

Maine Coastal News

Volume 33 Issue 8

August 2020

FREE

It Takes the "Right Stuff" to Win!



Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 550-hp Iveco] and Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] battling in Class G at Friendship.

ROCKLAND-BASS HARBOR—As winter was nearing an end, with spring close at hand, many in the commercial fishing industry headed for the Maine Fishermen's Forum at Rockland the first weekend of March. Most realized that there was an issue, but we never realized how big an issue this was going to become. The issue was the Covid 19 virus and when it was all said and done, we had lost five races (Boothbay, Harpswell, Long Island, Pemaquid and Stonington).

Over the winter there were a number of new lobster boats built and it was known a few of them would come out for the races. The first to go over was Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] early last fall. Late last fall we knew that Gary Genthner had purchased a Mussel Ridge 28 hull, but it was not known what she would have for power. At sign up for the Rockland races we learned she had a 550-hp Iveco.

Ed Shirley purchased a used Holland 32 late in 2018. She came out with her original engine, a 148-hp Volvo, and early last fall Ed decided to put in a 430-hp Cummins.

When racing was done last year, Jeremy Beal put up for sale the big 2,500-hp alcohol engine he was using in MARIA'S NIGHTMARE [Mussel Ridge (ex-Wayne Beal) 28]. About mid-winter he decided that he was going to put in a diesel and settled on a 600-hp Cummins.

During the winter Tom Clemons de-

cidied to sell MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] to Alfred Osgood of Vinalhaven. She is having some modifications made at Mainely Boat in Cushing and will be repowered with the 900+-hp Mack that was formerly in STARLIGHT EXPRESS.

ROCKLAND

The first three races of the day were for skiffs. There was just one boat in Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger), JENILY, operated by Jennifer & Emily Noyes of Harpswell. Their white boat is covered with hand prints, which are actually their hand prints in all sorts of colours. Their brother, Jacob, would win Class B (Inboards, outboards or outdrives, 31 to 90 hp) in ZIPPIN' TOO [Corson 15; 90-hp Nissan], followed by his father, David, in ZIPPIN' [Corson 14; 60-hp Johnson] in second. Frank Bennett of Newbury, MA came in a new boat, an 18-foot Lund with a 90-hp Honda, and took third. In Class C

(Inboards, outboards or outdrives, 91 hp and up) the winner was David Johnston's CASCO MISS [Eastern 22, 250-hp Honda].

There are five Gasoline Classes, but there were only three boats entered in three different classes. In Class A was Jon Johansen's CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet]; Class B Colyn Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet] and Class C Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet]. They were run together and it was a close battle between WIDE OPEN and BLACK DIAMOND, with WIDE OPEN coming over the line first.

There are 16 Diesel Classes and only two, Class L (901 hp, 28 feet and over) and Class O (Non-working boats, any length, any horsepower) did not have an entrant. Two boats were on the line for Class A (Up to 235 hp, 24 to 31 feet), which was won by Kevin Hornsby's HIGH HOPES [Osmond 27; 225-hp John Deere]. Three boats were entered in Class B (Up to 235 hp, 32 feet and over), which was won by Don Drisko's

MERGANSER [33' Calvin Beal Jr.; 230-hp Yanmar]. Second went to Bill Oliver's KAREN LYNN [South Shore 34; 220-hp John Deere] and third, after being totally rebuilt this past winter, was Wayne Rich's RICH RETURNS [38' Robert Rich; 210-hp Cummins]. Class C has been dominated by three boats (Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar]; Steven Osgood's VENOM [Mussel Ridge 28; 300-hp Sisu] and Daniel Eaton's WHITE LIGHTING [AJ 28; 305-hp Cummins]) the last few seasons. Only LAST DESIGN and VENOM were entered and it was a real close battle and at the line it was LAST DESIGN crossing first for the win. There was just one entrant in Class D (236 to 335 hp, 34 feet over) Kaleb Campbell's BRIELLA GRACE [Duffy 35, 300-hp Cummins]. There were five boats on the line for Class E (336 to 435 hp, 24 to 33 feet). It would be the first race for MISS KYLEE and AUDREY MAY, who was going up against Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar], which dominated this class last year. MISS KYLEE streaked up the course and got the win by a boat length over HIGH VOLTAGE with AUDREY MAY in third. Three boats were entered in Class F (336 to 435 hp, 34 feet and over), which was won by Winfred Alley's AIDEN MARINER [Calvin Beal 34; 425-hp Cummins]. Class G (436 to 550

Continued on Page 19.

Lobster Boat Racing Newsletters

The above article is a summary of our lobster boat racing newsletter published after each race. It has more in-depth coverage and lots of photographs. You can find these newsletters on-line at "mainescoast.com" or to sign up to receive them send an email to: igmatats@aol.com

Also follow us on Facebook: friend Jon Johansen, which will have photographs from the races, boat yards and other waterfront interest.

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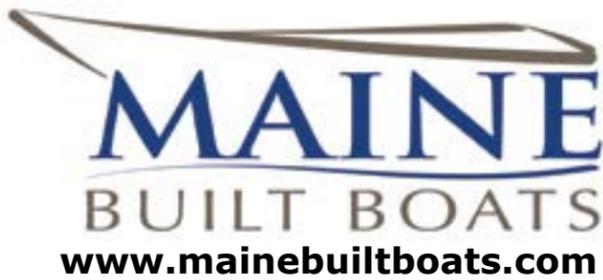
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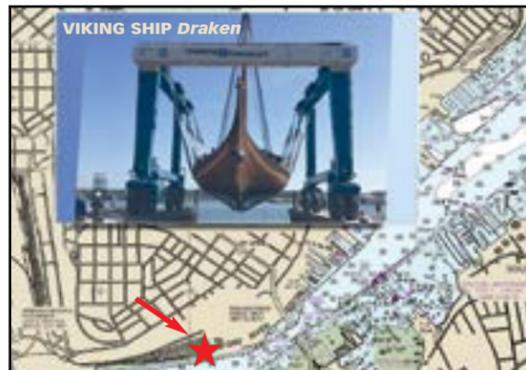
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history.

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Editor-in-Chief **Rachel Elward**

Advertising Deadlines: The deadline for the September is August 14.
The deadline for the October issue is September 11.

MCN's Calendar

On-going Exhibits	JULY
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	29 Castine Classic Yacht Symposium Maine Maritime Academy Castine
After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	30 Castine Classic Yacht Race Castine Yacht Club Castine
Thou' Shall Knot: Clifford W. Ashley New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	AUGUST
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	8 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley Mystic Seaport Mystic, CT Info: mysticseaport.org	14-16 WoodenBoat Show Mystic, CT Info: www.thewoodenboatshow.com/
Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org	16 Portland Lobster Boat Races Portland Yacht Services Portland Info: Katie Werner (207) 807-1832
Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	SEPTEMBER
	26-27 Maine Small Craft Celebration Portland Yacht Service Portland Info: (207) 774 1067
	OCTOBER
	17 Annual Meeting & Awards Banquet Robinson's Wharf Southport Island Info: Jon Johansen (207) 223-8846
	MARCH
	4-6 Maine Fishermen's Forum Samoset Resort Rockport

Publisher's Note

There are a lot of interesting events transpiring in today's world. We have a virus running rampant around the country and the world with some taking it extremely seriously, others think it is a joke, but most I find, do what they think is going to keep them safe. Not only has this been a problem for the health care industry, but restrictions have led to many business finding themselves in an economic quagmire. The tourism industry in this state is devastated and some say that at least a third of the hotel businesses will not survive.

The marine businesses seem to be on the opposite end of the spectrum. Many of those people that were forced to stay sheltered looked for a way to get out without being near others. Many of them turned to boating and this seems to have caused an upturn in business. I have found a number of marine businesses swamped with work. Some people have bought bargain boats that have been sitting for an extended period of time and getting them functional again can be a challenge and expensive.

What is going to be interesting is whether some of the changes in people's interests during this pandemic will continue. I think people have discovered that the fast pace of their life was not worth the sacrifice and that they may see the enjoyment in slowing this pace down and what better way than to go on extended cruises along the coast? If you are careful and handy you could get into boating very economically. Just make sure you learn seamanship, because Mother Nature can be very unforgiving.

The other happenings are the protests and the destruction of historic statues. History is important as it teaches us some of the mistakes that were made in the past allowing us not to make those same mistakes again. It was obvious that those trying to destroy some of these monuments did not know anything about their history nor did they care to learn it. One has to understated the evolution of change that has taken place over the last few hundred years, even though

these changes are slow in evolving, too slow for some. Remember you cannot just pick an event and think you have a total grasp of the way of life at that period of time. An excellent example is France in the mid-1700s. If people think it is bad today, you should see what transpired then. Just read a biography on Voltaire. Also learn about indentured servants or the Barbary Wars and the captured merchant crews.

I can see how monuments to Confederate officers could be an issue to some. Again, one needs to understand the entire situation. There was definitely a movement by many nations, including the United States, to end slavery, albeit the change was way to slow in happening. The south was strongly opposed to ending slavery for the obvious reason that it could cause them an economic disaster.

What about those U. S. naval officers that went to the Confederate Navy? One of the statues attacked was of Raphael Semmes, who was captain of CSS ALABAMA. She was a raider that captured and burned many northern merchant vessels. One can certainly see the issues with him. Then there was Lt. Matthew Fontaine Maury, who was well respected around the world for his contribution to oceanography, mainly the study of winds and currents. His research saved merchant vessels days, if not weeks, per voyage and that meant a huge financial savings. He was honored world-wide for his contributions, but his defection to the south, caused his reputation to be severely tarnished. However, an honest look at what he did for mankind will show that his contribution to oceanography far outweighs his time as a Confederate officer.

There is a process for the removal of statues and that is what should have taken place. Even when removed they should be placed, such as in a museum, where people can still see them and understand their place in history. A fear of any historian is that they are hidden from sight or destroyed and that could mean what they could teach future generations is eliminated.



Most of us are too young to remember the U. S. Navy fleet tugs that were built at Frank L. Sample's yard in Boothbay Harbor at the end of World War II. They built six of these, ATR 7 to 12. Following the war they were stricken from the Navy. Camden Shipbuilding also built ATR 17 to 22; 74 to 79 at the same time.



A view of Motif #1 with a fishing vessel tied to her dock in Rockport, MA. Unfortunately, I do not know what time period, but would think pre-World War II.

ALL WORK AND NO PLAY IS NO WAY TO GO!



Remembering Andrew Gove
By Sheila Dassatt

How many have heard the old country song, "Who's Gonna Take Their Place?" Well, this certainly pertains to folks like Andrew Gove, better known as everyone's "Uncle." I have a special place for Andrew myself, as he shares his birthday with my son, Travis, also born on May 9th, different years! I knew there was something special about that friendship. Our families have always had a bit of a bond, between old friendships going way back and a "friendly rival" with the boat racing circuit. Andy, with UNCLE'S UFO and my Dad, Corliss Holland, with the RED BARON had a blast racing their boats together. The big thing at that time, was the fact that both men were up there in age, and having more fun than the rest of us! They really did put us to shame when it came to showing good sportsmanship (most of the time)! No really, they had fun with it and always put on a good show. Besides that, they were very good friends, going back to their youth.

Going back in time, just a little bit, Andy was born on Eagle Island in 1930 and fished one form or another his entire life. He helped to support his family and worked hard over the years, doing whatever it took to put food on the table. He married his wife, Rose, right after she turned eighteen and just had their 73rd wedding anniversary, still very much in love with each other. They also raised two daughters along the way. This was pretty much the way life was on the islands, whether it was Eagle Island or Stonington.

Most people remember Andy as a lifelong fisherman, but a lot of people don't remember that he was an accomplished pilot for twenty years. He flew as a spotter for herring, or called "spotting the silver." This was something that he really enjoyed doing, especially the day that he took my husband, Mike, up in his plane to show him how it was all done. He was very generous that

way and Mike never forgot that special ride.

I remember the "little things" that Andy would do, also. I worked at Hamilton Marine for quite a while. Andy would show up from Stonington as a customer and a good friend of Wayne and Loraine's. He would have a box of crab claws with him, just to give to Wayne and Loraine and anyone that would like to take a few home to pick for a sandwich. These are the things that I remember about the man. He always had a little joke or two to go along with it!

I can't write about Andy without sharing the famous family story, if you all don't mind. When my parents had their 50th wedding anniversary, we asked Andy and Rose to come along and share this story for all to hear. Andy got up to the podium and did just what we asked him to do, (bless his heart) and shared the story with everyone: It seems that many years ago, my parents went to Eagle Island to spend the weekend with Andy and Rose. They were all quite a bit younger then, so it seems that they ran out of liquid embellishment. Dad and a friend offered to row to Stonington for a "beer run." The fog came in and they ended up staying in Stonington that night. When he came back the next morning, he went to look for all of them. In the meantime, Mom saw the dinghy and hid the oars. My mother was so angry with him, that she ran down the beach with a clam hoe in her raised hand. Dad couldn't find the oars, so he ended up paddling as fast as he could with his hands! Andy thought that was so funny, that the story is classic history now. Guess there's something to it all, both couples had long lasting marriages! These are just a few of the memories that I'd like to share about Andy and Rose. We don't want these memories lost forever.

There are a lot of documentaries that Andy did concerning island life and his knowledge of the fishing industry. If you should go on Google and simply put Andrew Gove in the search bar, you will find some very good interviews and videos that he has done over the years. These are all going to be priceless now.

On Sunday, July 12th, Stonington had a fleet of boats gather in tribute to Andy. The procession was led by MISS KATIE, owned by Nick Wiberg. MISS KATIE is the former UNCLE'S UFO. MISS KATIE hosted Rose and her family so the procession

Continued on Page 6.



UNCLE'S UFO RACING RECORD

Boat type: Northern Bay 36; Boatbuilder: Downeast Boats & Composites, Penobscot, ME (Hull); Buxton Boats, Stonington, ME (Finisher)(1997); Engine(s): Diesel 900-hp, Mack, 8 cyl., Turbo (1999-2015) > 700-hp Volvo (2015-); Owner(s): Andrew Gove, Stonington, ME (1997-2018) > Nick Wiberg, Stonington (2018-; Year's Raced: 1997; 1998; 1999; 2000; 2001; 2002; 2003; 2004; 2005; 2007; 2008; 2009; 2010; 2012; 2013; 2014; 2016; 2017; 2018; 2019

Results

1997-1998: records entered yet.

1999: PEMAQUID: 1st Diesel over 650 hp, 24 feet and over (48.7 mph). 1st Diesel Free-for-All. 2nd Fastest Lobster Boat. SEARSPORT: 1st Diesel Class K (48.9 mph). 1st Diesel Free-for-All (49 mph). 1st Fastest Lobster Boat (48.2 mph). WINTER HARBOR: 1st Diesel Class K (51.3 mph). 1st Fisherman over 65 years old (50.8 mph). 1st Diesel Free-for-All (48.3 mph). 2nd Lobster Boat Free-for-All (53.5 mph).

2000: FRIENDSHIP: 1st Diesel Class K. 1st Diesel Free-for-All. 2nd Fastest Lobster Boat. HARPSWELL: 1st Diesel Class K. 2nd Diesel Free-for-All. 1st Fastest Lobster Boat. MOOSABEC: 1st Diesel Class K. 1st Diesel Free-for-All. 1st Fastest Lobster Boat. SEARSPORT: 1st Diesel Class K (49.6 mph). 1st Diesel Free-for-All (49 mph). 3rd Fastest Lobster Boat. STONINGTON: 1st Diesel Class K (51.2 mph). 1st Diesel Free-for-All (49.1 mph). 3rd Jimmy Stevens Cup. WINTER HARBOR: 1st Diesel Class K. 1st Diesel Free-for-All (49.6 mph). 2nd Fastest Lobster Boat.

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The Nordhavn TRIXIE in Eleuthera following a refit at Front Street Shipyard.

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Continued from Page 5.

could all go by, wave and show our respect. Members of the Gove family went ashore to Two Bush Island to have a wreath laying ceremony, which was followed by a “nine horn salute.” We were proud to be part of this procession, which carried our family on SAVING GRACE. We figure that Andy and Dad are lining them up in heaven now for the big race!

Rest in Peace and Fair Winds.

Back in 1997 *Maine Coastal News* published an interview with Andy:

Profile: Andrew Gove-Lobster Fisherman

STONINGTON – Sixty years of fishing and fifty years of marriage. There are not many that could boast either, but Andrew Gove of Stonington can. He can also boast having one of the fastest lobster boats on the coast. He just took delivery of a Northern Bay 36 finished out for him by Peter Buxton of Stonington, named UNCLE’S UFO. In her first race at the Boothbay Harbor Lobster Boat Races she took two firsts and was narrowly beat by Holland’s RED BARON both doing in excess of 46 mph for the Fastest Lobster

Boat title.

Andy was born in Stonington, but when he was two weeks old he was taken out onto Eagle Island where his parents, grandparents and great-grandparents lived. Due to the Depression, and a lack of money, he was brought up by his grandparents. He lived on the island until they closed the school during the Second World War. He added, “I had to move off and I went to school over here at Deer Isle. I was over here through the seventh, eighth and freshman year. Then I came down here in my sophomore year, quit and got married. That was the end of high school.”

His love has always been with the water, which was instilled in him by his father and grandfather. He had his first license at the age of seven, which he paid a dollar for. When he moved to Stonington to go to school he went fishing with his future father-in-law, Archie Hutchinson. Together they fished off Isle au Haut.

After getting married in 1947 he fished out of Stonington and Spruce Head, before moving back to Eagle Island for two or three years. By this time, he had a daughter ready to go to school and he was forced to leave the island and come to Stonington for good.

It was not just lobstering, but Andy also seined for Caldwell Brothers and Ralph Barter. He remembered back to the fishing weirs they had on Eagle Island that his grandfather operated. He also remembered the number of fish. He said, “Back in them days there was a lot of herring. They think they know what herring is today, they’ve got a lot to think about. Godfrey, you don’t see one now, but very, very seldom. But in them days you could almost walk on ‘em at times.”

Andy would go seining in the summer

and lobster in the fall, winter and spring. He even operated a plane which he used for spotting the fish.

Like most lobster fishermen, and he began fishing out of a square stern rowboat which was built by his grandfather. His next boat was donated to him by a woman up on the island. She gave him a 14-foot centerboard sailboat. His grandfather removed the centerboard and put in a shaft-log, engine beds and a 5-hp Gray engine. This was his first powerboat. This boat was followed with a 22-footer and then he purchased Virgil Gross’ 36-footer, a former rum runner built by the Rich Brothers.

