parker Poole

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Bobby Jones Jr.
F/V Bounty Hunter IV
44’ Calvin Beal



Photo courtesy Parker Poole

Above, New Ledge’s redesigned wheelhouse complements her lines nicely. “We overbuilt everything,” says Parker (below). “When you’re doing salvage and handling the loads we sometimes do, you can’t have a failure.”

Brian Robbins photo



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