

Maine Coastal News

Volume 33 Issue 12

December 2020

FREE

ASFMC Holds Their Fall Meeting



The lobster boat AEROBELLA coming into the Deer Isle Thoroughfare after a day of fishing.

ATLANTIC HERRING MANAGEMENT BOARD (OCTOBER 19, 2020)

Meeting Summary

The Atlantic Herring Management Board reviewed the 2021-2023 fishery specifications package which was approved by the New England Fishery Management Council (Council) through Framework 8. The Framework proposes a lower sub-annual catch limit (ACL) for Area 1A in 2021 (1,391 mt) and 2022/2023 (1,184 mt) based on results of the 2020 Management Track Assessment and following the acceptable biological catch ABC control rule proposed in Amendment 8. The Framework also proposes changes to the 2,000-pound incidental catch limit for Atlantic herring in Areas 2 and 3 to aid the mackerel fishery in better utilizing its available quota when the herring quota is low. This and other decision points in Framework 8, such as the management uncertainty buffer, transfers for at-sea processing, carryover of unused quota, and the research set aside, were informed by recommendations from the Council's Scientific and Statistical Committee, Advisory Panel, and Herring Committee.

Framework 8 was submitted to NOAA Fisheries for review in September. Similar to previous years, the Board decided to wait until a final rule is released by NOAA Fisheries before it considers specifications for the Area 1A fishery in 2021 (and beyond). However, the Board did approve a seasonal

quota allocation for the 2021 Area 1A fishery with 72.8% available from June through September and 27.2% allocated from October through December, which is consistent with the seasonal allocation strategy set for the Area 1A fishery in 2020. Additionally, the fishery will close when 92% of the seasonal period's quota has been projected to be harvested and underages from June through September shall be rolled into the October through December period.

Lastly, the Board received an update regarding ongoing discussions between Commission and Council leadership on better coordinating state and federal herring management. A proposed list of shared management responsibilities, developed by a work group of Commission Plan Review Team and Council Fishery Management Action Team members, was reviewed by Commission and Council leadership. While no action was taken at their last meeting, leadership agreed to continue to discuss how best to cooperatively manage the herring resource and fishery. Another update will be provided to the Board in February.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at mappelman@asmfc.org or 703.842.0740.

Motions

Move to allocate the 2021 Area 1A sub-ACL seasonally with 72.8% available from June through September and 27.2%

allocated from October through December. The fishery will close when 92% of the seasonal period's quota has been projected to be harvested and underages from June through September shall be rolled into the October through December period.

Motion made by Ms. Ware and seconded by Mr. Kane. Motion approved by consent (Roll Call: in favor – ME, NH, MA, RI, CT, NY, NJ, NEFMC, NMFS)

WINTER FLOUNDER MANAGEMENT BOARD (OCTOBER 19, 2020)

Meeting Summary

The Winter Flounder Management Board reviewed the 2020 assessment updates for the Gulf of Maine (GOM) and Southern New England Mid-Atlantic (SNE/MA) winter flounder stocks. The stock assessment reports were peer-reviewed in September as part of the Northeast Fisheries Science Center's 2020 Management Track Stock Assessment process.

The GOM stock assessment indicates overfishing was not occurring in 2019. The assessment produces biomass estimates from three different fall surveys, but the area-swept methodology does not provide biomass reference points, resulting in an unknown stock biomass status. The GOM survey indices of abundance are relatively flat over the full time series with little change to the size structure. The Board expressed

concern that these indices of winter flounder abundance have not demonstrated any response to the large declines in commercial and recreational removals since the 1980s. It was suggested that research is needed to better understand winter flounder abundance and distribution within different habitat types and especially estuaries for future stock assessments.

The SNE/MA assessment indicates the stock is overfished but overfishing did not occur in 2019. The spawning stock biomass estimate reached a time series low in 2019 of 64% of the biomass threshold despite sustained low levels of fishing mortality. Recruitment, an important indicator of the stock's ability to rebuild, has declined sharply since the 1980s and remains near the time series low. The Board expressed concern over the SNE/MA's depleted stock status and the low probability of rebuilding to the biomass target by 2023, the rebuilding plan target date. The Board emphasized the importance of incorporating environmental indicators into future stock assessments to better capture the influence of climate change on the stock's ability to rebuild.

In December, the New England Fishery Management Council will recommend specifications to NOAA Fisheries based on the 2020 assessment results and recommendations from its Scientific and Statistical

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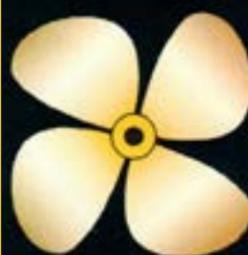
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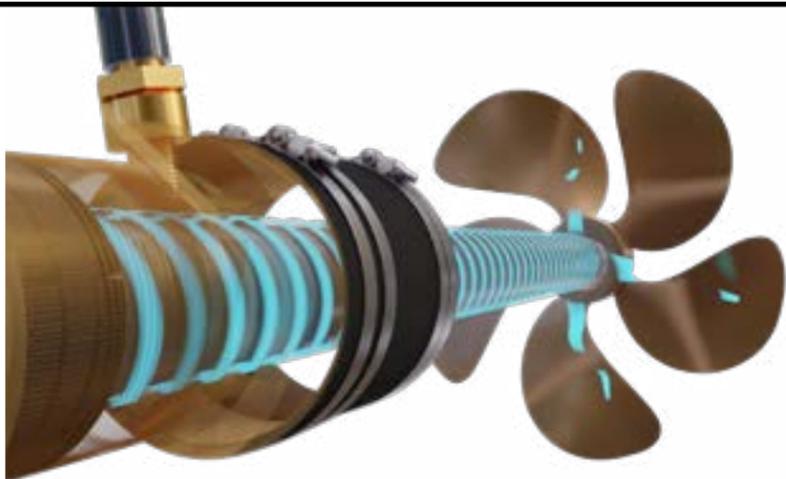
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Publisher	Jon B. Johansen
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Advertising Deadlines: The deadline for the January issue is December 4.
The deadline for the February issue is January 8.

Publisher's Note

Want to talk about politics? Nah, let us not ruin a good thing.

Who would have thought we would have a 70-degree day in November? What was more surprising was a week of unseasonable warm temperatures the first week of November. On Saturday (7 November) Ann and I launched the peapod and rowed out to CINDY JEN, which is staying in as long as she can. The longer she can stay in the better it is for a wooden boat. Back in September, Ann and I tried to make a run to Bucksport, but the wind sprang up, the waves grew, and this made for an interesting day with spray going right over the house on the way back to Searsport. On the way back the gasoline level was below half a tank, and with no baffles in the temporary tank, the fuel started sloshing around and this allowed air to get sucked into the fuel line. This caused the engine to sputter so I pulled the throttle back and the engine ran fine the rest of the way to Searsport. This time it was almost flat calm with bright sunshine for the entire run. I also had brought extra fuel so I could keep the tank full just in case the wind did increase. It was a gorgeous run. The only exciting part was watching an eagle come off one of the tall evergreen trees at Sandy Point and attack some poor seabird. It looked as though he could not gain flight with his catch and that he was swimming to shore with his wings, for a "shore dinner." When we got back to Searsport, Ann took CINDY JEN right up to the peapod on the mooring and we tied her up to see just how well she would tow. At 2400 rpms she ran perfectly straight, but we lost about a knot of speed. Foolishly I did not bring the good digital camera and missed a couple of lobster boats out hauling traps. The only thing I really regretted was not picking up the football floating up-river near the new bridge between Prospect and Verona Island.

In the last Publisher's Note, I mentioned I needed more organization. The office is stacked with books, literally to the ceiling, books all over the living room, magazines filled the hall and garage, and the backroom is piled high with unfiled papers. Well, the last month I have spent boxing the loose maritime publications in the office and garage and taking them to the environmentally friendly storage facility in Bangor. What shocked me is that it has taken more than 100 boxes to get this point and probably another 40 to finish. I also have another storage locker in Bangor that I had not checked for over 15 years. Bets were made as to what I would find when I finally opened it. Well, I went out and opened the door and surprisingly there was very minimal damage. I have already loaded 40 boxes of loose magazines there

and it looks like it could be another 40 or 60 boxes to complete this job.

Going through and boxing all these periodicals has been interesting to see what was there and hard not to stop and look through them. With all the changes that have taken place in the digital world, I wonder if they still of a value. Most of the material contained in these periodicals has not been digitized and thus you will not find it on the internet. The next question would be how many have an interest, especially in the older information. My answer would be that those who are truly interested in the marine world would have the interest and a few may just find it interesting reading. The research I do with old ships, their builders, their history, and their demise, may have a wider interest, but the numbers certainly would not be staggering.

This brings one to the ultimate question, should a maritime library collect all the publications, especially those which pertain to their scope? I do a lot of research in the library at the Penobscot Marine Museum in Searsport and I do not remember anyone coming in to sit and read either a book or a periodical. I believe the issue is that no one thinks this is an option. Well, right now it is not due to the virus, but when that disappears is it possible to get people to come in and enjoy what this library offers?

The reason I formed the International Maritime Library was to collect as many periodicals as possible and then digitize their information. This is an immense project but would be extremely valuable for those searching for certain aspects of maritime history. A simple way to make some of this information available would be to just computerize the contents, not the best way, but better than nothing.

So, when the Virus finally has disappeared, think about coming in and just seeing what this maritime library offers.

Now, since we are talking about digitization, "Version 3" is almost ready to go up online. This will increase the number of vessels from 85,211 to over 116,000 with not only more vessels but added information to the former vessels listed as well. As I have been organizing the office and the outflow, I have found a few lists of where vessels were built and by whom, which at times this information is difficult to find. This will not be in this new version, but certainly will make the next. To finish, I am just updating the past names of those vessels with multiple names listed in the 1960 volume of the "List of Merchant Vessels of the United States." With less than a 1,000 to go I should be done by Thanksgiving so keeping looking for it!

MCN's Calendar

On-going Exhibits

Gone Fishing
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Souvenirs of the Orient
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Working the Bay: History, Economy and Recreation of the Penobscot Region
Penobscot Marine Museum
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Info: <https://penobscotmarinemuseum.org/>

Hall of Ship Models
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Shipwrecks & Salvage
Maine Maritime Museum
Bath
Info: www.mainemaritimemuseum.org

Capt. Paul Cuffe: His Work, Vision and Living Legacy
New Bedford Whaling Museum
New Bedford, MA
Info: (508) 997-0046

De Wind is Op! Climate, Culture and Innovation in Dutch Maritime Painting
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Enlightened Encounters: The Two Nations of Manjiro Nakahama
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"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum
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"Go a Whaling I Must, and I Would," Life On Board a New Bedford Whaling Vessel
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Scrimshaw: Shipboard Art of the Whalers
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Mystic, CT
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38 YEARS A COASTIE - RICHARD PELLEY

TOPSHAM – I never know where I might happen across a person that is interesting and should be interviewed for an article. My office received a call from someone interested in selling some of their maritime books. I called back and after a brief conversation I realized this person had an interesting 38-year career in the U. S. Coast Guard. I set up a time to look at the books and met with Richard “Archie” Pelley. After an hour I asked if I could come back and interview him to which he agreed.

Archie grew up in Lisbon Falls, which would make one ask why he wanted to make a career onboard a ship. The Pelleys are from the Canadian Maritimes. Archie added, “My grandfather, Archie Pelley, Archibald, came from Harbour Grace, Newfoundland. He and his brothers were dory fishermen and they were fishing one day and the fog came in and they couldn’t find the mother ship. The next day things cleared up and their mother ship was gone so they figured they’d better get the hell out of fishing and they got into paper making. He wound up in Canada and then in Pejepscoot. My father (George Archibald Pelley) was born here.”

Lisbon Falls is not near the water, but the Pelleys would summer at Cundy’s Harbor where his grandfather and father owned and loved to boat. Archie spent many a summer at Cundy’s Harbor and after graduating from high school he decided to go to Maine Maritime Academy in Castine. He went into the three-year engineering program, but after completing his first year decided not to go back. He added, “I could have gone back on the GI Bill. I don’t know. By then I was married and you could not be married in the Naval Reserve.”

Archie came back to Lisbon Falls and his father said, “When I come home from work you should have a job if you are going to stay here.” I went to New York and sailed MSC or MST and then I found out I was about to be drafted. This was during the Korean War. I came home and I said, ‘Well, I will join the Navy,’ my uncle was in the Navy. He was a Chief Machinist Mate during the war. Then, I thought probably I want to be a Marine because they have nice uniforms. Luckily for me, the Marine recruiter was out for a while so I was going to join the Navy. This was February 1951 and he says, ‘I can’t take you until November,’ I said, ‘You have got to.’ He said, ‘No, can’t do that.’ So, I decided I would join

the Army instead of being drafted. I am walking across the bridge from Auburn to Lewiston and this old Coast Guard carry-all came pulling up beside me, and I knew the guy in it, he was a recruiter for Lewiston. He said, ‘I talked to your mother, she filled in a lot of the blanks, all you have got to do is check it over and sign it.’ I said, ‘Whoa, what are you talking about, I don’t want to be in the Coast Guard all you have got is lifeboat stations and lighthouses, I want a ship.’ ‘We’ve got ships.’ Well, they took me up to the office and they opened this book with all these white ships and I said, ‘Well, I guess I can handle that.’ I neglected to ask what the hell these ships do, maybe I would have had a second thoughts. I joined and five days later, I am in boot camp at Cape May, New Jersey. I was there for three weeks and because I had gone to Maine Maritime, they made me a fireman. They sent me to Boston and I went on the Coast Guard cutter BIBB, a big white ship and the rest is history.”