After the 36-footer Andy said he “went back downhill” two a 32-footer built by Otis Shepard of Stonington. He then went to Beals Island to have Harold Gower build him a 38-footer in 1963. Most of the old boat builders were set in their way and Gower was no different. Andy explain, “He built a nice boat, but he had his ideas. I wanted him to widen the stern out on this 38-footer because he had been building 34s. He didn’t want to do it, Gory, I stayed there all day to convince him to widen that out 6 inches. Oh, he done it, but boy I didn’t think he was going to. He said, “A destroyers got a narrow stern,” and he said, “they’re a good boat. “Well,” I said “I can’t get traps enough in there,” and she was only 11 foot wide and now I got a boat two feet shorter that’s almost 13 feet wide.”

The 38-footer that Gower built for Andy was his first diesel powered boat and thought the whole boat complete was only about \$10,000.

With fiberglass coming into being Andy Gove bought a 36-foot Stanley that was designed by Lyford Stanley of Mount Desert Island. He purchased the hull and Joel White at Brooklin Boat Yard in Brooklin finished it off for him. This boat was replaced with a Duffy he named the LOVE BOAT in 1984. He said he still thinks a lot of that boat.

With a desire for one more boat he went around to several builders and finally settled on the Northern Bay 36, another Spencer Lincoln design. He purchased the hull and had Buxton finish it off for him. He said, “Peter is awful nice. Never worked with a better guy in my life on a boat.” As for the boat, Andy added, “She seems good, I think she’s dry for a fiberglass boat and she goes good, course that’s a big engine.”

Why the name? “Well, all the boys call me uncle,” said Andy. “I started it. See her brother was an uncle to my kids and I always called him uncle. Well, it backfired and they

started calling me uncle.”

Then why U. F. O.? They modified the stem and changed the house and Andy said, “she’s really kind of unidentified. Well, the F could stand for floating or flying. If she don’t go good why we’ll call it floating.”

After the races, it certainly went from floating to flying with no questions asked.

Andy was married on 14 June, but he could not wait and the new boat went over the day before. His grandson, who was born on 13 June, christened the boat for him.

UNCLE’S UFO has been hauled out to be finished and Gove is unsure whether she will be done for the Jonesport races. He said that if she is not done she will not be racing until Stonington on 12 July.

After fishing for sixty years, Andy would like to see some changes. He thought the changes in technology, such as rope materials and wire traps have been a good change. However, he added, “I think the changes were good and if they only took advantage of it and hadn’t built up such large strings of gear we could have got a day’s pay a lot easier with less expense. It seems like the more they can keep out there fishing the more they want. It’s got to come to a stop.”

Last year was a good year for the lobster fishermen in the Stonington area. Andy said, “I think it’s still going to be pretty good this year when they get shed. They’re just fishing them so hard and they’re catching up all the good ones in the fall when they fished so late. Up in here right close to home they always were done by October. A couple of years ago they were fishing there in December. They would have shed and crawled away and then in the spring they would have had some good spring fishing. They’ve got so many traps and so many more people that there’s nowhere to go. The whole bay is just covered with traps.”

Andy would like to see full-time lobster fishermen with a 600-trap limit. He added, “When they went to a trap limit on Swan’s Island some complained. They’ve caught just as many lobsters with 475 traps as they did when they had more. The only problem they’re going to have is new ones moving in.”

Meeting fishermen along the coast of Maine is a most pleasant experience especially when you meet people like Andy Gove. The history and stories that they have can keep one interested for hours and their sense of humor is second to none, just ask one of them a question!

UNCLE’S UFO Racing Record

Continued from Page 5.

2001: FRIENDSHIP: 1st Diesel Class K. 1st Diesel Free-for-All (48 mph). 1st Fastest Lobster boat. HARPSWELL: 2nd Diesel Class K. 1st Diesel Free-for-All. 2nd Fastest Lobster Boat. PEMAQUID: 1st Diesel over 650 hp, 24 feet and over. 1st Diesel Free-for-All. 2nd Fastest Lobster Boat Afloat. WINTER HARBOR: 1st Diesel Class K. 1st Diesel Free-for-All. 2nd Fastest Lobster Boat.

2002: BOOTHBAY: 1st Diesel Class N (46.0 mph). 1st Diesel Free-for-All (47.7 mph). 2nd Fastest Lobster Boat. FRIENDSHIP: 1st Diesel Class N (48 mph). 1st Diesel Free-for-All (48 mph). 1st Fastest Lobster Boat (48 mph). MOOSABEC: 1st Diesel Class N. 1st Diesel Free-for-All. 2nd World’s Fastest Lobster Boat. SEARSPORT: 1st Diesel Class N. 1st Diesel Free-for-All. 1st Fastest Lobster Boat. STONINGTON: 1st Diesel Class N. 1st Diesel Free-for-All. 1st Jimmy Stevens Cup. WINTER HARBOR: 1st Diesel Class N. 3rd Diesel Free-for-All. 1st Fastest Lobster Boat.

2003: STONINGTON: 1st Diesel Class N (48.1 mph), 1st Diesel Free-for-All (49 mph) and 1st Jimmy Stevens Cup (49.3 mph).

2004: HARPSWELL: 1st Diesel Class N; 2nd Diesel Free-for-All; 2nd Fastest Lobster Boat. PEMAQUID: 2nd Diesel 651 and over, 28 feet and over; 2nd Diesel Free-for-All; 2nd World’s Fastest Lobster Boat Afloat. SEARSPORT: 1st Diesel Class N; 2nd Diesel Free-for-All. STONINGTON: 1st Diesel Class N, 49.5 mph; 2nd Diesel Free-for-All; 1st Jimmy Stevens Cup, 48.8 mph. WINTER HARBOR: 2nd Diesel Class N; 1st Diesel Free-for-All.

2005: BOOTHBAY: 1st Diesel Class N (46.2 mph). 1st Diesel Free-for-All (47.7 mph). Fastest Lobster Boat (47.7 mph). FRIENDSHIP: 1st Diesel Class N. 1st Diesel Free-for-

Continued on Page 8.

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SEARSPORT – Being a lover of classic wooden lobster boats, especially those built on Beals Island, no one was surprised when I purchased one. Most boaters love the wooden boat, but they would never own one. They point to the fact that they need a lot more regular maintenance than a fiberglass boat.

There are a lot of people from Beals and Jonesport who remember the lobster boat CINDY JEN and her second owner Reggie Alley. CINDY JEN was built by Clinton Beal of Beals Island in 1964. Those who worked on her while she was under construction were Clinton Beal, Willis Beal, Lessie Merchant and Enos Wright. She was built for Phil Alley of Jonesport and was originally named BERNADETTE & GERALDINE. She spent the first part of her life at Isle au Haut until she was purchased by Reggie in the late 70s or early 80s. Reggie fished her out of Jonesport until the late 90s when she was sold to Cameron Crawford, who was just starting his lobstering career while in high school. He outgrew the boat and she was donated to a non-profit, who sold her to an owner from Boothbay. He had her rebuilt from the bulkhead back, used her a couple of years and then donated her back to the non-profit, from whom I purchased her.

This spring, I quarantined at Royal River Boat Yard in Yarmouth getting her ready for the water. Sanded the topsides and gave them a new coat of paint; painted the bottom, touched up the beige around the cockpit and put on the zincs. While there I met a few of the other boat owners and had some interesting conversations.

When I picked up the boat in Boothbay in 2018, her first cruise was to Harpswell and it was a perfect two-hour run with no problems. However not long after she developed

an issue that would cause her engine to quit. If you waited a few minutes she would fire back up. On a trip from Portland to Kittery she probably shut down about five times. Over the three years several people looked at and found various issues, but the problem always resurfaced.

Just before the Rockland races this year I brought her up from Harpswell to Rockland and only had a slight problem off Owl's Head. Refueled her, did a short sea trial, and the problem seemed to be gone. Following the races I headed for Searsport and just above Camden she shut down three times and I had a hard time re-firing her the last time. Fortunately, Travis Otis on FIRST TEAM was following me and took her in tow. Over the course of a couple of weeks he and his father Keith rebuilt the carburetor, added a new fuel pump, changed the fuel filters and part of the fuel line. We would take her out on trial runs and there was no question she was running a lot smoother, but at times she still would shut down. However, she always re-fired and each time she would go longer without having an issue. The final consensus they made was that she had not been used much the past two years and the gas was a problem. Fortunately, Winterport has ethanol free gasoline and that seems to have solved the problem. So, with just three days before the Friendship races one more sea trial at high speed. No problem with her shutting down, but we noticed that her bilge pump was coming on frequently. Up came the hatches in the platform and there was a good leak under one of the floor timbers right over the propeller. Fortunately, the tide was up and we grounded her on the Searsport town ramp and waited for the tide to go out. About 2200 Travis and I was under the boat



CINDY JEN making a run in one of her races at Friendship on 19 July.

putting caulking into a seam. At high tide he found that the leak was gone so he moved her to the dock. We later grounded her out again and added a copper patch over the re-caulked section since it was right over the propeller. We did not want any surprises.

When I got up Saturday morning in hopes of making the run to Friendship it did not look promising as there was plenty of fog up-river and that could only mean that there was a lot more out on Penobscot

Bay. I made it to the town dock in Searsport and the fog was lifted around the dock, but the Bay was still thick and the thought was that it would not lift. Without radar the decision was made not to go. With a little time we decided to do another sea trial. She started right up and off we went across the harbor and made several runs from Mack's Point over to Moose Point and back. After

Continued on Page 18.



56th Annual Winter Harbor Lobster Boat Races ARE ON!

AUGUST 8TH, 2020

The Winter Harbor Lobster Festival has been cancelled but we are excited to be hosting the races!



We will be practicing CDC guidelines and social distancing to the best of our ability. We are planning on this event unless the Coast Guard or the "Govnah" shut us down. We will be excited to see all of you and your boats on August 8, 2020! More information and details to follow.

See you all on August 8th!

U. S. NAVY NEWS

USS John S. McCain Certified for Return to Operations

By Mass Communication Specialist 2nd Class Taylor M. DiMartino, Commander, U.S. 7th Fleet Public Affairs

YOKOSUKA, Japan (NNS) -- The crew aboard Arleigh Burke-class guided-missile destroyer USS John S. McCain (DDG 56) successfully completed Basic Phase Certification June 2, following months of training and preparation to return the ship and its crew to operational status.

McCain entered Basic Phase Training in November, 2019 following the completion of required maintenance. Since that time, the crew has undergone extensive in-port and underway training with teams from Afloat Training Group (ATG) and the Center for Surface Combat Systems.

Basic Phase Training and Certification is an extensive process required for all naval surface ships prior to operational tasking. McCain crew members received instruction and evaluation in 23 different areas including seamanship, navigation, supply, engineering, electronic warfare, medical and damage control drills. The training process begins

with basic level of knowledge and builds up to integrated operations in complex environments designed to simulate real-world events.

According to Cmdr. Ryan T. Easterday, commanding officer, USS John S. McCain, the Final Battle Problem presented an opportunity for the crew to put their collective knowledge and skills to the test.

Damage Controlman Fireman Apprentice Gabriel Garcia, from Miami, said the experience he gained while participating in various damage control scenarios throughout the ship was very valuable.

With the Basic Phase now complete, McCain is ready to rejoin the operating forces of 7th Fleet, and is scheduled to operate alongside allies and partners to support a free and open Indo-Pacific. McCain's crew owes much of their recent success to all of the organizations that continue to provide support.

Easterday continued to acknowledge support from U.S. 7th Fleet; Naval Surface Forces Pacific; ATG; Center for Surface Combat Systems; Commander, Fleet Activities Yokosuka; USS John S. McCain's host

nation of Japan; and especially all of the crew's friends and family in Yokosuka and around the world.

USS Theodore Roosevelt Command Investigation Results Released

From Chief of Naval Operations Public Affairs
WASHINGTON (NNS) -- With the full concurrence of the Secretary of the Navy, Kenneth J. Braithwaite, the Chief of Naval Operations, Adm. Mike Gilday, announced the results of the command investigation into the events surrounding the COVID-19 outbreak aboard USS Theodore Roosevelt (CVN 71).

Following a thorough review, Adm. Gilday determined that the promotion of Rear Adm. Stuart Baker for a second star has been delayed pending further examination. Additionally, Capt. Brett Crozier will not be re-instated as the USS Theodore Roosevelt's commanding officer.

UPDATED 4:20 p.m. July 16, 2020: USS Bonhomme Richard Fire

From the Office of the Navy Chief of Information
WASHINGTON (NNS) -- UPDATED 4:20 p.m. July 16, 2020:

Statement from Rear Admiral Philip E. Sobeck Commander, Expeditionary Strike Group Three

After four days of firefighting, all known fires have been extinguished aboard USS Bonhomme Richard (LHD 6).

Our fire teams are investigating every space to verify the absence of fire. Until every

space is checked and there are no active fires we will not be able to commence any official investigations.

We did not know the origin of the fire. We do not know the extent of the damage. It is too early to make any predictions or promises of what the future of the ship will be.

We cannot make any conclusions, until the investigation is complete.

What we do know is that brave Sailors from commands all across San Diego worked tirelessly alongside Federal Firefighters to get this fire extinguished and I want to thank them for their efforts. This was a Navy team effort. We had support from the air and sea. Three helicopter squadrons conducted more than 1,500 water bucket drops, fighting the fire and cooling the super structure and flight deck enabling fire crews to get onboard to fight the fire. Tugs also provided firefighting support from the waterline, cooling the ship's hull.

We had 63 personnel, 40 U.S. Navy Sailors and 23 civilians, treated for minor injuries including heat exhaustion and smoke inhalation. We have no personnel hospitalized.

The Navy continues to work together with regulators, county and state in protecting our environment and preparing to address the community's concerns as we move forward to the next phase.

I'd like to thank our partners from state and county, the U.S. Coast Guard, and all agencies for continued support.

UPDATED 9:30 a.m. July 16, 2020:
As of 6:00 a.m. Pacific time July 16, fire-

UNCLE'S UFO Racing Record

Continued from Page 6.

All. 1st Fastest Lobster Boat. HARPSWELL: 1st Diesel Class N. 1st Diesel Free-for-All. 1st Fastest Lobster Boat. PEMAQUID: 1st Diesel 651 hp and over, 28 feet and over (47.0 mph). 1st Diesel Free-for-All. 1st Fastest Lobster Boat Afloat (46.4 mph). SEARSPORT: 1st Diesel Class N (43.6 mph). 1st Diesel Free-for-All (38.9 mph). 1st Fastest Lobster Boat (36.8 mph). STONINGTON: 1st Diesel Class N. 1st Diesel Free-for-All (44.4 mph). 1st Jimmy Stevens Cup - Fastest Working Lobster Boat (47.2 mph). WINTER HARBOR: 2nd Diesel Class N. 2nd Diesel Free-for-All. 2nd Fastest Lobster Boat.

2007: ROCKLAND: 1st Diesel Class L (46 mph); 2nd Diesel Free-for-All (44 mph), 5th Fastest Lobster Boat. SEARSPORT: 1st Diesel Class L (47 mph), 1st Diesel Free-for-All (46 mph), 3rd Fastest Lobster Boat. STONINGTON: 1st Diesel Class L (43.6 mph), 1st Diesel Free-for-All (45.1 mph), 1st Jimmy Stevens Cup (46.4 mph).

2008: ROCKLAND: 1st Diesel Class L (47.7 mph); 1st Diesel Free-for-All (46.6 mph); and 1st Fastest Lobster Boat (46.9 mph). SEARSPORT: 1st Diesel Class L (44.6 mph), 1st Diesel Free-for-All, 1st Fastest Lobster Boat (42.6 mph). STONINGTON: 1st Diesel Class L (45.2 mph), 1st Diesel Free-for-All (45.6 mph).

2009: SEARSPORT: 1st Diesel Class L, 1st Diesel Free-for-All (46.4 mph), 1st Fastest Lobster Boat (37.3 mph). STONINGTON: 2nd Diesel Class L, 2nd Diesel Free-for-All, 2nd Jimmy Stevens Cup (41.7 mph).

2010: ROCKLAND: 1st Diesel Class L (38.8 mph), 2nd Diesel Free-for-All. STONINGTON: 1st Diesel Class L, 2nd Diesel Free-for-All, 2nd Jimmy Stevens Cup - Fastest Working Lobster Boat.

2012: SEARSPORT: 1st Diesel Class K (45 mph), 1st Diesel Free-for-All (45 mph), 2nd Fastest Lobster Boat (44 mph). STONINGTON: 1st Diesel Class K; 1st Diesel Free-for-All (46.2 mph); 1st Jimmy Stevens' Cup, Fastest Working Lobster Boat (47.9 mph); 1st Stonington's Fastest Lobster Boat Afloat (46.4 mph).

2013: MOOSABEC: 1st Diesel Class K (45.7 mph); 1st Diesel Free-for-All (44.8 mph); 1st World's Fastest Working Lobster Boat (44.9 mph). SEARSPORT: 1st Diesel Class K (46 mph); 1st Diesel Free-for-All (46.2 mph); 1st Fastest Commercial Lobster Boat (45.2 mph). STONINGTON: 1st Diesel Class K (45.2 mph); 1st Diesel Free-for-All (43.2 mph); 1st Jimmy Stevens' Cup, Fastest Working Lobster Boat (42.8 mph); 1st Stonington's Fastest Lobster Boat Afloat. WINTER HARBOR: 1st Diesel Class K; 1st Diesel Free-for-All; 3rd Fastest Lobster Boat.

2014: BASS HARBOR: 1st Diesel Class K; 2nd Diesel Free-for-All; 3rd Fastest Lobster Boat Race. STONINGTON: 1st Diesel Class K; 2nd Diesel Free-for-All; 1st Jimmy Stevens Cup, Fastest Working Lobster Boat (43.7 mph); 4th Stonington's Fastest Lobster Boat Afloat. WINTER HARBOR: 1st Diesel Class K (44.1 mph); 3rd Diesel Free-for-All.

2016: STONINGTON: 1st Diesel Class J (42 mph).

2017: STONINGTON: 1st Diesel Class J (39.4 mph).

2018: BASS HARBOR: 2ND Diesel Class J; 4th Diesel Free-for-All. STONINGTON: 2nd Diesel Class J (39.4 mph), 1st Deer Isle-Stonington Exhibition Race (39.4 mph).

2019: BOOTHBAY: 2nd Diesel Class J. ROCKLAND: 2nd Diesel Class J; 4th Diesel Free-for-All. MOOSABEC: 2nd Diesel Class J; 4th Diesel Free-for-All and 3rd World's Fastest Working Lobster Boat. STONINGTON: 2nd Diesel Class J, 1st Deer Isle/Stonington Race (40 mph), 5th Diesel Free-for-All. WINTER HARBOR: 2nd Diesel Class J; 3rd Diesel Free-for-All, 3rd Fastest Lobster Boat. PEMAQUID: 1st Diesel 651 to 800-hp, 28 feet and over; 4th Diesel Free-for-All.

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U. S. NAVY NEWS

fighting teams are on board USS Bonhomme Richard (LHD 6) continuing operations. The total personnel treated for minor injuries remains 63, 40 Sailors and 23 civilians. Will continue to provide updates via our social media platforms.

UPDATED 2:30 a.m. July 16, 2020:

Out of an abundance of caution the pier and ship were cleared of personnel due to an initial shift in the ship's list. Personnel are now pier side. We will continue to monitor as the ship settles.

For further information please contact: comnavsurfpac@gmail.com and (619) 556-0425. Please continue to check Surface Warriors social media at www.about.me/surfacewarriors.

UPDATED 9:00 a.m. July 15, 2020:

As of 9:00 a.m. EDT July 15, firefighting teams continue operations on board USS Bonhomme Richard (LHD 6), 63 personnel, 40 Sailors and 23 civilians, have been treated for minor injuries including heat exhaustion and smoke inhalation. Currently, there are no personnel hospitalized. Helicopter Sea Combat Squadron (HSC) 3 has conducted more than 1,500 helicopter water bucket drops, which are cooling the super-structure and flight deck, enabling fire crews to get onboard to fight the fire internally.

UPDATED 11:48 p.m. July 14, 2020:

USS Bonhomme Richard (LHD 6) Sailors, the brave group of firefighters from waterfront commands throughout the region, and Federal Fire Department San Diego appreciate the incredible support and generosity shown by San Diego and our strong Navy family.

At this time, the Navy is assisting Bonhomme Richard Sailors affected by the fire with all essential items. If you are considering making a donation, please be aware of scams and unofficial sites.

NCIS urges the DON family and community members to remain vigilant of fraudulent GoFundMe pages and other fraudulent charities soliciting for donations in response to the fire aboard USS Bonhomme Richard (LHD 6).

Please report tips to NCIS using the NCIS Tips app or at your local NCIS office.

UPDATED 9:30 p.m. July 14, 2020:

Federal Fire Department San Diego and US Navy Sailors continue to fight the fire to save the ship, USS Bonhomme Richard (LHD 6). Helicopter Sea Combat Squadron THREE (HSC 3) has conducted more than 1,200 helicopter water bucket drops, which is cooling the super structure and flight deck enabling fire crews to get onboard internally to fight the fire. Tugs are also providing firefighting support from the waterline.

Fire teams consisting of Federal Fire San Diego and U.S. Navy Sailors have been fighting the fire aboard USS Bonhomme Richard

(LHD 6). The fire teams consist of more than 400 Sailors from 12 San Diego-based ships. The ships providing firefighting support include: USS Bonhomme Richard (LHD 6); USS Cowpens (CG 63); USS Fitzgerald (DDG 62); USS Decatur (DDG 73); USS Tulsa (LCS 16); USS Shoup (DDG 86); USS Rushmore (LSD 47); USS Harpers Ferry (LSD 49); USS San Diego (LPD 22); USS Abraham Lincoln (CVN 72); USS Stethem (DDG 63); USS John P. Murtha (LPD 26).

Federal Fire entities: MCAS Miramar; San Diego; Ventura County; NAF El Centro.

Additional DOD firefighting agencies: Camp Pendleton Fire Dept.; Marine Corps Air Ground Combat Center Fire Dept.

UPDATED 11:30 p.m. July 13, 2020:

In the past 48 hours, Federal Fire Department San Diego and U.S. Navy Sailors have conducted numerous firefighting operations, making significant progress with the help of aerial firefighting operations conducted by U.S. Navy helicopters. Crews from Helicopter Sea Combat Squadron 3 will continue efforts throughout the night.

UPDATED 9:06 p.m. July 13, 2020:

As of 6:30 p.m. (EST) July 13, firefighting teams continue operations on board USS Bonhomme Richard (LHD 6). 59 personnel, 36 U.S. Navy Sailors and 23 civilians, have been treated for minor injuries including heat exhaustion and smoke inhalation. Currently, there are no personnel hospitalized.

Below is a statement from Cmdr. Chris Wright, Response Department Head, Coast Guard Sector San Diego.

UPDATED 9:30 a.m. July 13, 2020:

Firefighting teams continue operations on board USS Bonhomme Richard (LHD 6). Fifty-seven personnel, both U.S. Navy Sailors and civilians, have been treated for minor injuries including heat exhaustion and smoke inhalation. Of those, five remain hospitalized for observation and are currently in stable condition.

UPDATED 6:49 a.m. July 13, 2020:

As of 6:49 a.m. firefighting teams continue operations on board USS Bonhomme Richard (LHD 6) in addition to aerial firefighting operations that commenced via helicopter water bucket at 1:30 a.m. PST with two helicopters from Helicopter Sea Combat Squadron THREE.

There are 5 Sailors admitted to local hospitals for observation. All are in stable condition.

UPDATED 2:19 a.m. July 13, 2020:

As of 2:00 a.m. defensive operations continue on board USS Bonhomme Richard (LHD 6). Additionally, aerial firefighting operations commenced via helicopter water bucket at 1:30 a.m. with two helicopters from Helicopter Sea Combat Squadron THREE.

As of 1:24 a.m., there are 15 personnel including 13 Sailors and two Federal Fire



SAN DIEGO (July 12, 2020) A fire continues to be fought into the evening on board the amphibious assault ship USS Bonhomme Richard (LHD 6) at Naval Base San Diego, July 12. On the morning of July 12, a fire was called away aboard the ship while it was moored pier side at Naval Base San Diego. Base and shipboard firefighters responded to the fire. Bonhomme Richard is going through a maintenance availability, which began in 2018. (U.S. Navy Photo by Mass Communication Specialist 2nd Class

firefighters, admitted to local hospitals. All are currently in stable condition.

UPDATED 1:34 a.m. July 13, 2020:

As of 12:00 a.m. July 13, 2020, there are 16 personnel including 15 Sailors and one Federal Fire firefighter, admitted to local hospitals. All are currently in stable condition.

The firefighting efforts are on board USS Bonhomme Richard (LHD 6) are ongoing. Further updates will be provided as they become available.

UPDATED 7:00 p.m. July 12, 2020:

Federal Fire San Diego is the on-scene lead for firefighting efforts on Naval Base San Diego combatting the fire on USS Bonhomme Richard (LHD 6).

"Currently there are two firefighting teams fighting the fire aboard the ship," said Federal Fire San Diego Division Chief Rob Bondurant. "Federal Fire is rotating their crews aboard the ship with U.S. Navy firefighting crews from the waterfront to fight the fire in order to, find the seat of the fire and extinguish it. Also, Navy Region Southwest tugs are also continuously combatting the fire from the bay"

The origin of the fire is still unknown and is pending investigation.

UPDATED 6:46 p.m. July 12, 2020:

Sailors reported a fire aboard the wasp-class amphibious assault ship USS Bonhomme Richard (LHD 6) while moored pier side at Naval Base San Diego July 12, at approximately 11:30 a.m. eastern daylight time.

Thus far seventeen Sailors and four civilians are being treated for non-life threatening injuries at a local hospital. All crew members have been accounted for.

At approximately 4:00 p.m. the Arleigh Burke-class guided missile destroyers USS Fitzgerald (DDG 62) and USS Russell (DDG 59) shifted berths to a pier further away from the fire.

Bonhomme Richard is in San Diego for a regularly scheduled maintenance availability.

Naval Base San Diego, the City of San Diego Fire Department, Harbor Police fire boats, and fire teams from other ships continue firefighting efforts.

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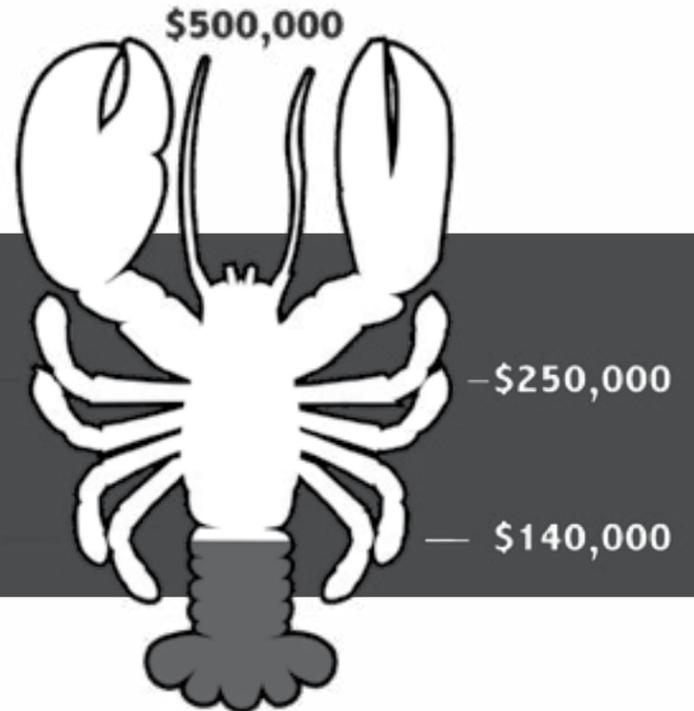


Patrice McCarron, executive director
Maine Lobstermen's Association



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Commercial Fishing News

FROM THE DIRECTOR OF D.E.L.A.

From the Director -

With the Covid Pandemic, I have had a lot of people asking me what D.E.L.A. has been doing as far as the fishery is concerned. Yes, we are still involved with staying in touch with the Commissioner, the DMR and Representatives. Our Governor Janet Mills wrote a letter to President Trump back in the beginning of the pandemic, asking for support for the Maine Lobster Fishery. It is a good start toward getting the attention and support that we need to keep the fishery alive and well.

Our memberships have been coming in, which is much appreciated. We still have certain operating expenses, even with most of the attention being on the Whale Protection Law Suits. It is good to support the Whale Fund, but it is much like the Covid situation. So much attention has been on one issue, and all of the other issues fall by the wayside. All of the non-profits are struggling at this time, due to the funding shortage that the pandemic has created.

It is good to support these Whale Legal Funds, which we have helped along the way. One strong entity is much more powerful than ten small ones, all trying to accomplish the same thing. We all have one big thing in common, and that is the health and well-being of the Maine Lobster Industry. We are all in this together, and trust me, we are all pitching in and doing the best that we can.

We just received news that the DMR is sending out a letter to all license holders concerning the allocated 20 million in CARES Act Relief Funding to support the recovery of Maine's Commercial Fishing, seafood, aquaculture and charter fishing industries from the financial impact of COVID-19. Following additional guidance from NOAA provided in June, DMR has been working on a spend plan for these funds which must be approved by NOAA. DMR anticipates reaching out to all potential eligible parties by August 2020. Please make sure your contact information is up to date. Try to make all necessary changes by July 31. There are two ways to make sure that you are up to date: Log into your Leeds Account and check to see what the DMR has for your mailing and email address. If you don't have a LEEDS account, you can create one on the DMR website. You can call DMR's Licensing Division at 207 624-6550 and select Option 2. This will enable you to update all of your personal contact information.

This is all very important right now, as we have no guarantees as to what the future will bring financially for our fishery. We are still working on starting our gear on a slow pace so we do not flood the market as we did in 2008. So far, so good, but the "big shed" has not really occurred yet. It is just around the corner, usually the end of July, or as is said, when the raspberries show up, so does

the "big shed."

D.E.L.A. has been contacted by various magazines that want to tell the plight of the Maine Fishermen. We have been asked to take a writer out on the boat to video how it is all done and to show that it is very hard work. I have been happy to speak with these folks and have tried to be personable with them. We really need the attention of all 50 states, not to mention the rest of the world that has lobster shipped to them, such as Japan and China. (That's just a sample and a tip of the iceberg that we are dealing with). There are so many states within this 48 that would love to have access to at least lobster meat. We do have more processing going on in this country than we did ten or fifteen years ago.

Please check out our Facebook site, Downeast Lobstermen's Association and our website, downeastlobstermen.org. We have been trying to stay in touch with everyone with keeping information and participation going. It has been great to see pictures

of our youth, and next generation. We want to see the youth helping on the boat, they are so excited to be helping! This is a great way to pass tradition on. I have seen some pictures that show them at a very young age handling the lobsters and knowing what to do with them, such a banding. We also try to teach them our conservation measures, like showing them the v-notch on females and the lobster measure which shows them if the lobster is acceptable to keep or if they need to be put back in the water for more growth. Please, keep the pictures coming!

We are wishing everyone a happy and healthy season! Please consider signing up your young person for membership. A lot of folks are joining more than one Association, which helps the entire industry. We have a membership form in this newspaper, please consider joining us. The bigger the voice, the stronger we are!

Stay safe, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

ASMFC SUMMER FLOUNDER, SCUP AND BLACK SEA BASS MANAGEMENT BOARD & MAFMC

Meeting Summary The Commission's Summer Flounder, Scup, and Black Sea Bass Management Board (Board) met jointly with the Mid-Atlantic Fishery Management Council (Council) to receive the results of an updated summer flounder economic model, review draft management options for consideration in the black sea bass commercial state allocation addendum and Council amendment, and discuss draft alternatives for the joint Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment. The Board also discussed how to consider state conservation equivalency proposals for COVID-19 related fishery closures. This meeting was conducted by webinar due to the ongoing COVID-19 pandemic. Presentations, briefing materials, and webinar recordings are available at: <http://www.mafmc.org/briefing/june-2020>. Summer Flounder Commercial/Recreational Allocation Study Model Update The Board and Council received preliminary results of an updated economic model, developed by Dr. Kurt Schnier (University of California, Merced) and Dr. Rob Hicks (College of William & Mary), to evaluate the allocation of total allowable landings between the commercial and recreational summer flounder fisheries. The model, first developed in 2016, was recently updated to include revised Marine Recreational Information Program (MRIP) data as well as revised commercial data through 2018. The model evaluates the marginal economic benefits of various allocation levels to the commercial and recreational sectors. A full report on the update is still in development, but preliminary results suggest that changes in allocations between sectors in either direction could potentially be supported due to the large overlap of uncertainty bounds for the marginal willingness to pay for each sector. The model developers found it is likely, but not statistically significant, that increasing the recreational allocation from the current 40% allocation of landings would increase overall benefits from the fisheries. The Board and Council will consider the final results when developing and analyzing potential summer flounder allocation changes through the Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment. Black Sea Bass Commercial State Allocation Amendment The Board and Council reviewed draft management options

and public comments from the Council's scoping period for a joint addendum and amendment that will consider changes to the state allocations of the black sea bass commercial quota. This action will also consider whether the state allocations should be added to the Council's Fishery Management Plan (FMP) or if they should continue to be managed under only under the Commission's FMP. The Board and Council agreed to remove the option for a hybrid approach, which would combine multiple other options, from further consideration in this action. They also modified the range of draft sub-options considered under the trigger approach, and added an alternative to consider federal in-season closures when the coastwide quota plus an additional buffer is projected to be reached. They agreed to continue development of all other management approaches presented. The Board and Council will consider approval of a draft addendum for public comment and a final range of management alternatives for the amendment during their August joint meeting, which would allow public hearings to take place in the fall. 3 Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment The Board and Council reviewed recommendations from the Fishery Management Action Team/Plan Development Team (FMAT/PDT) on the range of alternatives to be considered in the Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment. This amendment will review and potentially modify the allocations of total allowable catch or landings between the commercial and recreational sectors for all three species. The Council and Board agreed to move forward with the recommendations of the FMAT/PDT for a refined range of management alternatives. Approaches retained for further consideration include: • Updating existing base years with revised data • Options for revised base years • An option that aims to maintain approximately status quo harvest by sector from 2018-2019 under the current ABCs • Approaches with different allocations above and below a specified trigger • Options for averaging several different allocation options • Recreational sector separation between the for-hire and private/shore recreational modes • Allocation transfers • Options for future allocation changes to be made through a framework or addendum process The Council and Board expect to approve a final range of alternatives during their August joint meeting, with a draft pub-

lic hearing document expected to be considered for release for public comment by the end of 2020. Additional information regarding the amendment process and timeline is available at: <https://www.mafmc.org/actions/sfsbsb-allocation-amendment>. Issues for Consideration in Separate Processes The Council and Board agreed that three of the issues removed from this amendment warrant further consideration through a separate process. These items are briefly described below. • "Harvest control rule" based approaches: This conceptual approach was submitted by six recreational organizations during the scoping process. After reviewing a number of concerns raised by the FMAT, including possible inconsistency with Magnuson-Stevens Act requirements as currently configured, the Council and Board agreed the concepts in this proposal would be more appropriate to explore through a separate action such as the Recreational Reform Initiative (see the following section). • Recreational accountability alternatives: The Council and Board agreed that recreational accountability could be considered within the other management alternatives being considered and that major changes to the system of accountability measures are beyond current scope of this action. • Recreational catch accounting alternatives: Many scoping comments supported improving recreational catch accounting and reducing uncertainty in recreational data. The Council and Board agreed this is an important issue but concluded it falls outside the scope of this allocation action. It was also noted recreational catch accounting may be more appropriate to pursue for all recreationally managed species, including those under other FMPs, outside of this amendment. After discussing how to best address these issues, the Council and Board agreed to consider initiating a joint action by the end of 2020 to consider recreational accountability and catch accounting. As described below, some of these topics may be addressed through a management action associated with the Recreational Reform Initiative. 4 Recreational Reform Initiative The Council and Board reviewed a draft outline of topics under consideration through the Recreational Reform Initiative. This initiative addresses all four jointly managed species, including summer flounder, scup, black sea bass, and bluefish. After considering the topics currently under consideration

in this initiative, as well as items removed from further consideration through the Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment (see above), the Council and Board tasked staff with determining which items could be addressed through a joint framework/addendum and which changes would require an amendment. The Council and Board plan to further consider all potential recreational management approaches discussed through this action to date and will consider initiating a joint management action to address priority topics before the end of 2020. Process for Board Consideration of Conservation Equivalency Proposals related to COVID-19 The Board discussed the appropriate process to review and consider approval of state conservation equivalency proposals that address fishery closures due to COVID-19 restrictions. This discussion was taken up in response to a proposal from Massachusetts to extend the end of the state's for-hire recreational black sea bass season in 2020 to account for days closed to for-hire fishing at the beginning of the season due to the COVID-19 pandemic. To ensure a transparent and consistent process for all states, the Board agreed to wait for further guidance from the Commission's Executive Committee before considering conservation equivalency proposals of this nature. The Board agreed states considering conservation equivalency measures should inform staff of potential proposals, and the Massachusetts proposal and any others will be considered by the Board no later than the August 2020 meeting. For more information on summer flounder and scup management, contact Dustin Colson Leaning, ASMFC Fishery Management Plan Coordinator, at dleaning@asmfc.org, and contact Caitlin Starks, ASMFC Fishery Management Plan Coordinator, at cstarks@asmfc.org for more information on black sea bass management. Motions Black Sea Bass Commercial State Allocation Amendment I move to remove the dynamic base allocation sub-option from the trigger option. Council: Motion made by Mr. Clark and seconded by Ms. Bolen Board: Motion made by Mr. Clark and seconded by Ms. Bolen. Motion fails for lack of Council majority (9 in favor, 9 opposed). Based on the recent MRIP data utilized and the increased commercial quota, I make a motion to refer back to the PDT/FMAT re-evaluation of the triggers and including