So, what did the big white ships do? Well, they went out into the Atlantic Ocean on weather patrols. Archie said, “The Coast Guard was tasked on both oceans to do all the ocean’s weather patrol. We had several weather stations, there was Bravo which was up in the Davis Straits, Charlie and Delta were off the tip of Greenland and there was Alpha Able, that was over between Greenland and Iceland. I made a couple of them and then they gave that to the Danes. From Portland it was probably three to five days out and you always went into Argentina, Newfoundland, the Navy base, and fueled up. For 21 days you were on station. I always said at least a month out. Any time after October to April it was terrible, there was always a storm, there was always ice, and sometimes one after another. You kind of got used to them. If you were sick, you were in trouble. One weather patrol we made on BARATARIA just before we went to Vietnam in January 1957, a storm busted up one of the boats, tore off things, sprung a 5 inch mount so it was leaking down into the handling rooms. We came in and we didn’t know we had to go to Vietnam. We thought we are all stove up and we needed a break. We got orders to Vietnam so we went to the shipyard in Boston and they patched us up. I know I made some bad ones but that was the worst one that I can remember.

“We had government weathermen on board,” continued Archie, “and they’d

release a balloon and track it with radar. These were civilian government employees, I kind of felt sorry for them. They made big money I guess, but it wasn’t unusual when the ship came in for them to walk right across the dock and get on the one going out. This went on until in the ‘70s when they started having weather satellites. Plus, we had radio beacons that the trans-Atlantic flights would home in on. It wasn’t unusual sometimes walk up on deck and there is a ship right there, a tanker or cargo ship. The boys from Brunswick when they were on patrol always buzzed us. I had 48 weather patrols, 48 months out of your life spent out there thrashing around in the North Atlantic, there’s nothing like it.”

About two and a half years after being stationed on the BIBB out of Boston, Archie was transferred to Portland and the BARATARIA. The BIBB was steam powered, but the BARATARIA was driven by four Fairbanks Morse diesels. Archie went on as a third-class boiler tender and worked his way up to becoming a first-class boiler tender. After three more years of weather patrols in the Atlantic, Archie was transferred to the recruiting office in Portland. He added, “My run was from Portland to Calais. I’d leave on a Monday morning and go to Rockland. We had little cards in post offices and if a guy says in Boothbay wanted to join the Coast Guard, he’d mail that card in and I’d go see him. From Rockland it was onto Southwest Harbor, spend the night there. Then to Jonesport and to Lubec to the Lifeboat Station at Quoddy Head and stay there. If we had anybody in Aroostook County or Bangor I’d go over there. Thanks to recruiting I got to know a lot of people.”

Archie fondly remembers Vid and Vin Young of the Young Brothers of Corea and



Richard "Archie" Pelley

Harlan Billings of Billings Diesel & Marine in Stonington and many others that served in the Coast Guard.

After a second stint on BARATARIA for three and half years, Archie was transferred to the training center at Avery Point, Groton, Connecticut, where there were two big boiler rooms where he was a boiler tender. This was a 9 to 5 job. After three years at Groton Archie was transferred to BARATARIA for a third time. He was on her when they got orders to go to Vietnam in 1967. Five big cutters were sent to Vietnam. Archie explained, “We were with the Navy destroyers and were gun fire support off the coast. So, if somebody needed some

Continued on Page 6.



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38 YEARS A COASTIE - RICHARD PELLEY

Continued from Page 5.

five-inch rounds, we would hurl steel somewhere.”

While in Vietnam Archie made warrant and was then transferred back to New Bedford, Massachusetts to the steamship ESCANABA. He was there for just over a year doing weather patrols when he got orders to go back to Vietnam. This time it was not on a vessel using its 5-inch guns, but as a repair officer with Coast Guard Squadron 1, Division 13 at Cat Lo. Archie's job was to work with the swift boats and at times they would ask if he wanted to go on a run upriver. “That was a little hairy,” said Archie. “I had a CO down there that whenever he went out on ops, say two swift boats and one of our 82s, he wanted extra guns so he'd take me. I would either man a 50 cal or a M60 machine gun or whatever and we'd go shoot partridge.”

After 13 months with the swift boats Archie was reassigned to South Portland. He explained, “I got sent to engineering duty Group Portland, which covered I think from Manana Island to Hampton Beach. We had three or four lifeboat stations not to mention light houses and our job was to keep the boats running. They needed support and I would get them support meaning money and parts. I got to see every lighthouse from Manana Island all the way to Isles of Shoals. Manana Island was a fog signal station and there was a hermit over there and three Coast Guard guys. South Portland was taking it over from Southwest Harbor group and we had to go over there and climb rocks and talk to the hermit, but that is all automated now. I got to climb Boon Island which was fun. Some of the lifeboat stations, like Popham is gone, Fletcher's Neck which is at the end of the Saco River, that is gone too.”

After three years Archie was transferred to Marine Inspection in Portland in 1973. “I had to go to school at Yorktown, Virginia,” stated Archie. “When I went there that is where OCS and engine and merchant marine safety school were, because you deal with

civilians and politicians.”

During the next five years as a Marine Inspector Archie was stationed at South Portland, Boston, Massachusetts and San Juan, Puerto Rico.

As a Marine Inspector you can see some interesting things. Archie said, “When I was in Puerto Rico, I got a call to go over to a pier where there was a big container ship that had burned up a boiler. Burning up a boiler means you run it out of water and the tubes all melted. I went over and the chief was almost suicidal, I don't blame him because it was a stupid mistake. They had two boilers and I got them permission to sail on one boiler. It was stuff like that. If you would have seen my name on a list it would be Chief Warrant Officer Pelley (B) Boiler Inspector or (D) Deck. I was a double-ender.”

“When I was a group engineer at South Portland the District Engineer out of Boston sent me to Panama to find a missing Light Ship, WLV 612,” continued Archie. “They were bringing it around to replace the old Portland Light Ship and it was coming from San Francisco. On its way it broke its propeller shaft off the coast of Mexico and the Mexican Navy towed it into Acapulco to their base and it sat there for a month. I guess by the look of most of the guy's faces it wasn't that terrible a thing except they had to eat Mexican food all the time. The Navy came along and towed it to the old Rodman Naval Base. I was told that is where it was, well when I finally got there it wasn't there, they had towed it through the canal. For a buck and a half, I went from the Pacific to the Atlantic in about an hour on a train. We got the shaft in and then it came up and took the place of the old lightship off Portland and this actually was the last lightship off Portland. After that they put the sea buoy there and the first three sea buoys were built at Bath Iron Works, one for Boston, one for Portland, and one for a spare.”

In 1978, Archie retired from the U. S. Coast Guard and said, “I had a good career, I saw a lot, did a lot. We saw a lot of ocean. Some of the highlights would be Argentina,

Newfoundland and maybe a quick trip into Iceland. We had a skipper and he wanted to visit the French island St. Pierre in the Gulf of St. Lawrence. We had been to sea for a month and when we got off that pier and started up the main street all you could hear was shutters closing. Bermuda, we always kept a weather ship in Bermuda on search and rescue stand by. We were there Christmas and New Years in 1965, they treated us well. It was one of the few places you could wear civilian clothes off the ship because they didn't want sailors running around in sailor suits chasing women. You could not tell, we had a short haircut, chinos, a white t-shirt with a pack of cigarettes rolled up in the sleeve and black shoes. No, you could not tell.”

After retirement Archie moved back to Maine and went to work at Bath Iron Works (BIW). “I was a tech writer,” said Archie. “I went there in '79. The FFG program, they were just cranking that up. They were doing all kinds of overhauls for the Navy and I was writing boilers, turbines, pumps, repair jobs. When I was in overhaul, I would go out on the road looking at different jobs the yard might or had bid on. One was on the UNITED STATES (ocean liner), which luckily, they did not take. Another fella and I crawled all over every bit of that ship. It was a complicated thing, they had joiner and machine packages and Bath was going to do the machinery part of it. Some guy bought it with stars in his eyes and was going to make millions and come to find out he never did a thing. Later, I wound up going into what they called Department 10 as a production coordinator, expeditor, you just saw that the trades got what they needed, From there I went to the pipe shop and I finished in the pipe shop.”

On 1 June 1994 Archie retired from BIW, worked a bit at L. L. Bean in Freeport, but then helped as a marine surveyor. He added, “A friend of mine retired from the Coast Guard, Carl Beal, he was a marine surveyor. Well, he needed help. I worked with Carl for a year or so. Then I volunteered

after that at the Maine Maritime Museum and the Chamberlain House, but now I am fully retired.”

It is obvious that Archie has a love the Coast Guard and maritime history. He said, “I like maritime history, Maine history. If someone has a question, I will try to answer it.”

He has researched the Coast Guard vessels that were stationed around New England, and all the vessels he served and then a few others like ACUSHNET, which was a sea-going tug the Coast Guard had obtained from the Navy that was stationed in Portland.

Archie's only issue with the Coast Guard was not recognizing their service in Vietnam. He said, “My thing is, we went over there and we were basically under the Navy, operationally. It makes me sound like I want something and I do, I want recognition from the Coast Guard that we were there and we did a hell of a job. Anything we got, we got from the Navy. They never came out and said Squadron 1 and Squadron 3 you guys, but whatever, they're all gone now.”

Archie now lives in Topsham and enjoys his free time doing whatever he likes to do, and he has earned that right.

VESSEL INFORMATION:

Former Navy Seaplane Tenders, Casco Class (WAVP) 1766 tons; 310' 9" x 41' x 13½'; 1 5-inch gun; Diesel, 6,030 BHP, 18.2 knots. ABSECON, 1942. COOS BAY, 1942. YAKUTAT, 1942; BARATARIA, 1943; COOK INLET, 1944.

ESCANABA (x OTSEGO): Owasco Class (WPG); 1563 standard tons; 254' x 43' x 15'; Geared turbines with electric drives, 4,000 SHP, 18 knots, 1 5-inch gun.

ACUSHNET (x-SHACKLE): WAT; Ocean tug; 1557 tons; 213' 6" x 39' x 13'; Diesel electric, 2 shafts, 3,000-hp, 14 knots.

BIBB (x GEORGE M. BIBB): Campbell Class, WPG-31, 2216 tons; 327' x 51' x 12' 8"; 1 5-inch gun; Geared turbines, 2 shafts, 6200 SHP, 20.5 knots, 2 Babcock & Wilcox boilers, 202 complement.

MYSTIC SEAPORT NAMES PETER ARMSTRONG PRESIDENT

Museum Names Peter Armstrong President and CEO

Museum Appoints Christina Connett Brophy as Senior Vice President of Curatorial Affairs and Senior Director of Museum Galleries

Peter Armstrong is appointed the next president and CEO of Mystic Seaport Museum, the organization's board of trustees announced today. An accomplished museum professional with more than 25 years of experience on two continents, Armstrong joins the Museum from the Jamestown-Yorktown Foundation, where he is Senior Director of Museum Operations and Education. The board also announced the appointment of Dr. Christina Connett Brophy as Senior Vice President of Curatorial Affairs and Senior Director of Museum Galleries.

“We are excited about the appointments of Peter and Christina as they bring well-honed, complementary talents to MSM. Peter has extensive management skills and experience as director of operations of a large and complex museum organization combined with great marketing knowhow. Christina brings outstanding maritime museum curatorial experience and demonstrated success in innovative programming and exhibitions development,” said Michael S. Hudner, Chair of the Mystic Seaport Museum Board of Trustees. “Both Peter and Christina have had exceptional achievements in broadening and diversifying more traditional audiences with new approaches to increase the appeal of well-

known institutions to a changing world.”

In his position of Senior Director at the Jamestown-Yorktown Foundation, Armstrong oversees education, collections, exhibitions, and interpretation as well as directing two major museums and their living history sites. He led the transition from the Yorktown Victory Center—a small museum with some living history areas—to the new, \$50-million, state-of-the-art American Revolution Museum at Yorktown, which opened in April 2017. Most recently in 2019, he oversaw the creation of the special exhibition TENACITY, which focused on the arrival of the first women to Jamestown, and Forgotten Soldier, which features the personal stories of enslaved and free African Americans who fought on both sides of the Revolutionary War.

Armstrong came to the Jamestown-Yorktown Foundation from the United Kingdom's National Museum of Arms and Armour, also known as the Royal Armouries. The Royal Armouries has three museums, the most famous of which is the Tower of London. During his tenure, Armstrong developed and promoted several major exhibitions, including Henry VIII: Dressed to Kill at the Tower of London.

“Mystic Seaport Museum has a worldwide reputation for excellence, quality and good old-fashioned fun. As the Museum heads towards its centenary, I am excited to be able to play a role in continuing the legacy of the retiring president, and to work with the board and the Mystic team to deliver a modern, relevant,

diverse, and community-focused future,” said Armstrong.

Dr. Christina Connett Brophy is currently the Douglas and Cynthia Crocker Endowed Chair for the Chief Curator at the New Bedford Whaling Museum (NBWM), where she has been a senior executive for seven years. While there she demonstrated systemic strategic leadership, successful fundraising, increased branding and outreach, partnership development, and path-breaking initiatives that have impacted NBWM towards a unified vision, national and international media recognition, an increase in visitation, greater connectivity with a diverse community, and a stronger and more sustainable financial position. She has curated more than 30 exhibitions, notably A Spectacle in Motion: The Grand Panorama of a Whaling Voyage 'Round the World and A Wild Note of Longing: Albert Pinkham Ryder and a Century of American Art, which will open in June 2021.

“There is a magic to Mystic Seaport Museum that is unique and rare, a tribute to its committed Board, staff and volunteers, its exquisite collections, and an historic and beautiful working waterfront. I am thrilled to be given the opportunity to streamline the Museum's offerings towards a focused and 21st century global model, while remaining true to our nation's rich maritime heritage,” said Connett Brophy. “There is extraordinary potential here to increase relevancy to a broader audience, particularly in addressing critical



social and environmental issues facing the world today.”

Hudner expressed gratitude for retiring President and CEO Steve White, who is working to ensure a smooth transition of leadership as the Museum navigates the ongoing challenges of the COVID-19 pandemic. Over White's 12 years at the helm, the Museum was recognized for the ambition of its initiatives, notably the restoration and 38th Voyage of the 1841 whaleship Charles W. Morgan and the fundraising and construction of the \$15 million McGraw Gallery Quadrangle project anchored by the award-winning Thompson Exhibition Building.

I am very pleased to hand over the reins to two such exemplary people,” said White. “Their experience, energy, and broad perspective will serve the Museum well as the institution continues to demonstrate and explain the continuing relevance of the sea and maritime heritage to contemporary audiences.”