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MISCELLANEOUS COMMERCIAL FISHING NEWS

trigger levels of 3.5 million and 4.5 million pounds. Council: Motion made by Mr. Hughes and seconded by Mr. Cimino. (14 in favor, 3 opposed, 1 abstention) Board: Motion made by Mr. Cimino and seconded by Mr. Clark. (7 in favor, 3 opposed, 1 abstention) Motion carries. 5 Move to add a sub-alternative for in-season closures based on the coastwide quota plus a percent buffer. Council: Motion made by Mr. Heins and seconded by Mr. Clark. Board: Motion made by Ms. Meserve and seconded by Dr. McNamee. Motion approved by consensus by Board and Council. Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment I move that the Council and Board accept all the FMAT's recommendations for this amendment. Council: Motion made by Mr. DiLernia and seconded by Mr. Heins. Board: Motion made by Mr. Clark and seconded by Mr. Batsavage. Motion amended. Motion to Substitute Move to substitute to remove options 2.3, 2.4, 2.5, 4.2, 8.1, and 8.2 from further consideration and add 10 for further consideration. Board: Motion made by Mr. Reid and seconded by Mr. Hasbrouck. Council: Motion made by Ms. Nolan and seconded by Ms. Wilke. (9 in favor, 10 opposed) Motion fails for lack of Council majority. Move to amend the original motion to add "the Council and Board will consider initiating an action by the end of 2020 to develop a recreational accountability and accounting joint action." Council: Motion made by Mr. Hughes and seconded by Ms. Nolan. (10 in favor, 9 opposed, 1 abstention) Board: Motion made by Mr. Hasbrouck and seconded by Mr. Reid. (8 in favor, 2 opposed, 1 abstention) Motion carries. Main motion as amended Move that the Council and Board accept all the FMAT's recommendations for this amendment. The Council and Board will consider initiating an action by the end of 2020 to develop a recreational accountability and accounting joint action. Council: 16 in favor, 2 opposed Board: 10 in favor, 1 opposed Motion carries. ASMFC BLUEFISH MANAGEMENT BOARD & MAFMC (JUNE 17, 2020) Meeting Summary The Commission's Bluefish Management Board (Board) met jointly with the Council to review recommendations from the FMAT/PDT on the range of alternatives to be considered in the Bluefish Allocation and Rebuilding Amendment. The Board and Council voted to re-

move the Northeast Fisheries Science Center's method for developing estimates of recreational discards in weight, which applies to the commercial/recreational sector allocations and for-hire recreational sector separation alternatives. This decision was made due to the lack of discard at length data necessary for developing separate allocations for the for-hire and private angler modes. However, sector allocations and for-hire sector separation alternatives will continue to be refined using catch and landings data. The Council and Board also requested FMAT include a new set of alternatives that will explore the ability for states to have a 6 minimum default commercial allocation. The following issues will continue to be further developed and will be presented to the Council and Board at the next joint meeting in August: • Fishery management plan goals and objectives • Recreational/commercial allocations • Commercial allocations to the states with minimum default allocations • Regional commercial quotas • Commercial state-to-state quota transfers • Recreational/commercial sector transfers • Rebuilding plan • Sector specific management uncertainty • Recreational sector separation between the for-hire and private/shore recreational modes • De minimis provision to relieve states from having to adopt fishery regulations For more information on bluefish, contact Dustin Colson Leaning, ASMFC Fishery Management Plan Coordinator, at dleaning@asmfc.org. Additional information regarding the amendment process and timeline can be found at bluefish amendment action page. Motions Move to remove from the bluefish allocation and rebuilding amendment: 2.06-2.09 (Allocations based on catch data, NEFSC discards), 2.10-2.13 (Allocations based on landings data), 6.2.08-6.2.10 (For-hire sector separation allocations based on catch data, NEFSC discards). Council: Motion made by Mr. Heins and seconded by Mr. DiLernia. Board: Motion made by Ms. Hart and seconded by Ms. Meserve. Motion amended. Motion to Amend Motion to amend to remove 2.10-2.13 from the motion. Council: Motion made by Mr. Nowalsky and seconded by Mr. Clark. (17 in favor, 3 opposed) Board: Motion made by Mr. Nowalsky and seconded by Mr. Reid. (12 in favor, 2 opposed) Motion carries. Main Motion as Amended: Move to remove

from the bluefish allocation and rebuilding amendment: 2.06-2.09 (Allocations based on catch data, NEFSC discards), 6.2.08-6.2.10 (For-hire sector separation allocations based on catch data, NEFSC discards). Council: Motion made by Mr. Heins and seconded by Mr. DiLernia. (19 in favor) Board: Motion made by Ms. Hart and seconded by Ms. Meserve. (14 in favor) Motion carries. Move to exclude the Florida regional allocation proposal and add an option for a minimum default allocation. Council: Motion made by Mr. Gwin and seconded by Mr. Cimino. Board: Motion made by Ms. Meserve and seconded by Ms. Patterson. Motion substituted. 7 Motion to Substitute Move to substitute to add an option for a minimum default allocation. Council: Motion made by Mr. DiLernia and seconded by Mr. Nowalsky. (9 in favor, 7 opposed, 1 abstention) Board: Motion made by Mr. Nowalsky and seconded by Mr. Haymans. (12 in favor, 2 opposed, 1 abstention) Motion carries. Main Motion as Substituted Move to add an option for a minimum default allocation. Board: 15 in favor Council: 18 in favor, 1 abstention Motion carries.

we recognize the COVID-19 pandemic continues to evolve and as such, has required us to re-evaluate and adapt to changing circumstances. In response, NOAA Fisheries is extending the waiver granted to vessels with Greater Atlantic Region fishing permits to carry human observers or at-sea monitors through July 31, 2020.

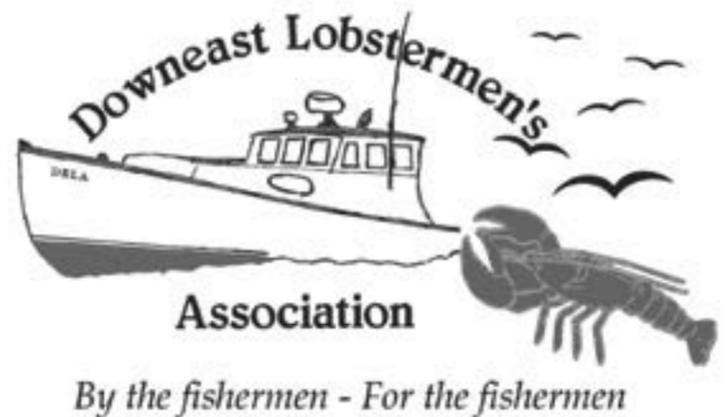
This action is authorized by 50 CFR 648.11, which provides the Greater Atlantic Regional Administrator authority to waive observer requirements, and is also consistent with the criteria described in the agency's emergency rule on observer waivers during the COVID-19 pandemic.

We intend to begin redeploying observers and at-sea monitors on vessels fishing in northeast fisheries on August 1. During the month of July, we will continue to work with regional observer and at-sea monitoring service providers to finalize their observer redeployment plans, conduct outreach with industry, and finalize our internal programs and policies that will support the safe and effective redeployment of observers and at-sea monitors in the region.

As has been done throughout the rest of the country, it is the intent of NOAA Fisheries to begin redeploying observers as soon as it is safe and appropriate to do so. We intend to begin redeploying observers on August 1

Northeast Observer Waiver Extended Through July 31, 2020

Although we had announced plans to resume observer deployments on July 1,



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Boat And Ship Yard News



This winter Alan Johnson of AJ Enterprises in Winter Harbor finished off an AJ-28 for himself named CATHERINE ELIZABETH and competed in Diesel Class E.



Launched the day before the races, Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT], which placed second in Diesel Class H.

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AJ Enterprises Winter Harbor

At the Bass Harbor Lobster Boat Races Alan Johnson, owner of AJ Enterprises in Winter Harbor, brought his brand new boat CATHERINE ELIZABETH [AJ 28; 350-hp Yanmar] and entered her in the races. Alan said that she has been under construction for four years. They built the hull and when time was available they built the top, cockpit and interior liners. A little over a year ago they had some free time and began putting her together. He then contacted Mack Boring about an engine. They gave him a number of options and he settled on the V8 350-hp Yanmar diesel with a ZF63A gear. The interior liner includes the V-berth and the ceiling covering the sides of the hull. There is another mould for the galley and another for the head. Since he has a 10-inch pot hauler the companion way is on the port side.

Over the years they have sold about 45 AJ 28s and most of them have had Yanmars put in them. Some of the others have had Volvos, but Alan said they are a little bigger and a little noisier.

While they were finishing off Alan's boat this winter they also finished off an AJ 28 as a sportfisherman powered with a 440-hp Yanmar for a customer from New Jersey. During sea trials she did 41 mph.

Now on the floor is another AJ 28, which is being finished off as a pleasure boat for a customer from Ocean City, Maryland. One change that has been made is that they are enlarging the engine ventilation out the side of the cabin. The ones with engines over 250-hp have three louvers and those with less have just two. However, this one, even though the engine is just 195-hp, will have three louvers because of the humidity, which they hope will cut down on the mold and mildew.

Bristol Marine at Boothbay Harbor Shipyard Boothbay Harbor

The contract for the final stage of work on the Gloucester fishing schooner ERNESTINA-MORRISSEY has been finalized. They have already started working on the interior and systems and this will continue until the end of the year. Then they need to do more design and engineering work before they can finalize the rest of the vessel. This they are doing with input from the Department of Conservation & Recreation, Massachusetts Maritime Academy and the Ernestina-Morrissey Foundation. They are hoping to wrap this project up next year.

Up at Greenville, they finished installing a new engine, a C18 Caterpillar, and a main generator as well as completely re-wiring KATAHDIN for the Moosehead Marine Museum. They would not say her top speed when they did sea trials, but it was the

Photo Anne Blanchard



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Boat And Ship Yard News



The 38-foot Wheeler pleasure yacht under construction at Brooklin Boat Yard in Brooklin. She is about 85 percent complete and should be launched in August.

fastest she has ever gone. The Museum has put KATAHDIN in great shape and if funds allow there may be more work done on her decks next year.

The replica vessel FRIENDSHIP berthed at Salem, MA was looking to have more work done, however, the COVID virus has delayed this. They are hoping to do some deck work, but it is not known when this might happen.

A major project at the yard has been the rebuilding of the main pier. This meant replacing pilings and the deck, which taken most of the spring and early summer to complete.

They also got their fleet of about six wooden boats that store at the yard ready for the water. One of these boats, a Friendship sloop, received some new frames and planks before they refastened her.

Brooklin Boat Yard Brooklin

Over the winter there has been a number of major projects underway. For new construction they are finishing up a Taylor 50 for a local customer. The hull and interior are complete and she was then moved to the paint shop so they could paint her hull.

Just started they have a Taylor 44, which will be going to California later this fall. They had her stations all set up and they were getting ready to lay up her cold moulded hull. To expedite this project the hull is being done on the floor of the main shop; the cockpit and house is up in the wood shop in the old Odd Fellows building up the road; and the deck is being done on the third floor of the main shop. They are also pre-fabbing much of the interior with the hope this can

all go together quickly. At the beginning of July they had all the frames, stem, transom and floors all made. The keel was arriving the first week of July along with the keel for the Taylor 50.

Also, under construction is a 38-foot Wheeler pleasure cruiser that is nearing completion. They still have some minor interior work, including a couple of big chairs and some system work. She is about 85 percent complete and is scheduled to launch sometime in August. Some people have shown an interest in buying her and the owner might sell as he has found another old

Wheeler design he might want to have built.

A major refit was done on a Hodgdon built Bill Tripp designed sailboat. The took the double stateroom and made it into two twin berths; modified the galley, replaced the rugs with an oak cabin sole; system upgrades; and stripped and painted the mast. Just upgrading the Lithium batteries saved 1,000 pounds.

THEODORA, a Sparkman & Stephens design built in New Zealand 10 years ago, had a leak around the centerboard case.

Continued on Page 18.

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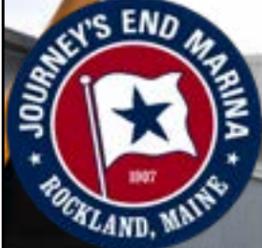
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Boat And Ship Yard News



Just launched from Gilbert Simmons' shop in Friendship was Eugene Harrington's new boat SALT SHAKER [Mussel Ridge 42, 1000-hp MAN]. She got second in Diesel Class N and second in Fastest Friendship Lobster Boat Race.

Continued from Page 15.

One company on the Great Lakes thought that they would need to remove the centerboard trunk, but it was discovered that a rubber stop and been pushed up through the centerboard case and thus the fix was easy. They then did some upgrades, adding a bow thruster, new guard and rub rails. She has since been shipped back to Michigan.

There is a big project coming, involving a major refit on a Hinckley 56, which went ashore in the Bahamas. There was not much water damage, but the rig needs to be replaced and the hole in her side needs to be repaired. They also need to make repairs to her interior including a bulkhead and make some system upgrades.

For the last 30 years a Wisconsin dentist had been building a 50-foot schooner. When the roof on the shed she was being built in collapsed the family said finish it off or get rid of it. After a discussion with Brooklin Boat Yard she was shipped east and was finished off with a launching the first week of summer.

Edgecomb Boat Works Edgecomb

Almost all their storage customers are in with about another eight waiting for their owners to arrive for the summer before they

get launched. Even before the last one is launched they will start re-hauling others and putting them away for the winter.

One of the major projects this winter was on an Old Port 26. She had concrete ballast and after being aground at some point issues developed. They removed the engine, made repairs to the hull and ballast, built a teak bench seat for the stern, replaced the fuel tank, rewired, built a teak engine box and painted the console and interior.

A Fortier 26 was in for new fiberglass fuel tanks, rewired and added dripless shaft seal on the rudder and shaft. She was scheduled to go over in July.

A Northern Bay 36, finished off like a bass boat, has had her engine removed and will be repowered with an 800-hp Scania.

A 19-foot 1956 Lyman is likely coming in to be repowered with a new outboard.

Work is already lining up for the winter. The Old Port 26 will be coming back in for some additional work as well as a Stanley 36, which they did a refit on a couple of years ago and a Little Harbor 40 to have her teak cockpit sole redone.

Oceanville Boat Stonington

In the shop they have a Calvin Beal 44, which is being finished out as a split wheelhouse lobster boat. Down below she



Caught in the wakes of the bigger and faster boats in the Fastest Friendship Lobster Boat Race is Keith Simmons' HEATHER'S BOYS [Mussel Ridge 28]. She was just launched from Friendship Boat Works in Friendship.

has a V-berth, hydraulic room, tool box and a bench and up in the shelter a rope locker with lobster tankage below the platform. She is powered with an 800-hp Scania. In early July they had most all the work under the platform done as well as the interior roughed in. They are hoping to have this one over late fall.

Coming in next is a Mussel Ridge 48, also being finished out as a lobster boat. This one will have a full interior, which will include berths and galley. The owner has not decided what he wants for power yet.

The last project they finished out was a Wayne Beal 50, which was finished out as a lobster boat and went over the end of last fall.

During the winter they did some repair work. A 36-footer was in and was repowered with a 675 hp Scania, added tankage as well as a manual tailgate; and Awlgrippd her top to bottom. They also did a couple of other deck jobs.

Taylor Boats Addison

Underway is a Willis Beal 44, which is being finished out as a lobster boat for a local fisherman. She is structurally done and now they are just getting ready to do cosmetic work. She was supposed to be a simple lobster boat, but the owner decided

on having a split-wheelhouse and a few other amenities.

Next, they will be laying up a hull and top for another Willis Beal 44 for a fisherman from Southwest Harbor. This will be followed by another 44 for a fisherman from Trescott.

Taylor Boats picked up where RP Boats left off after they suffered a major fire and the Willis Beal designed 31, 35 and 40 moulds were lost. To restart the line Taylor Boats contacted Willis to get his blessing and then took a mould off Travis Beal's DESIGNER'S DAUGHTER, an RP 40. They then built a 50 and from this they lengthened the mould to 42 and they can add two feet to get the 44. They just put an extension on a RP-35, which lengthened it three feet and made a mould. So, they have a 35 to 38-foot model as well as 40 to 44 foot model and these can be widened if desired.

The Pleasures of Owning a Wooden Boat!

Continued from Page 7.

40 minutes, she died. I waited a couple of minutes and she started right up. I headed her for the dock and on the 15-minute run she ran fine. Once docked Travis checked the big fuel filter and found that it had picked up a small amount of debris as did the fuel filter going into the carburetor. When putting the filter back into the carburetor Travis found that the threads were stripped. This was not good. It was Saturday afternoon and only a few possibilities to rectify this problem. We tried calling anyone we thought who might have or know someone that would have a new carburetor, but no luck. Travis tried several things to see if he could get the fitting to hold in place, but none worked so the last option was JB Weld and after waiting for it to set up we turned the key and the problem was solved. Now it was Friendship or bust Sunday morning.

Needing to be in Friendship at 0800 for sign-ups I drove down and Ed Upham brought the boat down for me. He said that she only sputtered once, but otherwise no problem. Following the races Ann and I jumped in and off we went for Searsport. She died a couple of times in the islands before Port Clyde, but after that she ran perfectly all the way to Searsport.

Maybe I am in the minority, but I enjoy working on great old wooden boats like CINDY JEN, despite the issues. I think the more she is used the less problems I will have. She is now 56 years old and I am hoping she can go another 56 years.

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Matt Shepherd's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and David Ames' RENEGADE [Mussel Ridge 42; 750-hp John Deere] battling it out in Diesel Class M(B).