GEARING UP FOR THE GOLDEN GLOBE RACE

THOMASTON – Over the summer I had been told about a woman who was interested in doing the upcoming Golden Globe Race, which is scheduled to start in September 2022. We finally connected and set up to meet in early October onboard the sailboat PELAGIC, which was on the hard at Lyman-Morse Boatbuilding Co. in Thomaston. PELAGIC is no ordinary cruising sailboat, one could tell she was built for serious offshore sailing and living on board was Kirsten Neuschafer, a native of South Africa, who's hope is to sail round the world in a vintage sailboat.

Kirsten was born and raised in Pretoria, South Africa. Because her father was German, she went to a German school there. Later, they would move to the coast, East London, and this is where she still calls home. Living away from the water is not how many people become interested in sailing. However, Kirsten's father was an avid sailor and she added, "He used to take us sailing on dams, because we do not have a lot of lakes in South Africa. That is where they do recreational sailing and it was mainly dinghy sailing. I started sailing Optimists, Dabchicks and Hobie cats and then began working as a sailing instructor in East London. When I began to make a career out of it, I went over to your standard small cruising boats. I ran the sailing school there for quite a while and then I went over to doing coastal deliveries mainly on the boats that no one wanted to move. Owners had to move them for whatever reason, but don't want to do it. I would usually spend a couple of weeks fixing them up, doing what they needed to get them moveable from one coastal town to the next. Living in East London is quite a strategic point, because between Durban and East London is 260 miles of wild coast. There's no ports of refuge, no anchorages. Anyone sailing along that stretch of coastline usually starts in East London to wait for the next best weather window to get to Durban or coming from Durban they would wait in East London. I got to meet a lot of sailors and some of them would do offshore deliveries. I decided that kind of sounds like a good thing to do and I got a foot in the door delivering catamarans they build in Cape Town.

The company building the catamarans is Robertson & Caine and the models are known as Leopard and are offered in sizes from 39 to 54 feet. "At the time, I think they probably were building about 50 a year which was really huge for South Africa," explained Kirsten, "but they are now building probably 170 a year. Most of the boats go to the charter fleets like Moorings and Sunsail. At the time, there was a huge demand to get skippers and crew to take boats to wherever the destination was, but nowadays they actually ship them because they have such large shipments so they load them onto a cargo ship. It was a great job while it lasted because I went everywhere - Hong Kong, New Zealand, Australia, South America, North America, the Mediterranean, and France. You name it, it got me all over the

world."

"I did two deliveries where I went as first mate," continued Kirsten. "I said, 'Well, I feel confident that I know what needs to be done so I'd like to go as skipper,' because obviously the salary is a huge jump. I skipped for many years. I did back to back deliveries where literally I'd get to Cape Town I'd get on the boat I'd spend a couple of weeks preparing it and testing it because the boats were brand new out of the factory and they often had teething problems, little faults that you had to find and get the factory to repair, and then we'd take them across. I'd get to the destination and we would spend a few days cleaning up the boat and doing a bit of sightseeing then fly back to Cape Town and skip straight onto the next boat."

After a while Kirsten stopped doing the back to back deliveries and went back to school to study oceanography and did deliveries in her spare time. After finishing her first year Kirsten was in a real bad bicycle accident. "A couple of weeks into the second year I had a bicycle accident, which incapacitated me quite badly," explained Kirsten. "I actually had a head on collision with a car, where the car turned in front of me. Fortunately, I put my arms up so most of the impact went through my arms otherwise I might have broken my skull or neck or something, but I broke my wrist, crushed both my elbows, broke my collar bone and I had a concussion. I could not use my arms so I could not go back. Then about two months down the line I was dying to do something again so I went back to sea. I took another delivery, which to me was the best physical therapy I could have ever hoped for. It really cheered me up and I got back into deliveries and working at sea and I didn't go back to the university."

"I had a very interesting delivery coming up just after that first delivery after the accident," said Kirsten. "Just before I left on that delivery a friend of mine in East London said he had his boat in Portugal, which he cruised with his family on. They left the boat there and they had flown home because they wanted a little break and then he and his wife both got really good jobs. Four years later the boat was still in Portugal and he said, 'The boat is costing us money we need to get it home.' He asked me would I be willing to do the delivery at a reasonable price. I said to him, 'I would but on the condition that I can do it alone. I want to solo sail a long distance. He said, 'You can do whatever you want and take as much time as you want just get my boat back in one piece.' So, I sailed on one of the catamarans with a crew to France then I went from France to Portugal and worked on his boat about six weeks getting it ready. I sailed across to the Canary Islands, Cape Verde, Brazil stopped everywhere went surfing, went sightseeing, had a great time and then eventually got the boat back to South Africa. It was an amazing experience, it was a really labor intensive boat because the sails were shot and kept on tearing and the engine was like an old fishing boat engine from the '70s and it didn't work so I was really reliant



World Sailor Kirsten Neuschafer of South Africa.

on sailing. It had only a windvane, no fancy electronics. It was a really cool experience and I really like singlehanded."

Leopard catamarans, which were sold in the Far East, Australia, or New Zealand, were sent on their own bottoms through the Panama Canal due to insurance issues. However, just after the accident they changed their policy and wanted to sail their catamarans on their own bottom to the east. Kirsten added, "One day they came to me and said 'Would you be interested in taking a boat to Australia by the Indian Ocean?' and I'm like, 'Yeah, I have been waiting to sail that ocean for a long time. It is the pinnacle of sailing because it is such a vast, rough ocean. If you get down there you need to be on the right kind of boat and you need to know what you are doing. Just the idea of storm and heavy weather sailing really appealed to me because I kind of liked to be in the elements."

Living in South Africa Kirsten had heard and read about the big ocean races, such as the Whitbread, BOC, and Vendee Globe. "I guess that was all for me really fascinating," she said. "I knew of Skip Novak, the owner of this boat and his sailing to Antarctica, because Antarctica is another point of fascination for me since childhood. I had actually seen Skip Novak doing a slideshow presentation at the Royal Cape Yacht Club in Cape Town. I just thought if I get an opportunity to get onto one of his boats one day that would be another pinnacle in my sailing career. I first did the southern Indian Ocean trips and we got to these little islands, like St. Paul, and experienced some serious weather on catamarans that were actually built for the tropics. I finally man-

aged to make contact with the skipper who was running this boat at the time for Skip Novak. I said, 'I really want to crew on the boat' and he said if there is a gap for you to come as a voluntary crew and you don't mind paying for your own flights to join the boat and working for free, we will feed you but you have to work. I'm like, 'Yeah, I will work if that gets me to South Georgia' so that is actually what happened. He phoned me and said, 'We have got a charter with four kayakers and if you want to come with us as the third voluntary crew be here on such and such date.' I did and I ended up working three months voluntarily on this boat and loved it. I worked a season on PELAGIC AUSTRALIS and then I came back to this boat in 2015."

The 54-foot PELAGIC was built for Skip Novak in England out of scrap metal in the mid-80s. She was designed for sailing in high latitudes and able to withstand ice conditions. She has a very strong rig, lifting keel and rudder and every inch of available space is utilized for storage, mainly spare parts for everything on board. Over the five

Continued on Page 8.

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Wood's Hole Oceanographic News

What did scientists learn from Deepwater Horizon?

Ten years ago, a powerful explosion destroyed an oil rig in the Gulf of Mexico, killing 11 workers and injuring 17 others. Over a span of 87 days, the Deepwater Horizon well released an estimated 168 million gallons of oil and 45 million gallons of natural gas into the ocean, making it the largest accidental marine oil spill in history.

Researchers from Woods Hole Oceanographic Institution (WHOI) quickly mobilized to study the unprecedented oil spill, investigating its effects on the seafloor and deep-sea corals and tracking dispersants used to clean up the spill.

In a review paper published in the journal *Nature Reviews Earth & Environment*, WHOI marine geochemists Elizabeth Kujawinski and Christopher Reddy review what they—and their science colleagues from around the world—have learned from studying the spill over the past decade.

“So many lessons were learned during the Deepwater Horizon disaster that it

seemed appropriate and timely to consider those lessons in the context of a review,” says Kujawinski. “We found that much good work had been done on oil weathering and oil degradation by microbes, with significant implications for future research and response activities.”

“At the end of the day, this oil spill was a huge experiment,” adds Reddy. “It shed great light on how nature responds to an uninvented guest. One of the big takeaways is that the oil doesn’t just float and hang around. A huge amount of oil that didn’t evaporate was pummeled by sunlight, changing its chemistry. That’s something that wasn’t seen before, so now we have insight into this process.”

Released for the first time in a deep ocean oil spill, chemical dispersants remain one of the most controversial debates in the aftermath of Deepwater Horizon. Studies offer conflicting conclusions about whether dispersants released in the deep sea reduced the amount of oil that reached the ocean surface, and the results are ambiguous about

whether dispersants helped microbes break down the oil at all.

“I think the biggest unknowns still center on the impact of dispersants on oil distribution in seawater and their role in promoting—or inhibiting—microbial degradation of the spilled oil,” says Kujawinski, whose lab was the first to identify the chemical signature of the dispersants, making it possible to track in the marine environment.

Though the authors caution that the lessons learned from the Deepwater Horizon release may not be applicable to all spills, the review highlights advances in oil chemistry, microbiology, and technology that may be useful at other deep-sea drilling sites and shipping lanes in the Arctic. The authors call on the research community to work collaboratively to understand the complex environmental responses at play in cold climates, where the characteristics of oil are significantly different from the Gulf of Mexico.

“Now we have a better sense of what we need to know,” Kujawinski says. “Un-

derstanding what these environments look like in their natural state is really critical to understanding the impact of oil spill conditions.”

Additional authors of the review are chemist Ryan P. Rodgers (Florida State University), and microbiologists J. Cameron Thrash (University of Southern California, Los Angeles), David L. Valentine (University of California Santa Barbara), and Helen K. White (Haverford College).

Fishing less could be a win for both lobstermen and endangered whales

A new study by researchers at Woods Hole Oceanographic Institution (WHOI) found that New England’s historic lobster fishery may turn a higher profit by operating with less gear in the water and a shorter season. The findings could provide a path forward for the lobster fishing industry, which is under pressure to move away from traditional pot fishing that uses long

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GEARING UP FOR THE GOLDEN GLOBE RACE

Continued from Page 7.

years Kirsten has sailed her to South Georgia, Falklands, Patagonia, Beagle Channel, Chile, Elephant Island, South Shetland Islands and Antarctica. “Last year in April we left Falklands on PELAGIC,” said Kirsten, “and we sailed by Bermuda to Maine and did a circumnavigation of Newfoundland. This year we were going to go back to Newfoundland and sail onto Greenland and then go to Baffin Island with a dive charter with archeologists, but because of Covid I have

been on the dock in Thomaston all summer.”

It is obvious that Kirsten loves a challenge and thus became interested in competing in the Golden Globe Race when it was held in 2018. The first Golden Globe Race, a singlehanded non-stop race round the world, was held in 1968. Nine competitors were on the line and the winner, after 312 days at sea, was Sir Robin Knox Johnston in the 32-foot ketch SUHAILI. He was the only finisher, however one other after rounding Cape Horn continued onto the Southern Ocean and landed in Tahiti, rather than re-

turn to civilization. All the others retired for various reason, but the one most noted was Donald Crowhurst, who committed suicide after faking his voyage by sailing circles in the Atlantic Ocean.

First, Kirsten needed to locate a boat that would qualify under the rules for the race. She said, “I bought it in Newfoundland before the pandemic broke out. I did quite of bit of research with Knight’s (Coolidge) help. I tried to find a boat that would be permitted in the race, that would be both seaworthy and fast. In the last race I think there were six Rustler 36s in the race, three of them capsized including the winner but he didn’t lose his rig. First, second and third were all Rustler 36s. We actually found a boat that wasn’t pre-approved, but it met all the requirements and it’s a Cape George 36 that was designed by Ed Monk and built by the Cape George Boat Yard in Port Townsend in Washington. It’s an old design and they built a whole series of these boats, actually the boat yard still exists and they still build Cape George 31s right up to 36. Looking at the numbers she is probably the heaviest displacement boat of all the pre-approved boats, has the longest waterline, but it’s got a lot of sail area to make up for its displacement. It’s probably going to be a physical boat to sail, but all the reports are that it’s fast.”

All boats in this race must be a design that pre-dates 1988. They have to have been a production model with more than 20 of them built. No racers, cruisers, fiberglass, which sports a full keel with the rudder on the trailing edge. You can modify the boat, but only regarding strength, not speed. Kirsten added, “In terms of the participants none of them are necessarily racing sailors, like myself. I like racing, I like sailing competitively and getting a boat sailing as fast as it can. But, in my sailing career, doing deliveries and working on Pelagic boats, the emphasis has always been do not let anything break because it’s safety, safety and more safety. I am going to have to push myself a lot harder than I would ordinarily so I have got to find a good balance of being conservative in my choices and pushing the boat too hard so that I can actually survive the race and be fast enough to have a winning chance.”

The boat is still in Newfoundland but has been launched with the hope of getting her across the border to the State of Maine. However, the pandemic has created a major

hurdle to overcome. Trying to navigate the rules and regulations imposed because of the virus has been challenging, but the hope is to sail her to the coast and make a transfer. Once the boat is here in Maine the focus will then be finding a yard to do the refit. Kirsten said, “My refit is going to be a function of money because I am obviously going to need sponsorship to get to the start line. I have quite a comprehensive refit list and what really needs to be done as a race requirement by the organizers. You need to have a collision compartment so I would rip out the bunks in the fore peak and turn that whole fore peak into a watertight collision compartment. One thing I didn’t like about the boat is it has ply deck with teak over it. I think the decks are in very good condition, but if I had the time and the money I’d rip that teak off and just glass it over so I could make sure that the deck are solid everywhere. I would like to change the way its rigged. It’s got the chain plates, they are long, flat strips of metal that are bolted onto the bulwarks and then the cap shrouds are attached to that. I would not trust that. I would change it to external chain plates even though it changes the aesthetics, but I think that would be a much securer shroud attachment. I’d put two roller furler units on it because it is cutter-rigged. I would replace the spars because my boat has wooden spars which are heavier and, they are not brand new so they are not in the best condition. I would want aluminum spars.”