Continued from Page 1.

hp, 28 to 35 feet) has been dominated by Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] the last couple of years. However, LIL' LISA MARIA should give him a serious challenge. As they neared the line, LIL' LISA MARIE looked to be in the lead, but RIGHT STUFF kept gaining and at the line she just slipped by for the win. In Class H (436 to 550 hp, 36 feet and over) there were eight entrants and first over the line was Jeremy Tyler's ALL IN [Northern Bay 38, 500 hp Volvo], followed by Kyle Look's RISKY BUSINESS [Crowley 36; 550-hp John Deere] In Class I (551 to 700 hp, 28 to 35 feet) Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] has been the dominate boat for a number of years, but he was going to have a serious challenge from MARIA'S NIGHTMARE. MARIA'S NIGHTMARE came over the line first with MISTY back about two boat lengths. No one was surprised to see Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] leading Class J (551 to 700 hp, 36 feet and over). Second went to Scott Keenan's DEAR ABBIE [Northern Bay 38, 700 hp Volvo]. One of the fastest boats entered at the Rockland races was Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] in Class K (701 to 900 hp, 28 feet and over) and she got an easy win over Colby Oakes' TRIPLE X [Mitchell Cove 35, 850-hp Detroit] with a speed of 49 mph. In Class M(A) (40 feet and over, up to 500 hp) it was Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] getting the win over Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere]. The big battle last year in Class M(B) (40 feet and over, 501 to 750 hp) was between Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Jason Chipman's MISS AMITY [Osmond 42; 700-hp Scania]. Jason built a new boat that premiered last year, another MISS AMITY [Mussel Ridge 46; 900-hp Scania], and has decided to race her this year, which puts him in Class N (40 feet and over; 750 hp and over). Another top boat in Class M(B) is Matt Shepherd's

ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], but he just did not have enough to best KIMBERLY ANN. There were nine boats on the line for Class N, which was won by MISS AMITY with Murray Thompson's SUNDAY MONEY [Duffy 42; 1000-hp Caterpillar] second.

The winner of the Gasoline Free-for-All was WIDE OPEN followed by BLACK DIAMOND.

In the Diesel Free-for-All it was going to be a great battle between BLUE EYED GIRL and MARIA'S NIGHTMARE, as both were running about 50 mph. Both were stem to stem coming up the course, but BLUE EYED GIRL gained separation and crossed first.

In Wooden Boat (A) (up to 35 feet 11 inches) it was WIDE OPEN, MERGANSER and QUEEN'S LADY. In Wooden Boat (B) Vance Bunker's SARI ANN [42' Johns Bay Boat; 660-hp Volvo] got first followed by RICH RETURNS.

Now came the Fastest Lobster Boat, but BLUE EYED GIRL did not come to the line. MARIA'S NIGHTMARE got the win, followed by GOLD DIGGER and KIMBERLY ANN.

BASS HARBOR

The following day, 28 June, we headed to Bass Harbor. The day started with fog, but it lifted enough to safely hold the races. With the concerns over the Virus, everything was done outside the harbor on a barge and when they were done we had 49 boats entered.

It was really surprising to see just one boat entered in the three Work Boat Classes. Ryan Mitchell's SUMMER GIRL [Novi;



Kenneth Gieger's SHE'S ALL WET [Osmond 40; 800-hp Scania], Jason Chipman's MISS AMITY [Mussel Ridge 46; 800-hp Caterpillar] and Joshua Beal's KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN] in a great battle in Diesel Class N at Moosabec Reach.

90-hp Honda] in Class B. In the Gasoline Classes there were just two entrants WIDE OPEN in Class B and BLACK DIAMOND in Class C. They ran up together and this time it was BLACK DIAMOND with the win.

In the Diesel Classes there were no entrants again in Class L and O. There were just two boats in Class A, which was a great battle between two Downeast racers: Jacob

Continued on Page 23.

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LOBSTER BOAT RACING - FINAL RESULTS



) Joshua Beal's KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN] and Charles Gieger's SHE'S ALL WET [Osmond 40; 800-hp Scania] in Diesel Class N.

ROCKLAND LOBSTER BOAT RACES

27 June 2020

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer & Emily Noyes (32.7 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin' Too*, Jacob Noyes (39.1 mph); 2) *Zippin'*, David Noyes; 3) *Miss Diana*, Frank Bennett; and (DNS) *Death Trap*, Josh Audet. **Race 3 – CLASS C Inboards, outboards or outdrives, 91 hp and up:** 1) *Casco Miss*, David Johnston (48.4 mph); 2) *Delusional*, Ron Pottle; 3) ---, Myron Wotton; and (DSQ) *Indian Outlaw*, Robert Curtis

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen (15 mph). **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Wide Open*, Colyn Rich (33.1 mph). **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee. **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over. No Entrants.** **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. No Entrants**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *High Hopes*, Kevin Hornby (26.1 mph); and 2) *Queen's Lady*, Gary Hatch. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Merganser*, Don Drisko (28.9 mph); 2) *Karen Lynn*, Bill Oliver; and 3) *Rich Returns*, Wayne Rich. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (36 mph); and 2) *Venom*, Steven Osgood. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Briella Grace*, Kaleb Campbell (24 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Miss Kylee*, Ed Shirley (38.5 mph); 2) *High Voltage*, Dan Sawyer; 3) *Audrey May*, Randy Durkee; 4) *Laureta Aubrey*, Lucas Cocks; and 5) *Bad Obsession*, Sean Haskell. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (33.3 mph); 2) *Southern Comfort*, Avery Waterman; and 3) *Karamel*, Josh Audet. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (41.7 mph); 2) Lisa Marie, Gary Genthner; and 3) Entrapment, Tom Cloutier. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *All In*, Jeremy Tyler (35.2 mph); 2) *Risky Business*, Kyle Look; 3) *Judith Ann*, Rusty Candage; 4) *Starlight Express*, Tyler Bemis; 5) *First Team*, Travis Otis; and 6) *Margaret Ann*, Jeremiah MacDonald. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Maria's Nightmare*, Jeremy Beal (46.8 mph); 2) *Misty*, Chris Smith; and 3) *Sea Borne*, Keaveny Tyler. **Race 18 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (40.8 mph); 2) *Dear Abbie*, Scott Keenan; 3) *Easy Money*, Nathan Thompson; and 4) *Quickstep*, Kevin Glover. **Race 19 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (49 mph); and 2) *Triple X*, Colby Oakes. **Race 20 – Diesel Class L – 901 hp, 28 feet and over: No Entrants.** **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (27.2 mph); and 2) *Sea Urchin*, Alan Knowlton. **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (39.2 mph); 2) *Alexsa Rose*, Matt Shepherd; 3) *Renegade*, David Ames; and 4) *Noah & Lily*, Eric Harjula. **Race 23 – Diesel Class N – 40 feet and over; 750 hp and over:** 1) *Miss Amity*, Jason Chipman (36.1 mph); 2) *Sunday Money*, Murray Thompson; 3) *Mallary Sky*, Tad Miller; and 4) *She's All Wet*, Charles Gieger; **No position given:** *Carson Emma*, Andrew Simmons; *Decadence*, Ryan Haskell; *Kayla Anne*, Joshua Beal; *Maxed Out*, Spencer Thompson; and *Obsession*, Frank Thompson. **Race 24. Class O. Non-working boats, any length, any horsepower: No Entrants.**

Race 25 - Gasoline Free for All: 1) *Wide Open*, Colyn Rich (32.4 mph); 2) *Black Diamond*, Lindsay Durkee; and 3) *Cindy Jen*, Jon Johansen.

Race 26 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (48.4 mph); 2) *Maria's Nightmare*, Jeremy Beal; 3) *Gold Digger*, Heather Thompson; and 4) *Kimberly Ann*, Eric Beal.

Race 27 Wooden Boats A (up to 35 feet 11 inches). 1) *Wide Open*, Colyn Rich (32.4 mph); 2) *Merganser*, Don Drisko; and 3) *Queen's Lady*, Gary Hatch. **Race 28 Wooden Boats B (36 feet and over).** 1) *Sari Ann*, Vance Bunker (15 mph); and 2) *Rich Returns*, Wayne Rich.

Race 29 - Fastest Lobster Boat: 1) *Maria's Nightmare*, Jeremy Beal (40.3 mph); 2) *Gold Digger*, Heather Thompson; 3) *Kimberly Ann*, Eric Beal; and 4) *Triple X*, Colby Oakes.

BASS HARBOR LOBSTER BOAT RACES

28 June 2020

WORK BOATS UNDER 24 FEET

RACE 1 - CLASS A: Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger. No Entrants. **RACE 2 - Class B: Inboards, outboards, or outdrives 31-90hp.** 1) *Summer Girl*, Ryan Mitchell. **RACE 3 - Class C: Inboards, outboards or outdrives 91hp and over. No Entrants.**

GAS POWERED WORK BOATS 24 FEET AND UNDER

RACE 4- Gasoline Class A: 4 & 6 cylinder 24 feet and over. No entrants. **RACE 5-Gasoline Class B: V8, Up to 375 cid, 24 feet and over.** 1) *Wide Open*, Colyn Rich. **RACE 6-Gasoline Class C: V8, 376 to 525 cid, 24 feet and over.** 1) *Black Diamond*, Lindsay Durkee. **RACE 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over. No entrants.** **RACE 8-Gasoline Class E: Over 525 cid, 28 feet and over, Turbos/superchargers. No entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

RACE 9- Diesel Class A- up to 235 hp, 24-31 feet. 1) *Bare Bottom*, Jacob Kirby; and 2) *Hot Shot*, Josef Guptil. **RACE 10- Diesel Class B- up to 235 hp, 32 feet and over.** 1) *Miss Kari Lynn*, Everett Beers; and 2) *Rich Returns*, Wayne Rich. **RACE 11- Diesel Class C - 236 to 335 hp, 24 to 33 feet.** 1) *Venom*, Steven Osgood; and 2) *Last Design*, Roy Fagonde. **RACE 12- Diesel Class D- 236-335 hp, 34 feet and over.** 1) *Ellen Louise*, Conner Rossi. **RACE 13- Diesel Class E- 336 to 435 hp, 24-33 feet.** 1) *High Voltage*, Dan Sawyer; 2) *Miss Kylee*, Ed Shirley; 3) *Bad Influence*, Kenton Feeney; and 4) *Audrey May*, Randy Durkee. **No position given:** *Catherine Elizabeth*, Allan Johnson; *Duchess*, Josh Duym; *Flirtin' With Disaster*, Max Goodwin, *Jessica Ann*, Cody Pettengill; and *Shady Lady*, Boomer Carroll. **RACE 14- Diesel Class F- 336-435 hp, 34 feet and over.** 1) *Aiden Mariner*, Winfred Alley; and 2) *More Miss Chif*, Nathan Snow. **RACE 15- Diesel Class G- 436 to 550 hp, 28-35 feet.** 1) *Right Stuff*, Dana Beal; 2) *Another Dirls*, Steve Carver; and 3) *Miss Beth II*, George Lawson. **RACE 16- Diesel Class H- 436 to 550 hp, 36 feet and over.** 1) *Risky Business*, Kyle Look; and 2) *First Team*, Travis Otis. **RACE 17- Diesel Class I- 551 to 700 hp, 28-35 feet.** 1) *Maria's Nightmare*, Jeremy Beal; and 2) *Misty*, Chris Smith. **RACE 18- Diesel Class J- 551 to 700 hp, 36 feet and over).** 1) *Gold Digger*, Heather Thompson; 2) *Fifth Generation*, Mack Kelley; 3) *Easy Money*, Nat Thompson; and 4) *Sleepless Nights*, Eric Robbins. **RACE 19- Diesel Class K- 701 to 900 hp, 28 feet and over.** 1) *Mystery Machine*, Ira Guptil; and 2) *Navigator*, Duncan Haass. **RACE 20- Diesel Class L- 901 hp and over, 28 feet and over. No entrants.** **RACE 21- Diesel Class M(A) - 40 feet and over, up to 500 hp.** 1) *Old School*, Chris Pope; 2) *Night Moves II*, Aaron Beal; and 3) *Drew & Henry*, Chris Goodwin. **RACE 22- Diesel Class M(B) - 40 feet and over, 501 to 750 hp.** 1) *Kimberly Ann*, Eric Beal; 2) *Alexsa Rose*, Matt Shepherd; 3) *AMP*, Roman Jordan; 4) *Maverick*, Blake Haass; 5) *Hurricane Indie*, Andrew Hall; 6) *Mister E.*, Nick Hadlock; and 7) *Brycen & Elyza*, Jon Chipman. **RACE 23- Diesel Class N - 40 feet and over, 751-hp and over.** 1) *She's All Wet*, Ken Gieger; 2) *Miss Amity*, Jason Chipman; 3) *Kayla Anne*, Joshua Beal; 4) *Maxed Out*, Spencer Thompson; and 5) *Turn the Paige*, Parker Murphy. **RACE 24. Class O. Non-working boats, any length, any horsepower. No entrants.**

RACE 25- Wooden boat, up to 35 feet 11 inches. 1) *Wide Open*, Colyn Rich. **RACE**

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LOBSTER BOAT RACING - FINAL RESULTS

26- Wooden boat, 36 feet and over. 1) *Rich Returns*, Wayne Rich.

RACE 27- Gasoline Free for All. 1) *Black Diamond*, Randy Durkee; and 2) *Wide Open*, Colyn Rich.

RACE 28 - Diesel Free for All. 1) *Maria's Nightmare*, Jeremy Beal; 2) *Gold Digger*, Heather Thompson; 3) *Kimberly Ann*, Eric Beal; 4) *Mystery Machine*, Ira Guptil; 5) *High Voltage*, Dan Sawyer; 6) *Miss Amity*, Jason Chipman; and 7) *Alexsa Rose*, Matt Shepherd.

RACE 29- Fastest Lobster Boat. 1) *Gold Digger*, Heather Thompson; 2) *Maria's Nightmare*, Jeremy Beal; and 3) *Alexsa Rose*, Matt Shepherd.

RACE 30- Bass Harbor's Fastest Lobster boat. 1) *Wide Open*, Colyn Rich; 2) *Miss Beth II*, George Lawson; 3) *Turn the Paige*, Parker Murphy; and 4) *Rich Returns*, Wayne Rich.

MOOSABEC REACH LOBSTER BOAT RACES 4 July 2020

Recreational boats: 1) *Egad*, Craig Church; 2) *Donzi*, Mark Faulkner; 3) *Merci*, Alton Smith; and 4) *Screaming Leprachan*, Joshua Price.

WORK BOATS UNDER 24 FEET.

Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) *Grampie Ordman*, Karli Alley (24.3 mph); 2) *Dawn Treader*, Noah Tobias Carver; 3) ---, Caleb Norton; **No position given:** ---, Aiden Alley; and ---, Sterling Beal.

Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp: 1) *Alpex*, Ralph Davis (40 mph); 2) *The Boy*, Ned Merchant, Jr.; 3) *Big Enough*, Dennis McComack; and 4) *Gibby Tuck*, Skylar Libby. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Bandit*, Marcus Fenton (40.7 mph); 3) *Helpful Henry*, Ian Alley; **No position given:** *Contingency*, Jazmin Carver; *Daddy Didn't Buy It*, Nathaniel Robertson; *Hey You*, Jared Alley; *Hurricane Reagan*, Nathaniel Robinson; *Jack's Jewell*, Michael Gray; and *Phoney Fisherman*, Sheldon E. Alley

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4. Class A, Four and Six Cylinder, 24 feet and over: 1) *Miss Khristi*, Joseph M. McDonald (13.2 mph). **Race 5. Class B, V8, Up to 375 cid, 24 feet and over:** 1) *Wide Open*, Colyn Rich (32.9 mph). **Race 6. Class C, V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee. **Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over: No entrants.** **Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos: No entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9. Class A, Up to 235 hp, 24 to 31 feet: 1) *Jeanine Marie*, Calvin Beal, Jr. (32.4 mph); 2) *Bare Bottom*, Jacob Kirby; 3) *Hot Shot*, Josef Guptil; 4) *Head Strong*, Tucker Rocks; and 5) *Money Shot*, Mitch White. **Race 10. Class B, Up to 235 hp, 32 feet and over:** 1) *All Nine & A Sailor*, Earl Faulkingham (12.1 mph); and 2) *Papa's Dream*, Kenneth Frisbee, Jr. **Race 11. Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (39.2 mph). **Race 12. Class D, 236 to 335 hp, 34 feet and over:** 1) *Sylvia Jean*, Glenn Libby (31.3 mph); 2) *Kinsley-Mae Rose*, Jeremy Chandler (22 mph); and DNS) *Erica & Kyle*, Ennis Wright. **Race 13. Class E, 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan



With Colby Oakes' TRIPLE X [Mitchell Cove 35, 850-hp Detroit], Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] fight for second, which went to GOLD DIGGER.

Sawyer (40.3 mph); 2) *Bad Influence*, Kenton Fenney; 3) *Audrey May*, Randy Durkee; and DNS) *Nataya & Bransen*, Ned Merchant, Jr. **Race 14. Class F, 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (38.3 mph); 2) *Calypso*, Alonzo Alley; 3) *Teacher's Pet*, Ralph Backman, Sr. (29 mph); and 4) *Miss Gisele*, Stephen Hall. **Race 15. Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (42.3 mph); 2) *Obsession*, Ryan Lemieux; and 3) *Another Dirls*, Steve Carver. **Race 16. Class H, 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (36.8 mph); 2) *Melynda M.*, Willie Coombs; 3) *Risky Business*, Kyle Look; 4) *Whit's End*, Abraham Beal; 5) *Just Dew It*, Tony Graham; and 6) *Madison Alexa*, Roger Kennedy. **Race 17. Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Maria's Nightmare*, Jeremy Beal (50.1 mph). **Race 18. Class J, 551 to 700 hp, 36 feet over:** 1) *Gold Digger*, Heather Thompson; and 2) *Easy Money*, Nathan Thompson. **Race 19. Class K, 701 to 900 hp, 28 feet and over:** 1) *Mystery Machine*, Ira Guptil. **Race 20. Class L, 901 hp and over, 28 feet and over: No entrants.** **Race 21. Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, Milton Merchant (28.3 mph); 2) *Bukie & Tukie*, Mitchell Beal; 3) *Night Moves II*, Aaron Beal; 4) *Feelin' Nauti*, Patrick Kelley; 5) *Just Because*, Brain Smith; 6) *Nancy Anne*, Sonny Beal; and 7) *Butterfly Kisses*, Mark Carver. **Race 22. Class M(B), 40 feet and over, 501 to 750 hp: Heat I** 1) *Kimberly Ann*, Eric Beal (40 mph); 2) *Alexsa Rose*, Matt Sheppard; 3) *Grin & Barrett*, Dean Barrett (30.4 mph); 4) *Kerri Ann Lynn*, Cameron Farris (24.1 mph); and 5) *Miss Shaylee*, Luke Crowley. **Heat II:** 1) *Pier Pressure*, Jason West; 2) *Size Matters*, Dixon Smith; 3) *DDT II*, Ira Kelley; 4) *Sea Monster*, Suki Pinkham; and 5) *Joy Frances*, Logan Alley. **Finals:** 1) *Pier Pressure*, Jason West (40.8 mph); 2) *Alexsa Rose*, Matt Sheppard (38.1 mph); 3) *Size Matters*, Dixon Smith; 4) *Grin & Barrett*, Dean

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LOBSTER BOAT RACING - FINAL RESULTS



Colyn Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet] was in Gasoline Class B and Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] in Class C.



Another close finish was in Diesel Class M(A) between Aaron Beal's NIGHT MOVES II [RP40; 455-hp QSM 11 Cummins] and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] and the win went to OLD SCHOOL by a mere 10 feet.