After going over every inch of the boat to make sure it is solid and safe there is the addition of solar panels and the minimal electronics allowed by the rules of the race.

Like anything we do this all comes with a price tag, which Kirsten feels would be about \$260,000. She said, “I have got quite a comprehensive budget optimized with refit work and equipment and everything down to flights. If I had \$260,000 then I could do it comfortably and I would not have to cut corners.”

The race starts at Les Sables d’Olonne, France in September 2022, which is less than two years away. That allows adequate time for the refit and then long, long sea trials to get to know the boat as well as doing the 2,000 nautical mile qualifier. Kirsten certainly has the experience and ability to be competitive, as does the boat she chose, now the real challenge is raising the funds to do it.

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U. S. NAVY NEWS

Navy Announces Plan to Build New Museum

13 October 2020

WASHINGTON NAVY YARD – Secretary of the Navy (SECNAV) Kenneth J. Braithwaite announced today at the Washington Navy Yard that the U.S. Navy intends to build a new National Museum of the U.S. Navy (NMUSN).

At the announcement, Braithwaite, with Naval History and Heritage Command Director, retired Rear Adm. Samuel Cox, unveiled renderings for the new NMUSN campus and emphasized Navy’s connection to the American people.

“It is vital that the American people understand the importance of a strong and viable naval force. As a Maritime Nation, our future depends on it,” said Braithwaite.

“On behalf of the United States Navy, and with deepest gratitude to every one of our great partners, it is my honor to announce plans for a new campus for the National Museum of the United States Navy. The new museum campus will serve as an educational, inspirational, cultural and ceremonial center for those who have served, and are serving in the Navy today. The exhibits in this advanced museum will demonstrate the critical role the Navy has played in the defense of our Nation.”

The current NMUSN, which falls under Naval History and Heritage Command (NHHC), is located inside the Washington Navy Yard. The ideal site for the new Navy museum is in the vicinity of the historic Washington Navy Yard, but the final location is not yet finalized. The new NMUSN campus will give the public unfettered access to U.S. Navy history and heritage.

On the Navy’s 245th birthday, NHHC Director, retired Rear Adm. Samuel Cox remarked on the importance of celebrating Navy’s service and the tangible tribute to the service and sacrifice of our Sailors.

“Naval History and Heritage Command’s mission of preserving and presenting an accurate history of the U.S. Navy to the American public is essential to honoring those who have served and are serving the Navy today,” said Cox.

NHHC will serve as the Navy’s lead for coordinating the building of the new museum. The museum will be an advanced, campus design that will bring to life the human experiences of serving in the U.S. Navy, deliver leading-edge engagement to amplify Navy priorities and operations, showcase the history and heritage of all Navy communities, and create a memorial to our heritage and the service and sacrifice of American Sailors.

While unable to attend in-person, Master Chief Petty Officer of the U.S. Navy, Russell Smith, provided video remarks. “Giving the public better accessibility allows us to share

a deeper understanding of our rich history and heritage with the American people,” said Smith. “This is important, because our history is America’s history.”

To raise funds for the new museum, the Navy plans to partner with a registered 501(c)(3) organization that seeks to preserve, commemorate, and share the history of the U.S. Navy. The total estimated funds required for the construction of the state-of-the-art facility is \$204M for phase one of the project with opportunities for spiral development of additional phases totaling \$450M.

Naval History and Heritage Command, located at the Washington Navy Yard, is responsible for the preservation, analysis, and dissemination of U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy’s unique and enduring contributions through our nation’s history, and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC is composed of many activities including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, ten museums, USS Constitution repair facility and the historic ship Nautilus.

Secretary Names Future Destroyer, Attack Submarine

13 October 2020

WASHINGTON – Secretary of the Navy (SECNAV) Kenneth J. Braithwaite announced Oct. 13 that a future Guided-missile destroyer and Virginia-class attack submarine will be named USS John F. Lehman (DDG 137) and USS Barb (SSN 804).

The future USS John F. Lehman will honor the 65th Secretary of the Navy John F. Lehman who served under President Ronald Reagan from 1981 to 1987, and the future USS Barb will carry the name of two storied submarines, (SS-220) and (SSN-596).

“Our future success depends on leveraging the stories of those who sailed into harm’s way, to teach and inspire the service of those who now wear the uniform,” said Braithwaite. “Those two namesakes carry a great legacy that will be continued when these warships take to the fleet.”

Lehman, a Philadelphia, Pennsylvania, native, spent three years in the Air Force Reserves before accepting a commission of Ensign in the Naval Reserve in January 1968, where he advanced to the rank of Captain. During his tenure as SECNAV, Lehman advocated for a 600-ship Navy that would provide the United States with “unquestioned naval superiority.” His bold Maritime Strategy to surge U.S. naval power into the Soviet maritime domain sent a strong signal

to the Soviet Union that President Reagan’s “peace through strength” motto was no empty phrase, thus hastening the end of the Cold War. He also paved a path to engagement with China, leading to the first U.S. ships entering Chinese waters in more than 30 years.

The first *USS Barb*, a *Gato*-class submarine (SS-220), was commissioned in 1942 and joined Submarine Squadron 50 in the Atlantic as part of Operation *Torch* in World War II. In 1943, the vessel was redeployed to the Pacific Fleet. There, conducting missions under Commander Eugene “Lucky” Fluckey, she would earn four Presidential Citations, a Navy Unit Commendation, and eight battle stars for her outstanding World War II service. She was decommissioned in 1954.

The second *USS Barb*, a *Permit*-class nuclear submarine (SSN-596), was commissioned in 1963. Based at Pearl Harbor, she was the designated flagship for the Commander, Submarine Force, U.S. Pacific Fleet, and took part in special operations in Vietnamese waters in 1971 as part of Task Group 77.9. The vessel served as a test platform for the Tomahawk cruise missile in 1977 and 1978. She was decommissioned in 1989.

“These naval combatants, and many others named after historic leaders and battle-tested namesakes are one of the key components of our great Naval culture and heritage,” said Braithwaite. “The other are the men and women who volunteer to serve this great nation above self adding to the fabric of honor, courage and commitment which guides our great Navy each and every day.”

USS Zumwalt Successfully Completes First Standard Missile Shot

19 October 2020

WASHINGTON –The USS Zumwalt (DDG 1000) successfully executed the first live fire test of the MK 57 Vertical Launching System with a Standard Missile (SM-2) on the Naval Air Weapons Center Weapons Division Sea

Test Range, Point Mugu, Oct. 13.

As the first-in-class ship, USS Zumwalt successfully demonstrated its capability to detect, track and engage an Anti-Ship Cruise Missile threat with a SM-2. The structural test fire assessed the material readiness of the ship against shock and vibration of the weapon firing, as well as measure any hazards or degradations as a result of firing live ordnance.

The ships’ stealth and ability to operate in both the open-ocean and near-shore environments creates a new level of battlespace complexity for potential adversaries. The Zumwalt class will also operate as a key enabler in the acceleration of new warfighting capabilities and rapid development and validation of operational tactics, techniques, and procedures.

“Today’s successful test not only demonstrates the ship’s capability to fire missiles and conduct self-defense, it is also a significant step toward more advanced combat system testing and operations for our Navy’s most technically innovative warship,” said Capt. Matt Schroeder, DDG 1000 program manager. “The USS Zumwalt crew and Surface Development Squadron One are working hand-in-hand with the acquisition community to advance this ship’s operational capability.”

The ships’ stealth and ability to operate in both the open-ocean and near-shore environments creates a new level of battlespace complexity for potential adversaries. The Zumwalt class will also operate as a key enabler in the acceleration of new warfighting capabilities and rapid development and validation of operational tactics, techniques, and procedures.

DDG 1000 achieved sufficient combat system installation and activation earlier this year for the Navy to take final delivery and

Continued on Page 23.



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Eating Rainbow Stew

Eating Rainbow Stew
By Sheila Dassatt

During the HeyDay of the eighties, it seemed that if you were a lobsterman in Maine, You had a tape player on your boat and a case full of Merle Haggard tapes. If you had a choice, it was "You can pick from Merle Haggard or Merle Haggard." It was the way it was with an occasional Hank Williams, Jr. or Bocefus tape mixed in there with Family Tradition, which was a trademark of our family during boat race season. I'm sure that even if you were born in the eighties, the music lives on.

With the events that have gone on this past week in our country, how can I write an article without mentioning it? I hope that you survived the Covid virus, truly, and was also able to go and vote. Whether you went Red or Blue, that is your God given right that people like our veterans gave us from their sacrifices. This week is also Veteran's Day, which is observed on November 11th, which is a sacred day for our beloved veterans. I am proud to say that we have a lot of veterans in our family. I'm sure that you do too, especially if you are a Baby Boomer. Our Dad served in the U. S. Navy on the Destroyer U.S.S. CANBERRA which was a cruiser during World War II. So, we're Baby Boomers for sure.

How does this tie in with Merle Hag-

gard's Rainbow Stew? This song was written a long time ago, and the verses are true to this day. I will share the verses with you and you can see what you think: "There's a big, brown cloud in the city, and the country side's a sin. The price of life is too high to give up, It's gotta come down again. The worldwide war is over and done, and the dream of peace come thru. We'll all be drinkin' that free Bubble-up, and eatin' that Rainbow Stew. When they find out how to burn water, and the gasoline car is gone. When an airplane flies without any fuel, and the sunlite heats Our home. One of these days when the air clears up, and the sun comes shinin' thru. We'll all be drinkin' that free Bubble-up and eatin' that Rainbow Stew. Chorus: Eatin' Rainbow Stew in a silver spoon underneath that sky of blue. We'll all be drinkin' that free Bubble-up and eatin' that Rainbow Stew. You don't have to get high to get happy, Just think about what's in store. When people start doin' what they oughta be doin', Then they won't be booin' no more. When a President goes through the White House doors, does what he says he will do, we'll all be Drinkin that free Bubble-up and eatin' that Rainbow Stew." There's a lot to be said about this song, it was a look into the future for sure. I'm not pointing this to any particular group, but I am pointing out that this is how it has

all become. I am tying Veteran's Day into this, because we are all involved one way or another with our generations that went on before us and the generation that is protecting us and our country at the present time. Let's take a long, hard look at this and hope that we can bring integrity and respect back into the picture...and kindness. Wow, what a concept!

How does this tie into the fishery? We have a lot to be paying attention to. New leadership will need to get to know us better as well as our concerns that are on the table in front of us. Our fishery is facing new challenges from a new administration. The coming administration is focusing on such things as green energy, less fossil fuels and as with any administrative change, new economic packages.

One of the biggest challenges that will most likely be talked about with great vigor will be windmills in the Gulf of Maine. There are already research projects being done on a small-scale developing prototype

projects. It does not take a rocket scientist to figure out what this means for the commercial fisherman.

With the current legislative body and representation in Washington DC, this particular Green energy could pose a hard, uphill fight for the fishing industries. Another green energy plan is a reduction in fossil fuel emissions. We can only imagine what that will do to fuel prices for everybody. And lest we forget, we can hardly wait to see what the whale rules will do. We have until May 21st to weigh in on this one. Let's take this one day at a time, wait on judgement.

We can only hope that the country has a smooth transition from one administration to the other. There is a lot of division at this time, politics...Red, Blue and environmentalists, conservatives, race, religion and God only knows what else is out there! With this being said, let's work together, drink some Free Bubble-up and eat some Rainbow Stew! Take care and wishing everyone the best in the future!

News from the Maine DMR

A DMR Update from Commissioner Keliher

2020 has been a year of change - an historic presidential election and daily disruptions from a global pandemic. But the work at Maine DMR continues as our staff has adjusted to working remotely and finding creative ways to work in the field while maintaining social distancing. Here's a summary of the work done since I last provided an update.

Science Bureau

The DMR Lobster Research Program recently completed the 2020 larval survey in Zone E. The goals of this survey are to record the abundance of larval lobsters (0-4 weeks old) in this area and document the seasonal occurrence of larvae each year. DMR researchers do this by sampling weekly from June to October. The DMR Lobster Research Program also completed research this summer to determine the size at which female lobsters become capable of egg production at different ports along the coast.

DMR science staff has been testing different methods for configuring 1700 lb. breaking strength connection points that can be integrated into the vertical lines of lobster gear to comply with upcoming protection

measures for right whales. Several types of 1700 lb. weak points are being tested using a variety of ropes in different diameters and materials. Overall, DMR will have broken more than 1,000 samples in an effort to identify and document options that will be approved for use by fishermen.

DMR was recently awarded \$250,000 as part of a NOAA grant to further test and develop vessel monitoring systems for lobster vessels. These funds will be used to purchase 20 monitoring devices, cover staff working to ground-truth the data being generated by the trackers, and to fund the integration of monitoring data with the new DMR harvester reporting application created by Bluefin Data.

The DMR Lobster Research Program also recently received approximately \$100,000 from the 2020 National Sea Grant American Lobster Initiative to improve research into a key indicator of the lobster population's health, and to develop a publicly available database of information for use by researchers. This grant will allow DMR to leverage three years of research and develop new ways to do these studies that are less costly, faster, and more efficient than ever

Continued on Page 23.



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Commercial Fishing News

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

From the Director -

Where did this season go? It seems that we were just painting buoys and loading our boats with traps to set for the season. This particular year, 2020, has been so unusual that I feel like it has been the year of survival. With the Covid virus coming onto the scene right after the Maine Fishermen's Forum, there was a lot of concern for our lobster industry, for the market, if there would be enough tourists to make a difference and if there would be an opportunity to have a place to sit down and eat them.

I have to give the Maine Lobster Marketing Collaborative a lot of credit for working with the dealers, the supermarkets and the home convenience of preparing lobster at home, such as recipes and tips on their website. There was a lot of speculation about the success of our season this year, but we were all able to continue fishing and the price stayed at a workable price as well. The Seafood Trade Relief Program (CCC-916) was a big help this year, as it helped with any shortfalls that we may have had from the tariffs that had been applied previous years. This program was funded by the USDA Service and I hope that you had a chance to partake of it.