FRIENDSHIP LOBSTER BOAT RACES

19 July 2020

WORK BOATS UNDER 24 FEET

Barrett; 5) *Kimberly Ann*, Eric Beal; and 6) *DDT II*, Ira Kelley. **Race 23. Class N, 40 feet and over, 750 hp and over: Heat I:** 1) *Hannah Louise*, Robert Alley Jr. (36.7 mph); 2) *Kayla Anne*, Joshua Beal; 3) *Relentless*, Sean Milliken; 4) *Maxed Out*, Spencer Thompson; and 5) *Isla & Grayson*, Travis Perry. **Heat II:** 1) *She's All Wet*, Kenneth Gieger (38 mph); 2) *Miss Amity*, Jason Chipman; 3) *Phantom*, Nick Lemieux; 4) *Bre Lea*, Jeff Libby; 5) *Jennerator*, Kenneth Kelley; and 6) *Weather Oar Knot*, Shane Farris. **Finals:** 1) *She's All Wet*, Kenneth Gieger (35 mph); 2) *Miss Amity*, Jason Chipman; 3) *Hannah Louise*, Robert Alley Jr.; 4) *Kayla Anne*, Joshua Beal; 5) *Relentless*, Sean Milliken; and 6) *Phantom*, Nick Lemieux.

Race 24. Class O. Non-working boats, any length, any horsepower: 1) *Wild Wild West*, Cameron Crawford (55.9 mph).

Race 25. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): 1) *Wide Open*, Colyn Rich (18.9 mph). **Race 26. Wooden Boat Race B (Any hp, 36 feet and over): No Entrants.**

Race 27. Gasoline Free-for-All: 1) *Black Diamond*, Lindsay Durkee (35 mph); and 2) *Wide Open*, Colyn Rich.

Race 28. Diesel Free-for-All: 1) *Wild Wild West*, Cameron Crawford (52.8 mph); 2) *Maria's Nightmare*, Jeremy Beal; 3) *Right Stuff*, Dana Beal; 4) *Gold Digger*, Heather Thompson; 5) *Mystery Machine*, Ira Guptil; 6) *Aiden Mariner*, Winfred Alley; 7) *Last Design*, Roy Fagonde; 8) *Alexsa Rose*, Matt Sheppard; and 9) *Another Dirls*, Steve Carver.

Race 29. World's Fastest Working Lobster Boat: 1) *Right Stuff*, Dana Beal (42.9 mph); 2) *Gold Digger*, Heather Thompson; 3) *Pier Pressure*, Jason West; 4) *Last Design*, Roy Fagonde; and 5) *Another Dirls*, Steve Carver.

Race 30. World's Fastest Recreational Lobster Boat: 1) *Wild Wild West*, Cameron Crawford (59.9 mph); and 2) *Maria's Nightmare*, Jeremy Beal.

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer and Emily Noyes (30.1 mph). **Race 2 - CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin' Too*, Jacob Noyes (42.8 mph); 2) *Zippin*, David Noyes; 3) *Miss Diane*, Frank Bennett; 4) ---, Craig Luce; 5) *Salty Dog*, Wyatt Simmons; and 6) *Quahog*, Alden Simmons. **Race 3 - CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *Casco Miss*, Dave Johnson (46.2 mph); 2) *Delusional*, Ron Pottle; 3) ---, Derek Earley; 4) *Melody Marie*, Chris Achorn; 5) ---, Myron Wotton; and 6) *Lobster Catcher*, Wyatt Simmons.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 - Gasoline Class A - 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *J. T. Bean*, Michael Clayton. **Race 6 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee (30.6 mph); and 2) *Roar*, Jim Lee. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over: No entrants.** **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. No entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: No entrants. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Merganser*, Don Drisko (28.3 mph); and 2) *Never Ending*, Adrien Phenephom (11.6 mph). **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet:** 1) *Venom*, Steven Osgood (37.8 mph); 2) *Beverly Joyce*, Sam Lash (16.2 mph); and DNF) *Last Design*, Roy Fagonde. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Maloney Tradition*, Ryan Maloney (22.5 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (37.8 mph); 2) *Miss Kylee*, Ed Shirley; 3) *Audrey May*, Randy Durkee; and 4) *Guilty Pleasure*, Jake Dugas. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (34.8 mph); 2) *Karamel*, Josh Audet (23.4 mph); and 3) *Carl & Co.*, Craig Stewart. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (40.8 mph); 2) *Lil' Lisa Marie*, Gary Genthner; 3) *Heather's Boys*, Keith Simmons; and 4) *Last Date*, Walker Simmons. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *First Team*, Travis Otis (27.3 mph). **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Maria's Nightmare*, Jeremy Beal (47 mph); and 2) *Misty*, Chris Smith (26 mph). **Race 18 - Diesel Class J - 551 to 700 hp, 36 feet and over: No entrants.** **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (45.2 mph); 2) *La Belle Vita*, Jeff Eaton (36 mph); and 3) *Heidi MacKenzie, Jr.*, Ronald Hall (31 mph). **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over: No entrants.** **Race 21(A) - Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (25.4 mph); 2) *Ryleefinn*, Michael Cushman; 3) *Sea Urchin*, Alan Knowlton; 4) *Paige & Adrienne*, Jacob Watt; and 5) *Knotty Lady*, Dustin Delano. **Race 21(B) - Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (36.6 mph); 2) *Alexsa Rose*, Matt Sheppard; and 3) *Noah & Lily*, Eric Harjula. **Race 22 - Diesel Class N - 40 feet and over; 751 hp and over:** 1) *Isaac & Colby*, Keith Simmons (35 mph); 2) *Salt Shaker*, Eugene Harrington (33 mph); 3) *Avery & Alden*, Jeromy Simmons; and 4) *Taylor Nicole*, Frank Guptill. **Race 23. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 24 - Hyundai Race: 1) *Karamel*, Josh Audet (25 mph); 2) *Ryleefinn*, Michael Cushman (20 mph); 3) *Knotty Lady*, Dustin Delano; and DNS) *Paige & Adrienne*, Jacob Watt.

Race 25 - Fastest Friendship Lobster Boat: 1) *Isaac & Colby*, Keith Simmons (35.7 mph); 2) *Salt Shaker*, Eugene Harrington; 3) *Avery & Alden*, Jeromy Simmons; 4) *Heather's Boys*, Keith Simmons; and 5) *Taylor Nicole*, Frank Guptill.

Race 26 - Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee (36.3 mph); and 2) *Cindy Jen*, Jon Johansen (15 mph).

Race 27 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (46.3 mph); 2) *Kimberly Ann*, Eric Beal (35 mph); 3) *La Belle Vita*, Jeff Eaton; 4) *Alexsa Rose*, Matt Sheppard; and 5) *Karamel*, Josh Audet.

Race 28 - Wooden Boats, up to 35' 11": 1) *Merganser*, Don Drisko (28.7 mph); 2) *Roar*, Jim Lee (23 mph); 3) *J. T. Bean*, Michael Clayton; and 4) *Cindy Jen*, Jon Johansen (14.3 mph).

Race 29 - Wooden Boats, 36 feet and over: 1) *Never Ending*, Adrien Phaenephom (7.5 mph)

Race 30 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (46 mph); 2) *Kimberly Ann*, Eric Beal (35 mph); and 3) *La Belle Vita*, Jeff Eaton.



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Cameron Crawford's WILD WILD WEST's [West 28; 1,050-hp Isotta] best time was 59.9 mph at Moosabec Reach. Will she break the record? Some say she has a lot more speed.



A great shot of Jeremy Beal's MARIA'S NIGHTMARE [Mussel Ridge (ex-Wayne Beal) 28; 600-hp Cummins] trying to catch Cameron Crawford's WILD WILD eWEST [West 28; 1,050-hp Isotta] in the final race of the day at Moosabec Reach.

Continued from Page 19.

Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] and Josef Guptil's HOT SHOT [Osmond 27, 220-hp John Deere], which was won by BARE BOTTOM. Everett Beers' MISS KARI LYNN [Mitchell Cove 32; 220-hp John Deere] cross the line first in Class B, with RICH RETURNS second. A re-match from Rockland was between LAST DESIGN and VENOM, but today VENOM got the win by two boat lengths. Since there was just one boat in Class D, Conner Rossi's ELLEN LOUISE [RP 35; 300-hp John Deere], she ran down with Class C and got the win in her class. Nine boats were on the line for Class E, including Alan Johnson's CATHERINE ELIZABETH [AJ 28, Yanmar], which had been launched this spring. This was going to be an interesting race as Kenton Feeny's BAD INFLUENCE [Holland 32, 350-hp Yanmar] has always been a top boat in this class. When the flag dropped VENOM jumped into the lead with MISS KYLEE and BAD INFLUENCE right on her transom. The real battle now was for second and just slipping over for that position was BAD INFLUENCE. AIDEN MARINER got the win over Nathan Snow's MORE MIS CHIF [Osmond 36; 375-hp John Deere] in Class G. LIL' LISA MARIE was a no-show for Class G, but Steve Carver was there with ANOTHER DIRLS [Holland 35, 550-hp John Deere] as was George Lawson's MISS BETH II [Mitchell Cove 35; 375-hp John Deere] and RIGHT STUFF. RIGHT STUFF jumped right into the lead and got the win. In Class H RISKY BUSINESS took first with Travis Otis' FIRST TEAM second. Another re-match from the previous day took place between MARIA'S NIGHTMARE and MISTY with MARIA'S NIGHTMARE getting the win once again. Four boats were on the line for Class J and it was all GOLD DIGGER. Second went to Mack Kelley's FIFTH GENERATION [Calvin Beal 36; 600-hp Caterpillar]. It has been 11 years since Ira Guptil has raced his MYSTERY MACHINE [Northern Bay 38]. Since then he repowered with a 750-hp John Deere and was now in Class K. He faced off against Duncan Haass' NAVIGATOR [Calvin Beal 36; 750-hp MAN] and got the win. Just three boats were on the line for Class M(A) and again it was OLD SCHOOL getting the win albeit real close. Second went to Aaron Beal's NIGHT MOVES II [RP40; 455-hp QSM 11 Cummins]. Seven boats were on the line for Class M(B) and it was a close battle between KIMBERLY ANN and ALEXSA ROSE, but ALEXSA ROSE just did not have enough to get by. In Class N we all expected to see MISS AMITY out in front, but she was in a tight battle with Joshua Beal's KAYLA ANN [Calvin Beal 44; 1,000-hp MAN]. However, on the left

side of the course, Ken Gieger's SHE'S ALL WET [Osmond 40; 800-hp Scania] snuck by both of them for the win with MISS AMITY second and KAYLA ANN third.

There was only one boat entered in each of the Wooden Boat Classes, WIDE OPEN in (A) and RICH RETURNS in (B).

WIDE OPEN was back down to the startling line for the Gasoline Free-for-All, but she fell just short as BLACK DIAMOND again got the win.

Seven boats were on the line for the Diesel Free-for-All and it was no surprise to see MARIA'S NIGHTMARE leading them to the finish. Second went to GOLD DIGGER and in third was KIMBERLY ANN.

In the Fastest Lobster Boat Race the spectators were surprised to see GOLD DIGGER slipping by for the win with MARIA'S NIGHTMARE second.

In the final race of the day, Bass Harbor's Fastest Lobster Boat, first went to WIDE OPEN, followed by MISS BETH II and Parker Murphy's TURN THE PAIGE [OEM 42, 751-hp John Deere] third.

MOOSABEC REACH

MOOSABEC – The Moosabec Lobster Boat Races, held between Beals Island and Jonesport about the 4th of July, has a major concern every year, fog. When leaving Winterport on race day it did not look hopeless, but there was plenty of fog. When I arrived at the Reach I could easily see across to Beals Island and I could see all the way out to the east'ard. We were good to go.

With everything going on with the Virus the race committee had already gathered over 60 entrants so there were not many at the sign ups. We set up in the parking lot of Camden National Bank and signed up another 20. When done we had 81 boats.

The only new boat, and it was as new as they get having been launched the day before, was MELYNDA M. [Wayne Beal 36; 500-hp FTP], owned by Willie Coombs.

There did not seem to be as many skiffs this year with just five coming to the line in Work Boat Class A. Well out in front was Karli Alley's GRAMPIE ORDMAN [16-foot Princecraft; 25-hp Yamaha] coming across the line with a speed of 24.3 mph. In Class B Ralph Davis and ALPEX [16', 90 hp Johnson] has been the dominate boat and continued to be winning by a boat length over Ned Merchant, Jr.'s THE BOY [16'; 90-hp Mercury]. In Class C there were eight boats on the line. Marcus Fenton's BANDIT [Northern Bay 20; 300-hp Yamaha] came across the line first.

There were three boats signed up in the Gasoline Classes, all in different classes. In Class A was Joseph McDonald's MISS KHRISTI; in Class B was WIDE OPEN; and in Class C was BLACK DIAMOND. The three were run together with another great

battle between BLACK DIAMOND and WIDE OPEN with WIDE OPEN coming across the line first with a speed of 32.9 mph.

Next came the Diesel Classes and just Class L did not have an entrant. Five boats were on the line for Class A and last year Calvin Beal, Jr.'s JEANINE MARIE [Calvin Beal 30; 235-hp Cummins] got the win, which he repeated again this year with a speed of 32.4 mph. Two boats were on the line for Class B with the win going to Earl Faulkingham's ALL NINE & A SAILOR [Young Brothers 38; 220-hp John Deere]. With just one boat in Class C LAST DESIGN she was combined with the three boats in Class D, LAST DESIGN flew up the course with a speed of 39.2 mph. First in Class D for the third year was Glenn Libby's SYLVIA JEAN [Libby 34; 300-hp Caterpillar]. Four boats were signed up for Class E, but just three came to the line and it was going to be a great battle between HIGH VOLTAGE got the win by a boat length. Was anyone going to be able to challenge AIDEN MARINER in Class F? Four boats were on the line, but no one had anything for AIDEN MARINER. The real battle was between Alonzo Alley's CALYPSO [Osmond 35; 405-hp Cummins] and Ralph Backman, Sr.'s TEACHER'S PET [Calvin Beal 36; 420-hp Cummins]. They were bow to bow, but as they neared the finish line CALYPSO slid into the lead by half a boat length. Three boats were on the line for Class G, but no one had anything for RIGHT STUFF as he crossed the line with a two-boat length lead. How would Willie Coombs' new boat MELYNDA M. do against Dean Beal's MISS NORMA [Wayne Beal 36; 480-hp Cummins] in Class H? When the flag dropped MISS NORMA jumped right into the lead and lead the way to the finish line with a speed of 36.8 mph with MELYNDA M. second. The only entrant in Class I was MARIA'S NIGHTMARE so she came down with the two entrants, GOLD DIGGER and Nathan Thompson's EASY MONEY [Calvin Beal 36; 490-hp Cummins] in Class J and the single entrant, MYSTERY MACHINE in Class K. First over the line was MARIA'S NIGHTMARE with a speed of 50.1 mph, followed by GOLD DIGGER, the winner of Class J and MYSTERY MACHINE in Class K. Seven boats were on the line for Class M(A) and when the flag dropped on the starter boat Milton Merchant's MISS TONIA [Libby 41; 500-hp Cummins] jumped into the lead. Now the battle was between three boats as to who would be getting second. Halfway up the course Mitchell Beal's BUKIE & TUKIE [Wayne Beal 40, 500-hp Deutz] got a boat length lead and grabbed second. There were 10 boats signed up for Class M(B) so they were split up into two heats with the first three going on to the finals. With the six boats on the line for the finals with the win going

to PIER PRESSURE. There were 11 boats signed up for Class N (40 feet and over, 750 hp and over) so again we ran two heats with a final run-off. The finals were going to be a close race and as they came up the course the four leaders were within a boat-length of each other. The win went to SHE'S ALL WET followed by MISS AMITY in second. After missing the first three races, Cameron Crawford's WILD WILD WEST made their first appearance of the year. They were the only entrant in Class O and ran up the course by themselves.

Next up was the Wooden Boat races and the only entrant was in A and that was WIDE OPEN.

Just two boats were on the line for the Gasoline Free-for-All and first over the line was BLACK DIAMOND with WIDE OPEN right on her stern.

Nine boats came to the line for the Diesel Free-for-All. We could guess who was getting first and second, WILD WILD WEST and MARIA'S NIGHTMARE and that is what happened.

In the World's Fastest Working Lobster Boat GOLD DIGGER and RIGHT STUFF were ready for battle again. It was close as they came off the line, but as they made their way up the course RIGHT STUFF began slipping by and won by a boat length.

In the final race of the day, World's Fastest Recreational Lobster Boat, just two boats were on the line, WILD WILD WEST and MARIA'S NIGHTMARE. In a cloud of smoke WILD WILD WEST jumped into the lead and did not look back with the best speed of the day at 59.9 mph. However, it was rumoured that their GPS said 62 mph so will the Diesel Record of 60.6 mph set at Bass Harbor in 2016 fall this year?

FRIENDSHIP

FRIENDSHIP - What a great day for racing: hot and hazy, but with a nice cool sou'west breeze. When sign-ups were finished we had 52 boats, but where was GOLD DIGGER and WILD WILD WEST? We had a half dozen classic wooden lobster boats show up, along with a couple of new ones; some very close races and a couple of unfortunate engine issues.

There was just one entrant in the first race of the day, Work Boat Class A JENILY, which ran the course by themselves at a speed of 30.1 mph. In Work Boat Class B it has been a competition between father and son and today the son, in ZIPPIN' TOO took the win. Always the dominate boat in Work Boat Class C is CASCO MISS, but today he got a real challenge from DELUSIONAL, which just did not have enough to keep up.

There were four boats in the five Gasoline Classes so they were run down together.

Continued on Page 24.

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

7 March
Page 5.

Beauties of the Maine Coast. The Most Picturesque and Refreshing Portion of the Atlantic Seaboard.— Some Dangers that Threaten its Attractiveness.

The wonderful attractiveness of the Maine coast and its advantages as a place of summer residence and sojourn, are effectively set forth in an article in a recent issue of Garden and Forest (New York). The article in question is from the pen of Mr. Charles Eliot, a distinguished landscape gardener of Boston, and its entitled "The Coast of Maine."

Beginning at Piscataqua River on the west, Mr. Eliot describes the coast of Maine to Grand Manan. Campobello and Quoddy on the extreme east, which he calls "exceedingly interesting and refreshing," the mere map of the coast being "most attractive." With a rare wealth of picturesque description Mr. Eliot tells of the inlets, headland, islands, cliffs, mountains, coves, ledges and fiord-like rivers of this two hundred miles of coast, describing its characteristic flora, the wonderful charm of its varied scenery, and its no less picturesque history, with musical names for localities that record so much of the red-men's history, in Muscongus, Pemaquid, Megunticook, Eggemoggin, Moosabec, Sagadahoc; and of a later historic period embodied in Grand and Petit Manan, Bois Bubert, Monts Desert, Isle au Haut, and Burnt Coat, a mistranslation, evidently of the French Cote Brule.