The deadline for the CARES Act Relief is November 9th. By the time that you receive this report, the deadline will be up. We have sent out reminders for you to partake of this program also. The sectors that were eligible to apply included fishermen, aqua culturists, seafood dealers/processors and for hire guides whose businesses were impacted in 2020 by the corona virus. If you have further questions about this, the site is: www.maine.gov/dmr and the phone number is: 207 624-6566. Perhaps you still have questions if you have already applied and are waiting for more answers.

The Maine Seafood Branding and Pro-

motion Initiative, funded by a small portion of the CARES Act money, will soon launch a new website and publicity strategy with the goal of helping this industry adapt to the changing marketplace and consumer trends resulting from COVID-19.

In my last report, I mentioned that the Maine Fishermen's Forum was taking proposals for seminars unless the plans change between then and now. The Maine FFF board held a special discussion and vote via phone on October 21 to decide whether to have the 2021 Forum. Steve Train, the Forum President put out the following announcement: "The Maine Fishermen's Forum Board of Directors has made the difficult decision to cancel the March event held at the Samoset Resort in Rockport. The safety of all attendees and vendors is our top priority, and due to COVID and required restrictions, we cannot guarantee the safety of our participants. In the coming months, the MFF Board will continue working on behalf of our fishermen and will be posting updates on the www.mainefishermensforum.org website, as well as our Facebook page." "The Maine Fishermen's Forum is scheduled to be held March 3, 4 and 5, 2022 at the Samoset Resort in Rockport, ME. Our board wishes everyone well, and hopes to see all of our attendees in 2022. Forum coordinator, Chilloa Young can be contacted at 207 442-7700 or by e-mail: coordinator@mainefishermensforum.org. This seems like a long message for my report, but we have a lot of participants that are in our membership and may have questions about how to plan for the future of 2021. We will surely miss seeing everyone at the event as well as the sociability of the events such as the seminars and receptions. Just the Auction for the Scholarships and the Banquet will be missed very much. Please stay tuned though, we are still meeting and finding ways to stay

in touch with everyone for the benefit of our Scholarship Fund. This too shall pass, hopefully!

We are saddened at the loss of one of our faithful members, Allen Hayward, who passed away Friday, November 6th in Northport. He was found on the Shore Road by the Marine Patrol, near an overturned skiff. We offer our condolences to Allen's family. He will be missed very much, Allen was a faithful Forum attendee who renewed his membership every year at our booth. Rest in peace, Dear Friend. Thank you to the Marine Patrol for their dedicated service.

Please remember, we have until May 21 to submit further proposals for the Whale Rule. The Zone Meetings are still going to be happening with our best interest in mind. I know it seems like a lot to chew off, which it is, but one good thing about our industry is the fact that we are still able to participate with suggestions, concerns and decisions. D.E.L.A. is working on these subjects and is out there first hand to be on the job at all

times. Think about joining us: downeastlobstermen.org or dassatt711@yahoo.com.

Thank you for a good season and be safe, Sheila

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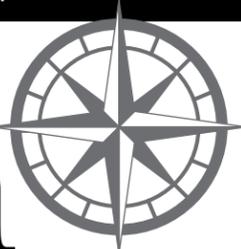
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Committee. After reviewing the Council's recommendation to NOAA, the Board will set state water specifications in February.

For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org.

Motions

Move to nominate William Hyatt as the Vice-chair to the Winter Flounder Management Board.

Motion made by Ms. Ware and seconded by Ms. Patterson. Motion stands approved.

AMERICAN LOBSTER MANAGEMENT BOARD (OCTOBER 19, 2020)

American Lobster Benchmark Stock Assessment Finds GOM/GBK Stock Not Overfished nor Experiencing Overfishing & SNE Stock Significantly Depleted Assessment Introduces Regime Shift Methodology to Address Changing Environmental Conditions

The 2020 American Lobster Benchmark Stock Assessment presents contrasting results for the two American lobster stock units, with record high abundance and recruitment in the Gulf of Maine and Georges Bank stock (GOM/GBK) and record low abundance and recruitment in the Southern New England stock (SNE) in recent years. The GOM/GBK stock is not overfished nor experiencing overfishing. Conversely, the SNE stock is significantly depleted with poor prospects of recovery. Stock status was assessed using the University of Maine Stock Assessment Model for American Lobster (UMM, Chen et al. 2005), a statistical catch-at-length model that tracks the population of lobster by sex, size and season over time.

"On behalf of the American Lobster Board, I want to applaud the members of the Technical Committee and Stock Assessment Subcommittee for their exceptional work on the 2020 Benchmark Stock Assessment Report," stated Board Chair Dan McKiernan from Massachusetts. "This assessment made

a notable advancement in considering the impact of changing environmental conditions on lobster population dynamics."

Extensive research has highlighted the influence of the environment on American lobster life history and population dynamics. Among the critical environmental variables, temperature stands out as the primary influence. Further, its range is experiencing changing environmental conditions at some of the fastest rates in the world. Therefore, considering these environmental influences is vital when assessing the lobster stocks and was a focal point of this stock assessment. Environmental data time series included water temperatures at several fixed monitoring stations throughout the lobster's range, average water temperatures over large areas such as those sampled by fishery-independent surveys, oceanographic processes affecting the environment, and other environmental indicators such as lobster prey abundance.

Environmental time series were analyzed for regime shifts, which indicate a significant difference in the lobster's environment and population dynamics from one time period to another. Regime shifts can change a stock's productivity, impacting the stock's level of recruitment and its ability to support different levels of catch. Temperature time series were also analyzed to quantify the effect of temperature on survey catchability of lobster and correct trends in abundance estimated from surveys by accounting for temperature-driven changes in catchability through time.

Model-estimated abundance time series were also analyzed for shifts that may be attributed to changing environmental conditions and new baselines for stock productivity. Shifts were detected for the GOM/GBK stock in 1996 and 2009 and one shift was detected for the SNE stock in 2003. The GOM/GBK stock shifted from a low abundance regime during the early 1980s through 1995 to a moderate abundance regime during 1996-2008, and shifted once again to a high abundance regime during

2009-2018. Conversely, the SNE stock shifted from a high abundance regime during the early 1980s through 2002 to a low abundance regime during 2003-2018 (Figure 2). New reference points were developed to account for the changing regimes.

In this assessment, three reference points are used to characterize stock abundance. The **abundance threshold** is calculated as the average of the three highest abundance years during the low abundance regime. A stock abundance level below this threshold is considered significantly depleted and in danger of stock collapse. This was the only abundance reference point recommended for the SNE stock due to its record low abundance and low likelihood of reaching this threshold in the near future. The **abundance limit** is calculated as the median abundance during the moderate abundance regime. Stock abundance that falls below this limit is considered depleted because the stock's ability to replenish itself is diminished. The **fishery/industry target** is calculated as the 25th percentile of the abundance during the high abundance regime. In this case, when abundance falls below this target, the stock's ability to replenish itself is not jeopardized, but it may indicate a degrading of economic conditions for the lobster fishery.

Two reference points are used to evaluate the fishing mortality condition of the stocks. The **exploitation threshold** is calculated as the 75th percentile of exploitation during the current abundance regime. The stock is considered to be experiencing overfishing if exploitation exceeds the exploitation threshold. The **exploitation target** is calculated as the 25th percentile of exploitation during the current abundance regime.

Based on these reference points, the GOM/GBK stock is not depleted and overfishing is not occurring. The average abundance from 2016-2018 was 256 million lobster which is greater than the fishery/industry target of 212 million lobster. The average exploitation from 2016-2018 was 0.459, below the exploitation target of 0.461.

The SNE stock is significantly depleted and overfishing is not occurring. The average abundance from 2016-2018 was 7 million lobster, well below the abundance threshold of 20 million lobster. The average exploitation from 2016-2018 was 0.274,

falling between the exploitation threshold of 0.290 and the exploitation target of 0.257.

Stock indicators were also used as an independent, model-free assessment of the lobster stocks. These indicators are based strictly on observed data and are free from inherent assumptions in the population dynamics models. GOM/GBK stock indicators showed similar results to the assessment model, with increasing abundance and distribution of recruits and larger-sized lobster over time. However, abundances of young-of-year (YOY) lobster have been negative or neutral since the 2015 stock assessment and YOY abundance appears particularly poor in the southwestern areas of the stock. Recent research has indicated lobster larvae may be settling in habitat outside that covered by current surveys, but these trends are concerning and need to be further researched. Exploitation generally declined through time to its lowest levels in recent years. Fishery performance indicators were generally positive in recent years with several shifting into positive conditions around 2010. New stress indicators were developed for this assessment, including shell disease prevalence and the number of annual days with temperature equal to or above 20° C. These indicators show relatively low stress, but indicate some increasingly stressful conditions through time, particularly in the southwest portion of the stock.

Indicators for the SNE stock also showed similar results to the assessment model, with decreasing abundance and distribution of all life stages to low levels in recent years. All indicators averaged below their time series medians since the 2015 assessment and many have averaged below the 25th percentile. Mortality indicators based on exploitation rates were variable across surveys, and fishery performance indicators have generally shown deteriorating performance in recent years. The stress indicators point toward similar negative conditions in the stock's environment, including unfavorably warm waters and the manifestation of a stressful environment through high shell disease prevalence.

Combined, these indicators reflect the SNE stock's very poor condition and continuing recruitment failure.

The American Lobster Board accepted the Benchmark Stock Assessment and Peer Review Report for management use, adopted the new reference points as recom-



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mended by the assessment, and committed to considering management responses to the assessment findings at its next meeting in February 2021. In addition, the Board intends to continue development of Addendum XXVII, which was initiated in 2017 to proactively increase resilience of the GOM/GBK stock but stalled due to the prioritization of Atlantic right whale issues.

A more detailed overview of the stock assessment, as well as the Benchmark Stock Assessment will be available on the Commission website, www.asmf.org, on the American Lobster webpage under stock assessment reports. For more information, please contact Caitlin Starks, Fishery Management Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

After reviewing and accepting the 2020 American Lobster Benchmark Stock Assessment and Peer Review for management use, the American Lobster Management Board considered several additional items: a report on data collection requirements for 2021, a report on the electronic tracking pilot program, and the annual Fishery Management Reviews (FMP) for Lobster and Jonah crab.

Staff provided a report on the data collection requirements under Addendum XXVI for which implementation had been delayed from January 1, 2019 to January 1, 2021 in order to incorporate the elements into all reporting platforms. Over the past several months, a Lobster Data Elements Work Group has met weekly to develop definitions for the remaining data elements to ensure consistency in state and federal lobster-only reporting. Specifically, the Work Group recommended changes to federal collection of five effort level and gear characterization data points after the lobster-only permit holders begin reporting via federal VTRs. These include number of trap hauls, number of traps in the water by area, traps per trawl hauled, number of buoy lines by area, and total number of buoy lines. The Board forwarded a recommendation to the Interstate Fishery Management Program Policy Board to send a letter to NOAA Fisheries requesting these changes to VTRs; if accepted, it may be one to two years until implementation.

Next, the Board received a presentation on the results of the electronic tracking pilot program, which was initiated through Addendum XXVI. The project assessed tracking devices from Succorfish, Rock7, and Pelagic Data Systems by placing them on volunteer lobster vessels from Maine and Massachusetts with federal lobster permits from June 2019 to May 2020. Though the devices differed somewhat in features and performance, they all were able to deliver vessel positions and detect individual trap

hauls. Cellular based systems were both lower in cost and permitted faster ping rates than satellite systems. Recognizing the critical need for electronic tracking to characterize spatial and temporal effort of the lobster fishery, the Board supported an expanded pilot project and future work on data integration and hardware testing. The Board Chair and several other members volunteered to produce a white paper describing the need for this information, which will be presented at the next meeting.

Finally, the Board considered the American Lobster FMP Review for the 2019 fishing year, and the Jonah Crab FMP Reviews for the 2018 and 2019 fishing years. No management concerns were raised for lobster, however, for the past three years New York has been unable to implement two required measures for Jonah crab: regulations to limit the directed trap fishery to lobster permit holders only, and the 1,000 crab bycatch limit for non-trap and non-lobster trap gear. The Board approved the FMP Reviews, state compliance reports, and *de minimis* requests for both species, and also made a recommendation to the ISFMP Policy Board to send a letter to New York regarding its implementation of Jonah crab measures.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to accept the 2020 American Lobster Benchmark Stock Assessment and Peer Review for management use.

Motion made by Mr. Borden and seconded by Mr. Keliher. Motion passes by unanimous consent.

Move to adopt the following reference points as recommended in the 2020 benchmark assessment for the GOM/GBK stock: Abundance reference points: Fishery/industry Target, Abundance Limit, and Abundance Threshold (212 million lobsters, 125 million lobsters, and 89 million lobsters, respectively); Exploitation Reference Points: exploitation threshold and exploitation target (75th and 25th percentiles of annual exploitation estimates during the current abundance regime); And for the SNE stock: Abundance Threshold for the SNE stock (20 million lobsters); Exploitation Reference Points: exploitation threshold and exploitation target (75th and 25th percentiles of annual exploitation estimates during the current abundance regime)

Motion made by Dr. McNamee and seconded by Mr. Kane. Motion adopted by unanimous consent.

Move to recommend to the ISFMP Policy Board a letter be sent to New York regarding the implementation of Jonah crab measures. Motion made by Mr. Keliher and seconded by Mr. Borden. Motion passes

by unanimous consent, with one abstention from New York.

Move to approve the Lobster FMP Review for the 2019 fishing year, state compliance reports, and *de minimis* status for DE, MD, and VA.

Motion made by Ms. Patterson and seconded by Mr. Kane. Motion passes by unanimous consent.

Move to approve the Jonah Crab FMP Reviews for the 2018 and 2019 fishing years, state compliance reports, and *de minimis* status for DE, MD, and VA. Motion made by Ms. Patterson and seconded by Mr. Borden. Motion adopted by consent.

ATLANTIC MENHADEN MANAGEMENT BOARD (OCTOBER 20, 2020) ASMFC Atlantic Menhaden Board Approves TAC for 2021-2022

The Atlantic Menhaden Management Board (Board) approved a total allowable catch (TAC) of 194,400 metric tons (mt) for the 2021 and 2022 fishing seasons, which represents a 10% reduction from the 2018-2020 TAC level. The 2021-2022 TAC was set based on the ecological reference points (ERPs) approved by the Board in August, and reaffirms the Board's commitment to manage the fishery in a way that accounts for the species role as a forage fish.

Continued on Page 21.

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Boat And Ship Yard News



This is a Mussel Ridge 42, which is being finished off for a customer from Texas by Boricua Custom Boats. Boricua Custom Boats used to be in Gouldsboro, but they have moved into the shop vacated by Light's Fiberglass at Kennedy Marine Engineering in Steuben.



In Brooksville a new boat shop is opening. Here is the new Duffy 35, which was designed by Spencer Lincoln for Richard Duffy. They also have the Northern Bay 38 and South Shore 34 moulds.

Casey Yacht Enterprises Freeport

Over the last several months they have painted several boats with Alexseal.

Inside they have a Sabre 34 Mark, which had been painted with Alexseal last spring. Over the summer she suffered a few scrapes and was in for some light repair work. She was scheduled to be out of the shop by the end of October.

Back in September a C & C 38 was in with a problem with its mast step. The aluminum mast step was broken and the weight of the mast was forcing it down crushing the plywood backing in the keel sump. Mike removed all the crushed material and then filled it with solid sheet glass, installed a new stainless-steel mast step, built by Brackett Machine in Westbrook.

There was also a HBI 21, an older boat, that had deck issues. She was re-cored and she is now getting all her decks and center console painted with Alexseal.

Once the Sabre is out of the shop Mike Casey will focus on getting the fall maintenance and winterizing in order. He will be storing about 10 boats and all will have some degree of work that needs to be done.

As for what is coming, Mike said, "I have got a lot of paint work lined up, a couple of power boats, three or four power boats lined up and another big sailboat. It's busy. A busy year coming up."

Friendship Boat Works Friendship

In the right side of the shop is the lobster boat MICHAELA RUTH. She had stretched her mooring and got banged on the side over in the stern. It also damaged the stainless. That was removed and replaced and then the damaged areas were filled and faired. Then she was repainted, including the bottom and boot. Other than a new steering ram, windshield wiper and some gelcoat to cover some rust streaks she was ready to go.

On the other side is 45 Young Brothers HEATHER & ISAAC, which is in for some repairs. There was some damaged to the keel, which meant grinding out the damaged material and re-glassing everything. As they were inspecting the boat, they also discovered that one of the engine soft mounts was snapped off. They inspected this and put everything back together. They also redid some repair work to the electrical system.

Coming in soon is a Mussel Ridge lobster boat that took a wave in the front and damaged the visor on the windshield. Randy Young said, "He blew a strip out probably three feet long on one side and a couple feet down on the non-hauling side."

To make the repair they will be glassing the damaged area on the inside and outside.

The season is still going well so not many people have inquired about getting



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Boat And Ship Yard News



The new 42-foot pleasure boat launched at John's Bay Boat Company in South Bristol in early November. Here she has been rehailed so they could finish her.

work done. As soon as the season slows that will be fourth-coming.

John's Bay Boat Company South Bristol

A very quiet launching took place early in November as John's Bay Boat Company slid their newest creation in the water. She is a 42-foot pleasure boat, which was finished for Rich Armstrong of Friendship and named NEVER BETTER.

Peter Kass, owner of John's Bay, added, "Rich had bought one of our boats, a 40-footer, I guess third hand that he cruised with quite a lot the past few years. He liked the boat and thought he could use just a little more room, so he went from a boat that was 40-feet x 13-feet to one that is 42-feet x 13½-feet, a little bit deeper and swings a bigger wheel. The design is not really any different. We took our 36-foot lobster boat model and the man we built the boat for wanted her to look old so we stretched her to 40-feet so that she was getting on the narrow side. She was 40-feet x 13-feet. We actually took out some of the flare and put in a touch more tumblehome. Tad Roberts, who was a designer from British Columbia was here working for Bruce King, he took my lobster boat model and drew a yachty house on it. Rich loved that boat and wanted the same thing just a little bigger so we had Tad just expand the boat a little bit and put the flare

back in.

The construction is basically the same, but because she is little bigger Peter said that he built her "a whisker heavier." She is cedar over oak with 1½-inch x 2½" frames. She is powered with a 450-hp 9-liter Cummins and topped out at 17½ knots at 2100 rpms. Because this is a continuous duty engine, she cruises at 15½ knots at 1900 rpms.

The interior below has been finished off in the Herreshoff style with white finish and varnished mahogany trim and doors. This was done to make it a little brighter below. Up in the shelter the mahogany is all varnished as is the Douglass Fir sole.

"He changed the interior a little bit," added Peter. "His old boat had the galley down forward this one has the galley in the wheelhouse and then there is a pilot berth down forward where the galley was. There is a big V-berth forward with head to starboard."

Up in the shelter is a settee, which could be converted into a double bunk, a helm seat and in the stern of the cockpit a full-length seat.

They have already started on their next boat, which will be a 46-foot lobster boat, powered with a C-18 Caterpillar diesel engine, for a fisherman from Friendship. She will be similar in design, although a foot longer with less beam, to the one they delivered to Cundy's Harbor last summer.



At the Shipyard at Boothbay Harbor "Bristol Marine" in Boothbay they have hauled up the 12-metre GLEAM. She will only need minor work before going over next spring.

Other winter work will be on one of their 28 footers they built 32 years ago. They are getting more calls to do work on many of the boats that they have built over the years.

Peter is worried that this will increase to the point that he does not have the time to do it

Continued on Page 24.

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Don Drisko's "Merganser"

As Yanmar introduces two new engine series that will be good for lobstermen and small work boats here in Maine we thought it would be good to highlight Yanmar's tenure in our market.

Pictured is Don Drisko's "Merganser" - A very well-known boat around New Harbor, Maine and all along the Maine Lobster Boat Racing circuit.

This 33'x10' wooden boat was built in 1977 by Calvin Beal (for himself) when Don's father purchased the boat for his son Don.

For the past quarter century this boat has been Yanmar powered and in that time Don has won more races than he can remember.



Of the 4 cylinder Yanmar 4LHA, he says "It's got a lot of power for a 4 cylinder engine" continuing "it's the only 4 cylinder engine racing let alone winning."

"People who know me know that I don't run my boat easy" said Don "I run it at 2500 rpm constantly going 18 knots running from New Harbor to Winter Harbor to race."

"I don't baby that sonofabitch. This Yanmar is by far the best boat engine Merganser has ever had" Don concluded.

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The Power To Go There

Vendee Globe: They're Off

Imoca Technology Advances Will Help Lower the Vendée Globe Record

The latest generation IMOCA's will surely deliver a new Vendée Globe record time. The British skipper of Hugo Boss, Alex Thomson, suggested on Tuesday in Les Sables d'Olonne that a new time could be "between 59 and 70 days depending on the weather". Armel Le Cléac'h, the winner of the 2016-17 edition, took 74 days to complete his winning lap of the planet. Since the last Vendée Globe, speeds on all points of sail have increased thanks to major innovations in three main areas: foils, data, and skippers' safety.

Foils are up to Three Times the Size of 2016-7s 'Chicken Wings'

"The obvious evolution of foils is in their size. Four years ago we were just in the early stages of these new appendages. But the surface areas have changed a lot. In the end it is logical that, as with every Vendée Globe cycle, speeds increase and so everything progresses. Autopilots, data sensors and closed cockpits, everything is targeted at delivering or living with more speed. But at these speeds, the boats are transmitting big slams and shocks and the skippers have to adapt to this extreme level of discomfort," explains Armel Le Cléac'h.

Foils are developed now to a fourth generation lifting the hulls to "fly" in as little as 12 knots of wind. And since the last edition, the IMOCA class has also allowed the foil to now rotate up to five degrees: in the horizontal plane. "This is a major change to go faster upwind which was not the case before," emphasizes Antoine Mermod, president of the IMOCA class.

Sensors For Reliability, Safety And Performance

Fiber optic sensors have been installed on all elements that are under stress to transmit vital information to the skipper's data centre. Sébastien Josse who works with Nicolas Troussel (Corum L'Épargne) explains it clearly: "The real secret of success on this race is the skipper setting his or her level, the 'cursor' in the right place. Maintaining high average speeds over a long time while staying within accurately measured chosen limits is now possible because of the sensors. Thanks to the fibre optics, the skipper knows the dynamic loads instantly and for example the deformations of the foil or the slamming loads on the hull. Nothing is left to chance, the teams are getting more and more sophisticated. On board foilers, the Vendée Globe is now as much about

rapid data collections and processing as it is about sail and foil shapes."

On board Hugo Boss, 350 sensors are distributed throughout the boat, from the rudders to the hull, including the rigging and foils. Knowing that alarms are triggered if the thresholds are reached, especially where rig loads are concerned. The one design rigs on all the modern foiling IMOCA's are considered to be the weak link, by design, which limit the righting moment power which can be utilised.

Autopilots' Artificial Intelligence Making The Biggest Difference

Data collection, processing, machine learning along with advanced algorithms has made it possible to significantly develop the pilots. For a long time now the skipper has hand steered much less than the pilot but there have been significant advances on this 2020 edition. Thanks to the sensors, the autopilots understand the boat's movements, detect yaw, pitch and roll. As the speed of the boats has increased considerably, the way of sailing has changed: the pilot now manages the course keeping the apparent wind angle and speed more constant and has learned to anticipate what the boat needs to maintain this optimum speed and angle, taking care of keeping the boat in flight, while the skipper concentrates on the adjustments. A new application of advanced artificial intelligence makes the level of work and interaction required – trimming sails and foils - by the skipper manageable rather than impossible.

Safer Boats, Safer Sailors

Might the image of the weather-beaten, salt encrusted race finisher be a thing of the past? The fast foiling skipper will now come ashore having spent most of their time fully protected, spending much more time 'indoors' than on deck. "Alex Thomson has gone to the extreme of this concept by having the living and working area inside. He watches the sails and the sea on screens thanks to a battery of on-board cameras. There is no real feeling of wind and spray anymore. It's quite disturbing though!" considers Yann Eliès, winner of the last Transat Jacques Vabre with Charlie Dalin on Apivia and who came fifth place in the Vendée Globe in 2016.

In the area of safety, several systems have been developed to reduce the chances of hitting OFNIS (unidentified floating objects) or cetaceans which have, over the years, caused many breakages and retirements. Oscar is a box installed at the top of the mast comprising three cameras, two of which are thermal cameras linked to an advanced



artificial intelligence programme, making it possible to detect an object measuring from 4 to 150 m up to 600 m in front of the boat. On this ninth edition of the Vendée Globe 18 IMOCA's are equipped with it.

The Pinger system, a whale repellent, is in the process of being developed for ocean racing. Only 3 skippers have it on the keels of their boat. And on-board communications have further improved with new, more reliable antennas and above all better packages. Contact with land is therefore easier even if some don't wish to use it much.

Sleep And Energy Levels Are Measured And Optimised

At these higher than ever speeds the

skipper's sleep and physical condition are linked to sustained levels of performance. Thomas Ruyant has a belt which constantly collects data such as his pulse and heart rate during the race. The objective is to find a measure which reveals the level of fatigue and the need for recovery. Similarly, Alex Thomson uses portable devices and sensors to analyze his physical and mental state in real time, as others do, trying to ensure the skipper does not drop into the mental and physical red zone when performance slumps, mistakes happen and decision making is compromised.

Continued on Page 20.

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Vendee Globe: They're Off

Continued from Page 19.

Ireland's Marcus Hutchinson is the team manager for Thomas Ruyant's LinkedOut. As a naval architect turned project manager he has huge experience in the IMOCA class, not least running two campaigns on the last race. At four days before the start of the 9th Vendée Globe he gives us an insight into what he thinks we might see: What will the shape of this race be, will we see many more different angles sailed and speed variations among the top boats? *We know Charal and Apivia because we (LinkedOut) have sailed against them. But we don't know L'Occitane and Arkea Paprec because no one has really sailed against them for very long. No-one has lined up against Corum and of course we have all really only had a little bit of time against Hugo Boss at the start of the Transat Jacques Vabre, which was not really representative I don't think. It is clear as day that if there are that many different foil packages and that many different hulls and sail packages everyone is going to have their angles, and every boat will have its day. The key is who will be the best all-rounder! That will get down to who will be able to keep the average speeds up high as long as possible. There is nothing secret here. The guy with the fewest weaknesses is the guy who is going to make it. But we don't know who that is.*

But with the cancellation of the two Transatlantics and Covid lockdowns, there has been a distinct lack of sailing time for some of the more recently launched projects?

We don't know how much more there is to come from our boat. For example, at

the start of the Transat Jacques Vabre when Antoine (Koch) and Thomas took the boat, ten days later near the finish they were sailing the boat in a completely different way. They learned so much. And so with our V2 foils which we have only had in since early September, and we have not done that much more sailing since. We know that they are more stable and are better but don't have all the angles and the tweaks. It will be a lot more stable ride.

It's hard not to think there might be reliability issues with these very new, less tested boats?

In terms of reliability there is no direct relationship other than time on the water. But would you expect the usual attrition rate among these new boats, say 50%?

That is just statistics. The start looks reasonable, upwind, light and relatively flat water to start with and then some breeze at the corner, then it is very quickly into the classic regime. And so they will not be very challenged until they are in the South Atlantic in reality. That is a good thing in that it lets the skippers get into it, but it means all the boats should have gone quite a long way before they have any issues. It would be horrible to have a windy start and have boats coming straight back with issues. There are a lot of good, well prepared boats and good skippers out there but this is a mechanical sport. It is not just about boats failing it is about skippers not knowing their boats well enough, not knowing their limits and letting situations get out of control, or not being aware of one little breakdown which leads to something else. Compared to pre-

vious boats I don't think the top boats here have had the sailing time that the top boats had as in previous races. We know the new boats are the ones that have the top skippers who will push the hardest because they are competitive guys and girls, and they are the ones who will show the weaknesses up more.