Some notes on the history of the Maine

coast, which begin with the voyages of the early French sailing vessels, followed by that first scientific exploration of Champlain, also including the French and English occupation of Acadia and ending with the account of Baron Saint Castin, are next given, and Mr. Eliot says that he finds the human history of the Maine coast "almost as picturesque and varied as its scenery." But a "second discovery" of the Maine coast, Mr. Eliot says, took place about 1860, when the picturesqueness and summer-time healthfulness of the Maine coast began to be appreciated by a few educated summer visitors from Boston. "Only the beaches of the western quarter of the shore were at first occupied by hotels," says Mr. Eliot, but when the poor hamlet of Bar Harbor leaped into fame through resort to it of a few well-known landscape painters, it became evident that the whole coast was destined to be a much frequented summer resort. At present, York, Kennebunkport, Biddeford Pool and Old Orchard Beach, together with the Casco Islands, Booth Bay, Camden, Mt. Desert and Campobello are a few of the most populous neighborhoods; but summer hotels are now scattered all along the shore, and colonies of summer villas of all grades of costliness occupy many of the more accessible capes and islands. Thus there are many cottages at York, and the islands near Portland are fairly covered with cheap structures. Squirrel Island in Boothbay is another nest of small houses, and Bar Harbor is a summer city surrounded by a multitude of very costly and elaborate wooden palaces. The finest parts of the coast are already controlled by land

companies and speculators while the minds of the constant residents are inflamed by the high price which the once worthless shore lands are now supposed to command."

The spectacle, remarks, Mr. Eliot of thousands upon thousands of people able to spend annually several weeks or months of summer in healthful life by the seashore is very American and very pleasant, and the impartial observer can find but two points about it which are in any considerable degree discouraging or dangerous. One of these is the small amount of thought and attention given to consideration of appropriateness and beauty by the builders and inhabitants of summer colonies at the sea coast; the other is - and the writer regards it a real danger—that this annual flood of humanity, which seeks the sea coast every summer, with its permanent structures for shelter, may so completely overflow and occupy the limited stretch of coast which it invades, as to rob it of that flavor of wildness and remoteness which hitherto has hung about it and which in great measure constitutes its refreshing charm. Mr. Eliot's bill of particulars relating to these threatened dangers of the beauties for the Maine coast as places of summer residences, and his plea for a stay of these dangers is well worthy of attention by citizens generally and by improvement companies and municipal authorities in particular. He says:

"A surf beaten headland may be crowned by a lighthouse tower without losing its dignity and impressiveness, but it cannot be dotted with frail cottages without suffering a woeful fall. A lonely fiord shut

in by dark woods, where the fog lingers in wreaths, as it comes and goes, loses its charm whenever even on bank is stripped naked, and streets or buildings are substituted for the spruces and pines. A few rich men, realizing this danger, have surrounded themselves with considerable tracts of land solely with the intention of preserving the natural aspect; and at least one hotel company, by buying almost the whole of the wild island of Campobello, has saved for the patrons of its houses a large region of unspoiled scenery. Our readers stand in need of no argument to prove the importance to human happiness of that refreshing antidote to city life which fine natural scenery supplies, nor is it necessary to remind them that love of beauty and of art must surely die if it be cut at its roots by destroying or vulgarizing the beauty of nature.

The United States have but this one short stretch of Atlantic sea-coast where a pleasant summer climate and real picturesqueness of scenery are to be found together. Can nothing be done to preserve for the use and enjoyment of the great unorganized body of the common people some fine parts, at least, of this seaside wilderness of Maine? It would seem as if the mere self interest of hotel proprietors and land-owners would have accomplished much more in this direction than it yet has. If, for instance, East Point, near York, or Dice's Head at Castine, or Great Head near Bar Harbor, should be fenced off as private property, all the other property owners of the neighborhood would have to subtract something from the value of their estates. And, conversely, if these

It Takes the Right Stuff to Win!

Continued from Page 23.

The question was in Gas Class C where BLACK DIAMOND would compete with Jim Lee's ROAR [32' Clinton Beal, 1960; 454 ci Chevrolet] as they were the only two in the same class. As they came up the course BLACK DIAMOND was leading the way with ROAR back a couple of boat lengths. Michael Clayton's J. T. BEAN [34' Vinal Beal, 1959; 350 Mercruiser] won Gas Class B, and CINDY JEN won Gas Class A.

There were no entrants in the first Diesel Class, Class A, but there was two on the line for Class B. On the line was MORGAN'S and Adrien Phaenephom's NEVER ENDING [36-foot Lash, 1978; 220-hp John Deere]. MORGAN'S jumped out into the lead and never looked back with a speed of 28.3 mph. So far this year LAST DESIGN and VENOM has faced off twice with each winning a race. The question was who was going to come out on top today? As they came up the course they were close, but it looked as though LAST DESIGN had the advantage. However, about 200 yards from the finish she slowed and went dead with smoke coming from under the shelter. VENOM went on for the win and then returned to tow his advisory from the course. There was just one entrant, Ryan Maloney's MALONEY TRADITION [37 Osmond; 330-hp] in Diesel Class D so she ran down with Diesel Class E. Class E had two boats, HIGH VOLTAGE and MISS KYLEE, which had gone head to head twice with each getting a win. When the flag dropped HIGH VOLTAGE slowly edged out in front with MISS KYLEE on his stern and they finished one-two. Three boats were on the line for Diesel Class F and no one had anything for AIDEN MARINER as she led the way to the finish. Second went Josh Audet's KARAMEL [Jim Beal-34; 380-hp Hyundai]. RIGHT STUFF has been fighting off the high powered 28s

in Diesel Class G, but would he today? It was another close one, but as they neared three-quarters way RIGHT STUFF pulled into the lead with LIL' LISA MARIE losing ground as RIGHT STUFF went on for the win. Third went to one of the new boats, Keith Simmons' HEATHER'S BOYS [Mussel Ridge 28; 450-hp Duramax], which was just launched from Friendship Boat Works. There was just one entrant in Diesel Class H, FIRST TEAM, which came down with Diesel Class I. In Class I there were just two boats MARIA'S NIGHTMARE and MISTY and it was MARIA'S NIGHTMARE getting the win. There were no entrants in Diesel Class J, but three lined up for Diesel Class K. Jeff Eaton and LA BELLE VITA [Northern Bay 38; 750-hp FPT] made their first appearance of the year, but just did not have enough to get by BLUE EYED GIRL. There were no entrants in Diesel Class L, but there were five on the line for Diesel Class M(A). The boat to beat in this Class has been OLD SCHOOL, but he had some unknown competition. OLD SCHOOL quickly got the lead, with Michael Cushman's RYLEEFINN [Osmond 42; 500-hp Hyundai] in his wake. They finished one-two with third going to SEA URCHIN. In Diesel Class M(B) we had just three boats on the line. KIMBERLY ANN had no problems and flew up the course at 36.6 mph. Second went to ALEXSA ROSE and third was Eric Harjula's NOAH & LILY [RP 40; 750-hp John Deere]. The dominate boat in Diesel Class N at Friendship is Keith Simmons' ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN], but he could have a challenge from Eugene Harrington's brand new boat SALT SHAKER [Mussel Ridge 42; 1,000-hp MAN]. It was close, but ISAAC & COLBY won by a boat length. With no WILD WILD WEST there were no entrants in Diesel Class O.

There was a special race this year



Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] was the boat to beat at the Friendship races. She won Diesel Class K, Diesel Free-for-All and the Fastest Lobster Boat. His best speed was 46.3 mph.

sponsored by Mid Coast Diesel called the Hyundai Race for those powered with Hyundai engines. Four boats were registered, but just three came to the line. The winner was KARAMEL with a speed of 25 mph.

Next came the Fastest Friendship Lobster Boat Race and this was pitting ISAAC & COLBY and SALT SHAKER once again. As these two came up the course it was obvious that this was close and as they neared the finish line it looked like they were bow to bow. The judges were on the line and the call was ISAAC & COLBY by a mere two feet. Fortunately someone had the forethought to video the finish and this showed what the judges had called.

In the Gasoline Free-for-All BLACK DIAMOND smoked poor CINDY JEN.

Five boats came to the line for the Diesel Free-for-All, but there was no MARIA'S NIGHTMARE. So the odds on favourite was BLUE EYED GIRL with the question

being who would get second. BLUE EYED GIRL did not disappoint the crowd and neither did the battle for second, which went to KIMBERLY ANN just beating out LA BELLA VITA.

There was no question that MORGAN'S would be the top boat in the Wooden Boat Race A and she would be followed by ROAR. The only boat in Wooden Boat B was NEVER ENDING.

The top three boats in the Diesel Free-for-All lined up for the Fastest Lobster Boat Race. BLUE EYED GIRL got the win followed by KIMBERLY ANN and LABELLE VITA.

It was a great day out on the water while those ashore sweltered in the heat. Now it is on to Winter Harbor on 8 August, which is always a great time. Hope to see you there!

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

or other like points of vantage, or any of the ancient border forts, were preserved to public uses by local associations or by the commonwealth every estate and every form of property in the neighborhood would gain in value. Public spirited men would doubtless give to such associations rights of way, and even lands occasionally, and the raising of money for the purchase of favorite points might not prove to be so difficult as at first it seems.

The present year should see, all up and down the shore, the beginning of a movement in the direction here indicated. In many parts of the coast it is full time decisive action was taken, and if the State of Maine should by suitable legislation encourage the formation of associations for the purpose of preserving chosen parts of her coast scenery, she would not only do herself honor, but would secure for the future an important element in her material prosperity.

Page 7.

From The Hub of the Universe.

Icy Talk.—What Ice Men and Large Consumers Say.—Many concerns putting in Ice Machines.—Vessel Rates.—Mackerel arrived from Africa.—A Curious Phenomenon.—Confusion in the Charles River Ferries.—Dire Happenings on the Rail.—The Snow Storm.—The United States ship "SINTRAM," built in Maine.—The Inspector General of Fish.

(Correspondence of The Journal.)
"Ice."

This one word forms the subject of a good deal of conversation just now. People have got to have ice the coming summer, that's sure, but it is pretty conclusively settled that household consumers will have to pay sixty cents a hundred for it from the cart—in Boston. Perhaps even more, some set it as high as \$1.25 per hundred. The ice men are not troubled by the possibility that people will use less ice next summer, for I heard the representative of a large ice company say one day this week that it made no difference to him whether people used less ice or not, that he was sure enough of a demand for all the ice he had and all the ice he could get, at whatever price he chose to ask for it. I met a large packer a day or two ago, who had returned a day or two previously from the Kennebec river, who said that he had 10,000 tons packed.

"How would \$20,000 look for the whole of it?" asked a large pork packer who formed one of the trio.

"We wouldn't look at it now," replied the ice man, "and we don't believe we shall by the first of March."

This same ice man said that while in the office of an ice company down on the Kennebec last week, he saw an offer refused for 20,000 tons of ice at \$3 per ton. "That concern" rejoined the pork packer, "is a fit subject for an insane asylum," whereupon the ice man observed, "that if the present state of affairs continued on the Kennebec the institution at Augusta would be taxed beyond its capacity."

Now how about freight rates?

The vessel rates, I understand from good authority, will be from \$1.50 upwards. This is looked upon by large consumers in Boston as entirely beyond their consideration, and they say they will not look at it. Heavy consumers in Boston and vicinity are now paying \$2 per ton for last year's ice, delivered. Several concerns that I know of here, are putting in ice machinery, and will manufacture their own ice the coming season. But even last season I paid myself, for home consumption, 50 and 60 cents per hundred, from the cart. Although I am no ice

man, my candid opinion is, that is packers on the Kennebec can get \$3 per ton for their ice on the river, as I understand they have been offered, they will miss it if they don't take it. It certainly looks as though ice men would be able to retire on a competency for the rest of their lives, after this season.

It appears that the expedition of the schooner "ALICE," Captain Chase, to the coast of Africa, last fall, in search of mackerel has not proven fruitless, notwithstanding many speculations to the contrary. There have been received at Provincetown about 90 barrels of fine looking mackerel taken off Cape Town, South Africa. These fish do not differ materially, it is said, from ordinary American mackerel, except that the eyes are smaller, and they differ slightly in color, the stripes coming further down on their sides. These mackerel come via London, and word comes that more are on the way. This certainly looks as though a new mackerel field had been opened. The quality of these African mackerel is not yet known.

A curious phenomenon was experienced in Boston on Tuesday night last week. While snow was falling heavily, the whitened atmosphere was lighted up by vivid lightning. The tides that night were unusually strong, so high that the ferry houses were flooded to a depth of six or eight inches and people had to walk in and out on planks. In several places on the East Boston side the sewers were overflowed by the tide backing up into them, and the streets were overflowed. This, for the most part, receded with the ebbing of the tide.

Boston has had one good snow storm, and as our friend Joe Howard would have it, it was a "corker." Sleighing lasted for several days and everybody enjoyed it immensely. But the rain of the last few days has carried it all away.

We have had another of our justly celebrated heavy, white saturating fogs. It came last Tuesday morning. It settled down upon Boston, shutting daylight almost out. From about 8 o'clock till near noon the streets were in semi-darkness. Gas had to be burned in the buildings, and electric lights were kept running everywhere but out of doors. Several accidents occurred on the railroads leading out of Boston. On the Lowell road, near Winter Hill station, a suburban train ran into the rear of the Montreal express, badly demolishing the smoker of the express and the locomotive of the suburban train. The ferry boats from Chelsea to Boston, that usually come over in seven to ten minutes were an hour and a quarter and an hour and a half in coming over. They go lost both ways, and ran all over the harbor. One boat first made a fluff at the Navy Yard dock, half a mile out of her way. Next she brought up at Battery wharf, worse still. Then she took a stroll over to East Boston where the natives were naturally astonished at seeing a foreign looking craft labeled "Chelsea" put in appearance in their midst. But she finally reached her dock on the Boston side.

A full rigged ship flying the American flag, an unusual sight, sailed into Boston harbor last week and was towed to Pier 2, of the New York & New England Railroad, South Boston. Her name is the SINTRAM, and she was built in Freeport, Maine, by Soule & Co., in 1877, for foreign trade. She arrived in Boston on February 14, from Pisagua, Chili, South America, laden with 2300 tons of nitrate of soda, and 120 bales of wool. Her registration at Lloyds is A1, her tonnage is 1590, her beam 43 feet, length over all 220 feet, and her depth of hold 24 feet. She carries a crew of 22 men, and Captain Woodside, her present skipper, has commanded her for the last ten years. Seven years ago the SINTRAM was in the

port of Boston, from Calcutta. She is now to be loaded for Hong Kong. The SINTRAM's main mast is of iron, and was made in Liverpool. Her mizzen-mast is of pitch pine, her foremast of Oregon pine. The diameter of the main and foremasts is 36 inches. She draws 23 feet, 6 inches of water when loaded, and one foot less when in ballast.

Inspector-General of Fish Bray, the newly appointed official, comes from Gloucester. If he fulfills the duties of his office as impartially as the late Captain Jesse H. Freeman did, that is all we will ask of him. Mr. Bray is a capable man, and amply qualified to hold the office of Inspector-General of Fish, for Massachusetts.

ALLAN ERIC.

Boston, February 28th, 1890.

Page 8.

COMMERCE AND TRADE.

H. H. Sides of Belfast has shipped fifty barrels of apples to Liverpool, England, as an experiment. If the returns are satisfactory Mr. Sides will go into the business more extensively.

In the Bangor produce market jobbing prices are as follows: apples, \$2.00 to \$3.50 per bbl; butter 22 to 24 c. per lb; cheese, 10 to 12 c per lb; eggs, 18 to 20 c. per lb; potatoes, 60 to 70c. per bush; and hay \$9 to \$10 per ton.

Shaw, Hammond & Carney, wholesale grocers of Portland, have opened a branch store in Foxcroft, for the supply of their customers in Piscataquis county, and the retail trade generally. C. C. Nichols, who has been a traveling salesman for the firm heretofore, is in charge of the business there.

The Rockland Beef Company during 1889 sold 86 car-loads of beef and provisions, 8580 quarters of beef, or 1,633,293 pounds. This is nearly double the amount of business done in 1888. In their sales there is also a total of 40,000 pounds of lamb, or

1100 lambs, which is double the amount sold in 1888.

George E. Lufkin, the enterprising merchant of Exeter, does quite a business in contracting with the farmers in his vicinity for butter, handling last year over 14 tons for which he paid \$5600. He contracts for a year with each dairyman taking all he makes. This year he says butter will not bring so much.

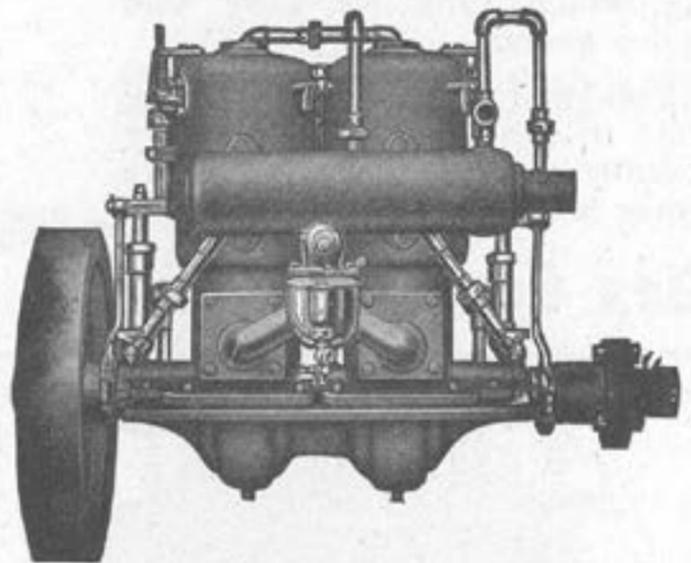
Lieutenant Rodman of the U. S. Hydrographic office recently passed through Maine on his way to St. Johns, Newfoundland, to arrange for reports of the movements of ice in the Atlantic Ocean. He intends to secure the co-operation of masters of vessels to observe for him and give him detailed or general reports of the ice encountered, not only this season but in previous years.

Portland's exports last week were valued at \$313,955.33. They were as follows: 36,990 bushels oats, 26,826 bushels barley, 9,738 sacks flour, 848,940 lbs. cheese, 971,400 lbs. bacon, 42 pkgs. leather, 50 bbls. bark extract, 312 head cattle, 10,082 bushels wheat, 18,093 bushels peas, 29 cases leather, 3 cases canned meats, 11 cases sewing machines, 229 cases mattresses, 140,600 lbs. oatmeal, 27,000 lbs. clover seed, 6,062 bbls. apples, 25 bbls. ashes, 20 pkgs. Emery wheels, 2,840 shooks and heads, 100 pairs extra heads, 4,518 feet lumber, 30 feet clapboards. The imports were 300,575 feet lumber, 4,359 bales rags, 5 cases curios, 1,500 boxes tin plates.