The last two editions have been two-boat races by half way through the Southern Ocean - anything you can see that suggests this might turn out to be the same? *It is impossible to say. It really is. I would like to think not. There should be four boats in the mix and three from the last generation: PRB, Sam Davies and Sea Explorer, are definitely ready to pounce. They will not be that far from the top pace. After a while it is simply about skippers and reliability. And I don't think we knew last time it was going to be a Banque Populaire v Hugo Boss deal. All we know is that the three who sailed the Vendée Arctique together were close together and the ones behind were very competitive. Very quickly I think there will be two or three groups. The question is whether the gaps open so much that these groups are out of touch and there will be no way back to catch up with the first groups.*

The Vendée Globe Race Goes Ahead!
31st October 2020

With the Covid-19 pandemic causing the race village in Les Sables D'Olonne to close for visitors on 30th October, there have been a lot of last-minute changes. However, most importantly, it is confirmed that in seven days Boris Herrmann will be able to set off on the race of a lifetime, around the world, alone and non-stop in the toughest sporting challenge, the Vendee Globe. The 39-year-old German skipper will race in a full lap around the globe starting in France, through the Southern Ocean at speeds of up to 70 kph on his yacht Seaexplorer - Yacht Club de Monaco for over 70 days. The competition will be fierce but Boris has a good chance of holding a top position when reviewing his previous races.

With the backing of our partners, The Yacht Club de Monaco, Kuehne & Nagel, The Prince Albert II of Monaco Foundation, CMA CGM, MSC and Hapag Lloyd, Boris will be measuring ocean CO2 data in the most remote ocean areas via his onboard SubCtech laboratory. This crucial ocean data will be transmitted live to shore and will be analysed by scientists at the Max Planck Institute for Meteorology, Geomar, Kiel and Ifremer. In partnership with IOC-UNESCO Boris will also deploy an Argo float on his journey. Both these measurements will allow scientists to better understand the impact of climate change on our Ocean.

The 33 skippers competing in the race will all be entering confinement on 1st November 2020 after carrying out PCR and Serology tests on 31st October 2020. The four crew members that will be allowed to accompany Boris on 8th November on his boat until minutes before the start will also have to carry out this testing and will go into quarantine on 6th November, 48 hours before the start. These sensible measures have been introduced by the race organisation in order to maintain maximum health security for the skippers.

The dashboard is for those of you who want to know more. It contains all the technical data coming from the boat and is updated every 10 minutes. This includes the current boat speed, wind data, trajectory and heel angle. We have also added our SubCTech ocean pack data here so you can see the salinity, water temperature and CO2 levels in the water around Boris. The team's social media channels allow you to watch the best content, interact with other viewers and follow the journey from Facebook, Instagram,

Twitter and LinkedIn.

THEY ARE OFF!

Vendée Globe Fleet Gather Speed After Delayed Start, Jérémie Beyou (Charal) leads

A sea mist shrouding the start zone off Les Sables d'Olonne held up the start of the ninth edition of the Vendée Globe, the solo non-stop round the world race, for nearly one hour and 20 minutes.

But for their patience the record-sized 33 boat fleet was rewarded by late autumn sunshine, a near perfect 10-12 knots south easterly breezes and flat seas when the start gun finally sounded at 1420hrs French time, sending the lone 27 men and 6 women skippers off on their 24,296 nautical miles round the world challenge.

For the nervous first timers the added delay ratcheted up the tension on top of a morning of bubbling emotions. In contrast, the super-experienced solo racers grabbed a welcome quiet cat-nap after enduring what almost all reported to be a sleepless final night on land.

When the gun sounded at 1420hrs (French time) Louis Burton on Bureau Vallée 2 broke the start line first. But the third-time Vendée Globe skipper, racing the boat which won in 2016-17 and holds the race record, was notably seconds ahead of the gun.

He is penalised according to the strict race rules, required to halt his race for five hours – stopping racing and resuming from the same point – before 38°40,000N, so just north of Lisbon.

With two to three months of racing ahead, safe prudent starts were otherwise the order of the day. But as the fleet accelerated away from the line, the fast, foiling IMOCA's started to build speed on the flat seas.

It was the newest, least proven boat of the eight new 2020 generation builds to line up in this race - the Juan Kouyoumdjian designed Corum L'Épargne sailed by first-timer Nico Troussel, who set the early pace, at the vanguard of an armada heading due west into a complex first week at sea. Pre-race favourite Jérémie Beyou lay second and Britain's Sam Davies was fourth on Initiatives Coeur.

As the afternoon wore on and the pace lifted, on the heels of a strengthening breeze, Beyou's Charal held the lead making 26kts ahead of Charlie Dalin on Apivia in second with Briton Alex Thomson gradually winding up the potent HUGO BOSS after his promised safe, steady start, to lie third at 1600hrs local time.

Pontoon Emotions Blown Away

Without exception, from rockstar favourites to hard bitten adventurers, the solo racers will be content to be in their preferred element this evening. They are facing a difficult first night at sea with winds over 30kts after midnight tonight when a first front hits. But they are finally unleashed after a week of Covid confinement, the building breeze now requires full focus race mode, and blows away memories of this morning's emotional dockout from the famous Les Sables d'Olonne pontoon.

From – first down the dock - the zen like Armel Tripon who had missed his usual morning meditation and had the longest walk to his jet black scow bowed L'Occitane.

His purposeful march was followed by simple direct answers. He chose not to have his close friends and family on the pontoon but was loudly applauded by the appreciative technical teams on each boat as he passed.



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MISCELLANEOUS COMMERCIAL FISHING NEWS

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“This TAC represents a measured and deliberate way for this Board to move into the realm of ecosystem-based management,” said Chair Spud Woodward of Georgia. “The TAC strikes a balance between stakeholder interests to maintain harvest on menhaden at recent levels, while also allowing the ERP models to do what they are intended to do.”

Based on projections, the TAC is estimated to have a 58.5% and 52.5% probability of exceeding the ERP fishing mortality (F) target in the first and second year, respectively. The TAC will be made available to the states based on the state-by-state allocation established by Amendment 3 (see accompanying table for 2021 and 2022 based on a TAC of 194,400 mt).

In determining which level to set the TAC, the Board also considered recent updates to the fecundity (FEC) reference points, and current stock condition. According to the latest assessment results, the 2017 estimate of fecundity, a measure of reproductive potential, was above both the ERP FEC target and threshold, indicating the stock was not overfished. A stock assessment update is scheduled for 2022 which will inform the TAC for 2023 and beyond.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, or Toni Kerns, ISFMP Director, at mappelman@asmfc.org or tkerns@asmfc.org, respectively.

Motions

Move to approve the Ecological Reference Point (ERP) fecundity target and threshold, which correspond with the fishing mortality (F) ERPs approved in August 2020, for the management of Atlantic menhaden. The ERP fecundity target and threshold are to be defined

as the equilibrium fecundity that results when the Atlantic menhaden population is fished at the ERP F target and threshold respectively. Motion made by Ms. Fegley and seconded by Mr. Rhodes. Motion carries without objection.

Main Motion: Move to set the total allowable catch (TAC) at 176,800 metric tons for 2021 and 187,400 metric tons for 2022 which are the levels associated with a 50% probability of exceeding the ERP fishing mortality target, respectively. Motion made by Dr. Davis and seconded by Mr. Estes.

Motion to Substitute: Move to substitute to set a TAC of 194,400 metric tons for 2021 and 2022. Motion made by Ms. Meserve and seconded by Ms. Ware.

Motion to Amend: Move to amend the substitute motion to set a TAC of 194,400 metric tons for 2021 and 187,400 metric tons for 2022. Motion made by Dr. Davis and seconded by Mr. Estes. Motion fails (6 in favor, 12 opposed).

Motion to Substitute: Move to substitute to set a TAC of 194,400 metric tons for 2021 and 2022. Motion made by Ms. Meserve and seconded by Ms. Ware. Motion carries (12 in favor, 6 opposed).

Main Motion as Substituted: Move to set a TAC of 194,400 metric tons for 2021 and 2022. Motion carries (13 in favor, 5 opposed). Roll Call: In Favor – ME, NH, MA, NY, NJ, PA, DE, MD, VA, PRFC, SC, NOAA Fisheries, USFWS; Opposed – RI, CT, NC, GA, FL.

EXECUTIVE COMMITTEE (OCTOBER 21, 2020)

Meeting Summary

The Executive Committee met to discuss a number of issues, including the FY20 Audit; Management & Science Com-

mittee (MSC) recommendations regarding improvements to Advisory Panel (AP) and public input process and Pennsylvania’s participation on the Atlantic Menhaden Management Board. The following action items resulted from the Committee’s discussions:

- FY20 Audit – The Audit was reviewed by the Administrative Oversight Committee (AOC) and forwarded to the Executive Committee with a recommendation for approval. The motion to approve passed unanimously.

- Staff provided an update on future Annual Meetings, with plans to hold the 80th Annual Meeting in Long Branch, NJ in mid-October of 2021. Future Annual Meetings will be conducted in North Carolina (2022), Maryland (2023), and Delaware (2024).

- The Executive Committee received a progress report on the MSC recommendations regarding AP and the public input process. Staff has made progress on the public input portion of those recommendations, including posting presentations on documents currently out for public comment on the Commission’s YouTube channel and webpage (e.g. Black Sea Bass Draft Addendum XXXIII) to increase the opportunities available to stakeholders to understand the issues and submit public comment. Staff will be working on an example survey of a draft management document to further facilitate public input and will consider possible improvements to the AP process early next year.

- Mr. Beal provided an update on the status of the Pennsylvania’s membership on the Atlantic Menhaden Management Board. The Commission’s guiding documents limit Pennsylvania’s participation to diadromous species management activities. However, with the Atlantic Menhaden Board’s recent

adoption of ecological reference points formalizing the management linkages between striped bass and menhaden, there may be a sound argument for allowing Pennsylvania to remain on the Atlantic Menhaden Management Board. Staff will continue working with the Commission’s Executive Committee to flesh out the details on Menhaden Board membership.

For more information, please contact Laura Leach, Director of Finance and Administration, at lleach@asmfc.org or 703.842.0740.

Motions

On behalf of the Administrative Oversight Committee, move acceptance of the FY20 Audit. Motion made by Spud Woodward. Motion passed unanimously.

ATLANTIC STRIPED BASS MANAGEMENT BOARD (OCTOBER 22, 2020)

Meeting Summary

The Atlantic Striped Bass Management Board met to consider approving state implementation plans for circle hook measures, which are required by Addendum VI; receive a Technical Committee (TC) report on release mortality in the recreational fishery;

Continued on Page 22.

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Presently we have a listing of just over 85,200 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 3' after adding more lists and now updating and correcting errors and removing duplicates, which should expand the number of vessels to over 125,000 vessels. The next new Version should be up in early July.
CHECK IT AND LET US KNOW WHAT YOU THINK!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals. To make this happen we need support, please help us do more!

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MISCELLANEOUS COMMERCIAL FISHING NEWS

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and review the first draft of the Public Information Document (PID) for Amendment 7.

The intent of the circle hook provision is to reduce release mortality when fishing with bait in recreational striped bass fisheries. All state proposals included final (or proposed) regulatory language and a definition for 'circle hook' comparable to that cited in Addendum VI. The Plan Review Team (PRT) noted a lot of variation in regulatory language among states, although all the regulations essentially say the same thing. The PRT reiterated concerns previously raised by the Law Enforcement Committee, stressing the importance of all jurisdictions agreeing on standardized regulatory language to improve compliance and enforcement, especially where states share common borders and fishing areas. Addendum VI also provides states flexibility to propose exemptions to mandatory circle hook requirements to address specific needs of the state fishery. Two states (Maine and Massachusetts) proposed exemptions, but the PRT was unable to make a definitive recommendation to the Board regarding exemptions due to limited guidance on what constitutes an acceptable level of flexibility. The Board discussed whether the proposed exemptions would lead to other 'niche' exemptions across state fisheries, further weakening enforceability and undermining the intent of the provision. In order to achieve the greatest level of conservation for the resource, the Board approved the state implementation plans, with the caveat that no exemptions to Addendum VI mandatory circle hook requirements will be permitted. Maine and Massachusetts will begin their rulemaking processes to remove exemptions to circle hook measures from state regulation.

The Board reviewed a TC report on release mortality in the recreational fishery, which constitutes a significant proportion

of total fishing mortality on the stock. The report highlighted how recreational release mortality is calculated for stock assessments, the factors (data and modeling) limiting the accuracy of those estimates now and in the future, as well as potential management actions the Board could pursue to reduce release mortality in the fishery. Following review, the Board tasked the TC to explore the relative impact of different release mortality rate estimates on stock status, with the TC reporting back to the Board in February. The Board also reiterated the importance of hearing from the public on this issue as part of the adaptive management process within Amendment 7.

Lastly, the Board reviewed the first draft of the PID for Amendment 7. The PID is the first step in the amendment process; it is a broad scoping document intended to solicit stakeholder feedback on any issues concerning the management of the striped bass resource and fishery, and to inform development of the Draft Amendment. The PID highlights nine issues that have already been identified by the Board for consideration in Draft Amendment 7, including fishery goals and objectives, biological reference points, management triggers, stock rebuilding, regional management, conservation equivalency, recreational release mortality, recreational accountability, and the coastal commercial quota allocation. The Board offered a number of changes to the PID, including additions to the 'statement of the problem' and questions to the public to help focus stakeholder feedback. The Board will consider approving the PID for public comment in February 2021 at the Winter Meeting after these changes and additions have been addressed.

Finally, the Board appointed Bob Danielson, a recreational angler from New York, to the Striped Bass Advisory Panel. For more information, please contact Max Appelman mappelman@asmfc.org, Fish-

ery Management Plan Coordinator, or Toni Kerns tkerns@asmfc.org, ISFMP Director, or at 703.842.0740.

Motions

Main Motion: Motion to not exempt any state from putting in place the circle hook rules for bait fishing as specified in Addendum VI. Motion made by Mr. Fote and seconded by Mr. Abbott.

Motion to Substitute: Motion to substitute to approve the Addendum VI state implementation plans for circle hooks with the exception of the Massachusetts for hire exemption. Motion made by Ms. Ware and seconded by Dr. Davis. Motion fails (5 in favor, 8 opposed, 2 abstentions, 1 null).