Among recent charters are the following: ships GEORGE STETSON and W. F. BABACOCK, Cork to United Kingdom, grain, 34s; ship OCCIDENTAL, New York to Japan, 55,000 cases refined oil, 33 1/2 c.; brig HATTIE M. BAIN, Wiscasset to Barbadoes, ice, etc., p. t.; schooner E. H. KING, New York to Portland, 28c; schooner DELHI, Gun Point to Brooklyn, ice, \$1.75; schooner JACOB S. WINSLOW, Matanzas to Boston, bag sugar, 10c per 100

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

lbs.; schooner CHAS. F. TUTTLE, Portland to Baltimore, ice, \$1.25 per ton; schooner EDWARD S. STEARNS, Brunswick, GA, to Bath, lumber, \$7.50; schooner GEO. NEVEMBER, Parker's Head to New York, ice, \$1.75; schooner W. H. OLER, Portland to Philadelphia, ice, \$1.50; schooner LIZZIE J. CALLBURY, Darien to Bangor, lumber, \$8.25; schooner ANNE LORD, Philadelphia to Port Spain, machinery, \$2100; schooner CHAS. L. DAVENPORT, Gun Point to New York, ice, \$1.35; schooner LOUISE HASTINGS, New York to Baltimore, copper ore, \$1.75.

In the ocean freight market the barrel petroleum trade remains almost at a stand, the requirements of the leading ports of the United Kingdom and Continent being quite fully supplied by the bulk steam transports. Vessels suitable for case oil and for general cargo on all long voyages are in small supply but the demand at the moment being light rates are about steady. Deal and timber freights for Europe are dull, with, however, no change in rates. The River Plate and Brazil trades betray no indications of an early improvement, and rates remain nominally steady. Cuba sugar rates by steam, are steady, whilst molasses freights are a shade firmer. Outward business to the West Indies is slow, but as available tonnage is not over abundant rates generally are steady. Coastwise lumber freights are dull and unchanged, whilst for colliers there is very little enquiry. Ice freights, however, are brisk and firm, and some coaster that had been laid up for the winter have been called into requisition; the

demand for ice tonnage and the increased enquiry in the Cuba trade will be very apt to stiffen Southern coastwise timber freights.

SHIPBUILDING NOTES.

Pope, Harris & Co., of East Machias, have a crew at Rocky Lake getting out the frame for a vessel to be built by them this year.

David Clark, the veteran shipbuilder of Kennebunkport, is to build a three-masted schooner of 750 tons for New Bedford parties.

Master Carpenter Joseph Strout of Cherryfield, has commenced cutting the frame for a schooner of 140 tons, to be sailed by Captain James A. Leighton of Milbridge.

The schooner building in Brewer by Captain S. H. Barbour is to be ready for launching by the time the ice leaves the river. The vessel has a deep hold and is built for a great freight carrier.

The New England Company of Bath, have closed a contract with Captain William T. Potter of Green Point, Long Island, for a 1100 ton schooner to be built next summer. This is the same party for whom Goss & Sawyer built the LUCINDA G. POTTER, eight years ago. The craft will be a four-master and of the following dimensions: 185 feet keel, 40 feet beam and 18 feet deep.

The schooner BERTHA LOUISE has been launched from the yard of Kelley, Spear & Co., Bath. She is named for the daughter of A. Homer Skinner of Fall River, MA, who is her managing owner. She measures 110 feet keel, 28 feet beam and 8.5 feet deep. Her net tonnage is 219.75 tons. Captain P. J. Ware,

formerly of schooner SENATOR GRIMES, of Calais will command her. She is chartered to carry ice from Parker's Head to Flushing Bay, NY.

The new schooner building in McKown's yard, Boothbay, is progressing finely and it is expected she will be completed by the middle of April. Charles A. Emerson, of Winthrop, MA, who is part owner and very much interested in this enterprise starting and continuing in his native village, has been tendered the privilege of designing a name and she will be called the FRED A. EMERSON, after his little boy. Captain H. H. McKown, formerly of the schooner HENRY MORGANTHAN, will command her. She is intended for the coasting business.

Shipbuilding in Scotland is very dull, and the outlook for new orders far from promising. The Glasgow Herald, in a recent issue says: "The most remarkable feature in the shipbuilding trade during the past month is the almost entire absence of new orders and inquiries for new vessels or large yachts. Several large builders report that they have not received a single inquiry. Only four vessels have been ordered from Scotch builders—two on the Clyde which do not make 1000 tons—an extraordinary state of affairs. The cause of the dearth of new work is, no doubt, as one firm points out, the high price of material and labor, making contracts rate too high to tempt ship owners."

THE JOURNAL received a call during the past week from J. W. L. Arthur, senior member of the firm of Arthur & Lipscomb, of Bryson City, North Carolina. This firm make a specialty of manufacturing treenails and supply large quantities to Maine shipbuilders. The treenails are rifted out in the woods and tuned at the factory in Bryson City. They range from one and a quarter to one and a half inches in diameter and from 14 to 36 inches in length. The wood used is locust, the variety known as yellow locust having the preference. Messrs. Arthur & Lipscomb have manufactured in past years from 800,000 to 1,200,000 treenails on an average and their output the present season will be about 1,500,000.

THE FISHERIES.

The Pemaquid Fish Cutting Company, Pemaquid, made a shipment of fish to Chicago last week, and one to New Orleans this week. They have but a small shipment more to make, to close up the winter's business.

Gen. C. P. Mattock of Portland, has been in Washington the past week and conferred with Congressmen regarding the interests of the Maine, Massachusetts and New York packers of lobsters in the Maritime Provinces.

Round Pond, Bristol, is to have a new porgy factory and the land at Moxies' Cove has already been purchased. Work will commence at once on the wharf and buildings and it is intended to have it ready for business by the middle of June.

B. W. Counce of Thomaston, Commissioner of Sea and Shore Fisheries, expresses himself as confident that the porgy business will be good the coming season. It is reported that one old factory worth two thousand dollars has been leased for ten years for over ten thousand dollars.

14 March

Page 1.

Alonzo Smith is soon to begin operations at his Gouldsboro granite quarry. Most favorable reports have come in from his last season's shipment of paving.

* * * * *

Knowlton Bros., founders and machinists, Camden, are running their machine

shop every night to keep up with their orders. They shipped five tons of small machinery last week.

* * * * *

The Red Beach Granite Company, Calais, are shipping considerable quantities of granite in the rough, as well as the polished. Two large blocks have just been forwarded to New York. One weighing five and one-half tons, and the other weighing seven and one-half tons.

Page 2.

Green's Landing, Deer Isle. Some of the Advantages offered to Operators in Granite on an Island in Penobscot Bay.

Being convinced that the advantages of Green's Landing as a business center and an unexcelled location for the granite industry are not generally known, we would bring to the notice of New England granite dealers the following facts:

1st.—The quantity and quality of Green's Landing Granite are unsurpassed by any in New England, according to the opinions of experts. There are opportunities for more than one hundred quarries with an unlimited capacity. Large blocks without flaws and seams, usual in most New England granite, can be cut with facility and material for all grades of work from the heavy bridge construction to the finest monumental work is abundant and of A. No. 1 quality.

2nd.—The facilities for quarrying, cutting and shipping are unexcelled. In the first place the stone lies in regular sheets, some more than twenty feet thick, in general on places inclined towards the water ways, and unbroken by seams which mar the quality of the stone and impede the rapidity of production. In many places only two derricks need be employed—one to move rough stone to the cutting yards and another to load directly from yard to ships deck. Green's Landing is in direct communication with all important industrial centers on the coast. A large fleet of able, stone-carrying vessels is run between Portland, Boston, New York, Baltimore and any other place on the coast worthy of mention. Water transportation is the cheapest method that can be employed. Stone can be carried from Green's Landing quarries to the great markets at half the expense incurred by inland stone companies and the means of transportation are safe and necessitates no delay.

3rd.—At present you have your choice in plants which can be obtained at reasonable rates. The people are willing to part with valuable locations at liberal terms for the sake of having the abundant resources of the place developed. The Board of Trade has the prosperity of its patrons at heart and can assure honest and cordial treatment to all who wish to investigate for the purpose of corroborating our statements by personal observation.

4th.—Cost of labor is at a minimum. Quarrymen here receive on an average eight percent less than in other places; cutters ten percent. This is due to the fact that a large majority of the workmen are residents and the cost of living small. Agents sent here to investigate will be entertained and any information cheerfully furnished by the Green's Landing Board of Trade. — [Deer Isle Gazette]

Page 3.

Remarkable Visitation of Seals. Seals Unusually Abundant in the Gulf of St. Lawrence this Winter.

A slaughter of seals unprecedented in the history of the Gulf of St. Lawrence has been going on, on both shores of the Gulf, and at least 15,000 of them have been killed

Maine Coastal News

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16.5' Larson Dual Console 1985 SALE \$3,200
w/ Evinrude 90 hp 2 stroke 1998, Galvanized Bunk Trailer
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18' Pioneer Islander Center Console 2016 SALE \$22,500
w/ F115 Yamaha and EZ Loader Galvanized Trailer
Includes: Garmin GPS/Depth sounder, Bimini Top, etc.

21' Mako Center Console w/ T-Top 1987 SALE \$11,900
Yamaha 2 stroke 225 hp 1997, Galvanized Roller Trailer, Updates: New fuel tank,
Garmin GPS/depth, Yamaha controls, Seastar hydraulic steering, etc.

24' Robalo Walkaround 1999 SALE \$35,900
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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

by the inhabitants. As the Gulf begins to fill with ice the seals come down from the Greenland coast in what is called the Labrador current, and passing through the Belle Isle Straits cover the rocky, icy shores in perfect myraids. This winter, more than any others in recent years, the Gulf is particularly late in closing, with the result that the seals have penetrated the St. Lawrence as far west as Montreal; eight hundred miles form the ocean, and they have been caught in droves off that city.

Recently there was a fearful snowstorm in the Gulf, and with the easterly wind that blew the loose ice was piled in great masses on both shores. When the people at Farther Point, 150 miles below Quebec, awoke they found the shore covered with countless thousands of the meek-eyed animals. Event the landing stage, where pilots come ashore from steamers in the open season, was piled high with seals, and the base of the light-house was surrounded by a pack so dense that passage was absolutely impossible. The word was passed, and everybody in the place

who could strike a blow repaired to the shore. Priest, old men, and women, girls, men, small boys, in fact everybody, seized some sort of weapon and began the slaughter of the innocents. The pelt of a Greenland seal is worth \$2.50, its fat about 4 cents a pound. A seal thus is worth \$4.50, and some boys made as much as \$100 in the hour the slaughter continued. Clubs, stones, anything was enough to kill them, and there were many quarrels when some one would knock a seal on the head which had already been killed by somebody else. It took an hour for the seals to reach the water — those of them who were not killed and got away.

On the opposite shore similar scenes occurred. From Manicouagan to Point Esquimaux, a stretch of country 200 miles long, the shore was covered with seals, and at least as many as 10,000 were killed. The coming of the seals a Godsend to the people who live along the shores, for their fisheries had failed this summer and the Government had only recently sent them a quantity of provisions to help them through the winter.

Page 4.

A novel device has just been fitted aboard the passenger steamer RHODE ISLAND, of the Stonington Line, in connection with the Huntington search light, which is mounted on top of the pilot house. The light, which, by means of a wheel and pulley worked by one man from within, can be elevated, depressed, or rotated, is now made to work automatically through the medium of a push battery and switches. The buttons of the battery are placed conveniently near to the steering wheel, and can be reached by the Quartermasters. When operated on the lamp alone the battery will cause the light to be thrown in flashes, horizontal or vertical, in such intervals of time as the battery may be set to. As a result of connecting the steam whistle with the light the battery causes the whistle to blow and the light to flash, either vertically or horizontally, alternately or simultaneously with the whistle. The working is automatic. The device does not stop at working the light and whistle, but embraces the bell, so that it is possible for the light to

be flashing the whistle sounding, and the bell tolling, all at regular intervals of fifteen seconds, or at such intervals as are desired. The device permits any combination to be made of the three factors by a simple turning of keys such as are fitted to incandescent lights.



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15' SCOUT 151 SPORTFISH, 2018. White Hull Color, Yamaha F40 Outboard & EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, (207) 865-4103.



17' SCOUT 175 SPORTFISH CENTER CONSOLE, 2019. With Yamaha F90LB Outboard, White hull, sport package – trolling motor plug, aluminum bimini top and bow cushion, reversible pilot seat with under seat cooler, stern jump seat backrests cushions and trailer. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



17' SCOUT 175 SPORT DUAL CONSOLE, 2020. With Yamaha F90LB, White hull, bow cushion, bimini top, dual battery select switch and trailer. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.



17' SCOUT SPORT DORADO, 2020. Rascal Blue Hull Color, Yamaha

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F90LB Outboard, Bimini Top, Ski Tow Bar and EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19' SCOUT 195 SPORTFISH CENTER CONSOLE, 2020. With Yamaha F115XB outboard, White hull, bow cushion, aluminum T-top with aft spreader light, rocket launchers and T-bag, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19' SCOUT 195 SPORTFISH, 2020. Midnight Blue Hull Color, Yamaha F115XB Outboard, EZ Loader trailer, Powder Coated Ski Tow, Sport Package. Aluminum Bimini Top, AM/FM stereo with iPod jack and bow cushion. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19' SCOUT 195 SPORTFISH, 2019. With Yamaha F115 outboard & EZ Loader trailer. Available in white or midnight blue. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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19' SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$3,800. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



20' GRADY WHITE 209 ESCAPE CENTER CONSOLE, 2002. With 2002 Yamaha 200 hp HPDI outboard, Garmin GPS, VHF radio, console cover and deck cushions – NO Trailer. Asking \$16,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' FISH HAWK 210 CENTER CONSOLE, 2002. 2012 Evinrude 150hp ETEC outboard and 2002 Venture trailer. Asking price \$18,900. Call for more details. Casco Bay Yacht Sales, (207) 865-4103.



21' SCOUT 215 DORADO DUAL CONSOLE, 2020. With Yamaha F150XB outboard, Rascal blue hull, SeaStar Hydraulic steering upgrade, full canvas enclosure, trim tabs,

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Porta-potti, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 XSF CENTER CONSOLE, 2020. With Yamaha F150XB outboard, Midnight blue hull color, sport package, aluminum T-top with aft spreader light, T-bag, rocket launchers, forward seating backrests and stern seats, T-top enclosure, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 XSF, 2020. White Hull Color, Yamaha F150XCA Outboard, JL stereo upgrade, Powder coated T-top enclosure, rocket launchers, raw water washdown, bait pump, SeaStar hydraulic steering upgrade and EZ Loader Trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SEA RAY 215 EXPRESS, 1995. With 2008 MerCruiser 5.7L I/O, bimini top, cockpit cover and 1995 Venture trailer. Asking \$10,500. Casco Bay Yacht Sales, Freeport, (207) 865-4103; www.cascobayyacht.com.

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21' TROPHY 2103 CENTER CONSOLE, 2003. With 2003 Mercury 125 hp 2-stroke outboard and 2003 trailer. Asking \$12,500. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



22' SEA RAY SUNDANCER, 1991. 1991 MerCruiser 230 hp I/O and 1991 EZ Loader trailer. Asking price \$7,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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23' SCOUT 235 XSF CENTER CONSOLE, 2019. With Yamaha F250 outboard. White hull color. Loaded with options and extras. Call for more

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details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



24' BOSTON WHALER OUTRAGE, 1994. 2018 Yamaha F250XCA w/15 hours and warranty through July 2021. New Garmin 942XS chart plotter/GPS/Sounder with high speed transducer. Asking Price \$47,900. Call for more details. Casco Bay Yacht Sales, (207) 865-4103.



25' SCOUT 255 LXF CENTER CONSOLE, 2020. With twin Yamaha F150XCA outboard, full black hull, Heritage cushion package, deluxe fiberglass leaning post with cooler, rod holders, dual Airmar cushioned helm chairs with folding leaning bolsters, arm rests and 65Qt. Yeti cooler, rocket launchers - hardtop mounted. Edson steering wheel, LED trim indicator switch, windshield wiper, diaphragm overboard discharge pump, fresh water washdown and self-contained porcelain head. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



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27' SCOUT 275 DORADO, 2018. White hull color and painted silver accent stripe. Twin Yamaha F200XCA outboard with 50 hours with full factory warranties. Garmin Display 7612 XSV upgrade. Garmin B60 transducer, GMR VHF radio, power assist hydraulic steering, Brisa Cayenne cushion package, bow cover, hardtop drop cushion, hardtop full enclosure, port and starboard cockpit fold away side bench seat, Edson steering wheel, 12V refrigerator, LED trim indicator switch, Diaphragm overboard discharge pump, electric head upgrade. Removable cockpit table. Hardtop grab rails and EZ Loader trailer. Asking price \$149,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



28' CHRIS CRAFT LAUNCH GT DUAL CONSOLE, 2019. With Yamaha F425 outboard. Midnight blue hull color. Loaded with options and extras. Call for more details

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and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



30' CUTWATER 30 CB FLYBRIDGE CRUISER, 2016. With 2016 Volvo D6 435 hp diesel inboard engine, A/C, reverse cycle heat, anchor package, Garmin auto pilot - dual station with remote, generator with sound shield, LED lighting, Macerator discharge solar panel, swim platform rails, bow and stern thruster with remote, Garmin 7612 - 3 units, radar. Clean and well maintained. Asking \$247,500. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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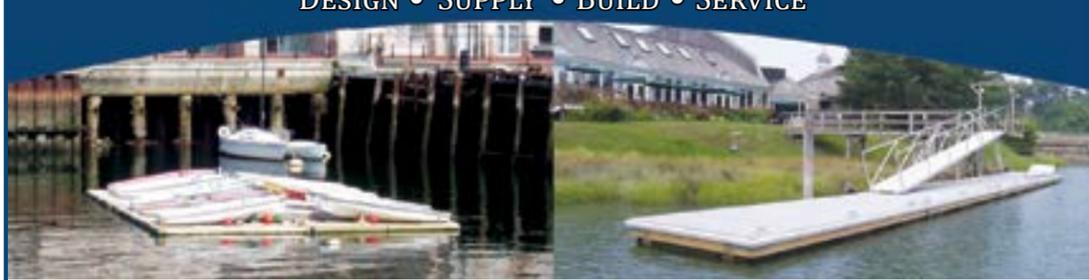
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3116



3126



3126B



C12



3406C

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