Main Motion: Motion to not exempt any state from putting in place the circle hook rules for bait fishing as specified in Addendum VI. Motion made by Mr. Fote and seconded by Mr. Abbott. Motion passes (15 in favor, 1 opposed). Roll Call: In Favor – MA, NY, MA, RI, NY, NJ, PA, DE, MD, VA, NC, DC, PRFC, NMFS, USFWS; Opposed – CT.

Move to nominate to the Atlantic Striped Bass Advisory Panel Bob Danielson from New York. Motion made by Ms. Davidson and seconded by Mr. Fote. Motion adopted by consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM (ISFMP) POLICY BOARD (OCTOBER 23, 2020)

Meeting Summary

The ISFMP Policy Board met to receive the Report from the Chair and an update from Executive Committee; consider dividing the species managed by the South Atlantic State/Federal Management Board into two new boards; determine the process for setting the 2021 coastal sharks specifications; discuss a whelk workshop; consider letters from the American Lobster Board and the Atlantic Striped Bass Board; and receive an update on the Horseshoe Crab FMP Review.

Commission Chair Patrick C. Keliher from Maine opened up the Policy Board meeting with his Annual Report to the Commission. The Report will be included in the next issue of *Fisheries Focus* for those interested in reading the report in full. The Chair also presented the Executive Committee Report to the Board (see Executive Committee meeting summary earlier in this document).

Based on the growing number of species under the purview of the South Atlantic State/Federal Fisheries Management Board, the Policy Board agreed to divide its species among two newly created boards: a Coastal Pelagics Board, which will oversee the management of Atlantic cobia and Spanish mackerel, and a Sciaenids Board, which will oversee the management of spot, red drum, black drum, Atlantic croaker, and spotted sea trout. This division will allow each Board to provide the appropriate amount of time and attention to its respective species, without compromising its focus on other species due to time limitations. Additionally, given

the expanding ranges of some species, the new Board configuration will allow more northern states to effectively engage on species management programs for which they have a declared interest. As part of the new board structure, the South Atlantic Fishery Management Council be invited to join both Boards to ensure continued collaboration between state and federal management.

The Policy Board agreed to set the 2021 coastal sharks specification via an email vote after NOAA Fisheries has published a final rule. NOAA Fisheries is proposing a January 1 start date for all shark management groups, as well as an initial 36 shark possession limit for large coastal and hammerhead management groups with the possibility of in season adjustments.

Dan McKiernan updated the Board about recent efforts to reinstate a symposium to allow states to share information about whelk science and management. Virginia Sea Grant has offered to fund and facilitate a workshop for the states. While the pandemic significantly slowed planning for the workshop, progress is now being made to host a webinar with the states.

The Policy Board agreed to send two letters on behalf of the American Lobster Board. The first letter is to NOAA Fisheries and will request changes to how data is collected by NOAA for five of the lobster data elements, including (1) number of trap hauls in effort, (2) number of traps in water in effort, (3) traps per trawl in effort, (4) buoy lines in effort, and (5) number of buoy lines in the water (see the Lobster Board meeting summary for details). The second letter is to New York requesting the state implement all of the necessary regulations of the Jonah Crab FMP (see the Lobster Board meeting summary for details). The Chair of the Atlantic Striped Bass Board requested letters be sent to both Maine and Massachusetts detailing required changes with regards to each state's Addendum VI implementation plans given both states' circle hook exemptions were not approved by the Board. Both states agreed it was clear the actions they need to take and a letter was not necessary. The states will update the Atlantic Striped Bass Board at its next meeting of the changes made to their measures to meet the requirements of the FMP.

Lastly, the Board was informed a revised version of the Fishery Management Plan Review for the 2019 Fishing Year will be emailed to the Horseshoe Crab Board, Advisory Panel, and Technical Committees. One of the state compliance reports misreported biomedical collections for the 2019 fishing year. As a result, the total biomedical collections will decrease relative to what was presented to the Board earlier in the week. An updated version of the FMP Review will be posted to the Commission's website on the Horseshoe Crab webpage.

For more information, please contact Toni Kerns, ISFMP Director, at tkerns@asmfc.org or 703.842.0740.

Motions

Move to split the South Atlantic State/Federal Fisheries Management Board into a Pelagic Board and a Sciaenid Board. Motion made by Mr. Cimino and seconded by Mr. Woodward. Motion passes by consensus.

Move to approve the 2021 coastal sharks specifications via an email vote after NOAA Fisheries publishes the final rule for the 2021 Atlantic Shark Commercial Fishing season. Motion made by Mr. Batsavage and seconded by Mr. Estes. Motion passes by consensus.

Motion to adjourn. Motion made by Mr. Fote and seconded by Mr. Bell. Motion passes.



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U. S. NAVY NEWS

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transition to the next phase of developmental and integrated at-sea testing.

At 610 feet long and 80 feet wide, Zumwalt is 100 feet longer and 13 feet wider than the Arleigh Burke-class destroyer, providing the space required to execute a wide array of surface, undersea, and aviation missions.

“Today’s successful firing event is a critical milestone in the maturation of this incredible ship class and represents the culmination of a tremendous amount of hard work and partnership of Zumwalt’s talented crew and the engineers, designers, and programmers helping us to bring her capabilities to the Fleet,” said Capt. Gary Cave, Zumwalt’s commanding officer. “It is a day we’ve been looking forward to and demonstrates the strides we are taking to add combat capability to our surface force.”

The ship, homeported in San Diego, will continue tactical training and operational scenario engagement in support of attaining Initial Operational Capability in 2021.

What You Don’t Know About American Indians in the Navy

05 November 2020

From MCI Mark D. Faram, Chief of Naval Personnel Public Affairs

On Oct. 31, 1972, Engineman 2st Class Michael E. Thornton was one of two Navy

SEALs on a reconnaissance patrol with three Vietnamese special forces members in Vietnam’s Demilitarized Zone.

Thornton, a Spartanburg, South Carolina, Native of Cherokee decent, joined the Navy in 1967 after completing high school.

Thornton initially went to the fleet as a gunner’s mate and served on destroyers, until November 1968 when he entered Basic Underwater Demolition School class 49 along with 129 other special warfare hopefuls. Thornton was one of only 16 Sailors who would graduate.

Assigned to Sea, Air, Land (SEAL) Team ONE, Thornton would deploy on a series of combat tours to Southeast Asia between 1969 and 1972.

He was on what would be his final tour when he became part of the patrol, which was led by SEAL Lt. Thomas Norris.

The five special operators launched initially from a Vietnamese navy junk in a rubber boat off the coast. Once a mile from shore, the patrol abandoned the boat and swam to the beach.

Once ashore, the patrol continued its mission on foot -- looking to gather intelligence and possibly capture prisoners behind enemy lines.

Suddenly, the small patrol came under heavy fire from a numerically superior force of roughly 150 North Vietnamese.

During a four-hour firefight, the patrol

engaged the enemy while changing positions often in an attempt to fool their enemy into thinking that they were a larger force.

Eventually, they headed back to the waterline to prevent encirclement and seek extraction. Norris covered the group’s movement to the waterline and was severely wounded by a round through his head. One of the South Vietnamese saw Norris get shot and assumed he was dead.

Hearing the news, Thornton ran an estimated 400 yards to Norris’ last location to recover his body.

Enemy troops were about to overrun the position, Thornton shot several before putting Norris on his shoulders and ran back towards the beach.

At the waterline, Thornton discovered that Norris was still alive, but just barely.

Thornton carried Norris into the surf and inflated his UDT lifejacket and began to swim with him. Thornton then saw that one of the Vietnamese had been shot in the buttocks and couldn’t swim.

Inflating the Vietnamese’ life jacket, too and with bullets hitting the water around them, Thornton swam both out to sea. In the water, Thornton bandaged Norris’ wounds as best he could.

The patrol was initially given up for dead, but after about three hours in the surf, they floated out near the South Vietnamese Navy Junk and Thornton fired his weapon to

draw the attention of the junk.

Transferred to the cruiser Newport News, Thornton carried Norris to the operating room himself. Though his condition was grave, Norris would survive and is alive today.

Thornton stayed in the SEALs and was selected as a limited duty officer and commissioned an Ensign in 1982. He would retire in 1992 with the rank of lieutenant.

It’s the service of Sailors like EM2 Thornton why we celebrate the service of past and present American Indians and Alaska Natives in our ranks.

Currently, there are 567 federally recognized American Indian and Alaska Native tribes and more than 100 state recognized tribes across the United States.

Each have their own unique history, beliefs, governance structure and culture.

Though one of the smallest minorities in our country, these Americans serve in the Armed Forces at five times the national average according to the Department of Veterans Affairs.

The population of the United States is roughly 1.4 percent Native American. However, the percentage of known Native Americans in uniform is 1.7 percent, the highest per-capita participation of any population.

In the Navy, as of March 31, American Indians and Native Alaskans were 2.04 percent of the total force end strength.

Since 1776, when Gen. George Washington began enlisting American Indians for his Army, Navy, and Marines, American Indians have contributed significantly to the defense of our nation.

During the Civil War, 20,000 American Indians served with Union forces both at sea and on the land. During World War I, although not yet eligible for the draft, 15,000 American Indians volunteered to fight.

Although American Indians have been an integral part of our country long before its birth, American Indian veterans weren’t awarded citizenship and voting rights. That changed in 1924, when voting rights were extended to all American Indians through a series of laws being passed.

World War II saw 44,000 in service, including 1,910 in the Navy and 874 in the Marines.

For the Navy, two Oklahoma Cherokees distinguished themselves. Rear Adm. Joseph J. “Jocko” Clark, who in 1917 was the first Native American to graduate from the Naval Academy, commanded aircraft carriers and later a task force.

Cmdr. Ernest E. Evans as the commanding officer of the destroyer Johnston (DD-557) was posthumously awarded the Medal of Honor for his actions during the Battle off Samar, Philippines on Oct. 25, 1944 as he and other “small boys” held the line against a far superior Japanese Force of four Japanese battleships, eight cruisers, and 11 destroyers. His actions helped protect Gen. Douglas McArthur’s beachhead in the Philippines.

Between 10,000 and 15,000 American Indians fought in the Korean War and more than 42,000 during Vietnam -- including Williams.

In the early 1970s, Chief of Naval Operations Adm. Elmo Zumwalt sought to reduce racism and sexism in both the Navy and Marine Corps with Z-Gram #66 -- Equal Opportunity, which benefited American Indians immensely.

Rear Adm. Michael L. Holmes and Cmdr. John B. Herrington are notable examples of the new opportunities for American Indians as a result of Zumwalt’s Z-Gram.

Holmes served 32 years as a naval aviator, and Herrington flew for the Navy and later NASA, becoming the first enrolled member of an American Indian tribe to fly in space.

News from the Maine DMR

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before.

The DMR Lobster Research Collaborative is hosting its final meeting virtually on November 9th from 9:00am to 12:30pm. This meeting will include final project summaries from participating researchers

After limited sampler coverage in May and June, DMRs Lobster Sea Sampling Program was able to move forward starting in July with a regular sampling plan of 3 trips per month in each zone, collecting biological information on the legal and discarded lobster catch on commercial boats.

The Maine Ventless Trap Program, collaborating with contracted boats to target juvenile lobsters with 276 sites coastwide, completed all survey days in June, July, and August. The DMR Lobster Settlement Survey, sampling the newly recruited on the bottom via SCUBA suction sampling, is currently underway.

DMR is working to restore runs of sea-run species to Maine’s rivers. Large scale projects we are currently working on are the Walton Mills dam removal in Farmington that will provide 50 miles of high quality Atlantic salmon habitat, a fishway at Baskagegan Dam in Danforth which will restore 100 miles of habitat for multiple fish species which could produce 3.5 million river herring annually, and the removal of the Milltown Dam on the St. Croix River, the first step to restoring the basin that could produce over 20 million river herring annually. DMR also continues to work towards improved fish passage at hydroelectric projects on the Lower Kennebec, Penobscot, Androscoggin, and Saco Rivers and multiple smaller watersheds that provide habitat for a number of important recreational and commercial fisheries.

DMR was recently awarded \$600K from NOAA to meet the ASMFCs requirement to implement 100% lobster harvester reporting by January 2024. These funds will be used to support yearly maintenance on a new DMR harvester reporting application. The money will also allow the DMR to hire more staff to meet the needs of the approximately 6,000 harvesters that will be required

to report daily trip level information. It is currently the intent of DMR to implement the 100% reporting in January 2023, however, that date is dependent on securing additional funds needed to fully implement.

Public Health Bureau

The Bureau of Public Health is closely monitoring Pseudo-nitzschia (toxic algae) blooms in the Frenchman Bay and Harpswell regions. The algae cell counts in water samples are relatively high, but the toxin in shellfish samples has so far remained below closure limits. However, because of the ability for this toxin to accumulate in shellfish rapidly, precautionary closures are being used between sampling events to ensure harvested shellfish are safe for consumption and to avoid recalls of product. At least two rounds of shellfish sampling are occurring weekly in the affected areas. [Harvesters should pay close attention to biotoxin closure notices to be sure their area is open.](#) Closures, re-openings and informational bulletins are sent out via email and we encourage interested parties to [subscribe to the Public Health and Safety notices to get the latest information.](#)

Marine Patrol

Marine Patrol is currently working with Farrin Boat Shop in Bristol to build a 42-foot Calvin Beal Patrol Vessel that will replace the Patrol Vessel Monitor which burned earlier this year. The new Patrol Vessel will be stationed in Boothbay Harbor once completed.

Marine Patrol completed a second round of new-hire candidate interviews recently and three candidates have been selected to move on to the physical fitness test followed by a Chiefs interview. Officers in Sections Two and Three continue to focus extra effort in the Vinalhaven area following a trap molesting complaint with hundreds of traps having already been reported cut off. The incident made land-fall last week with a reported intentional vehicle crash between the two parties resulting in an assault charge and a felon in possession of a firearm.

Patrol has also been working a trap molesting complaint on Matinicus Island where one fisherman has reported losing in excess of 400 traps.

Policy and Management Bureau

The Atlantic States Marine Fisheries Commission had their annual meeting the week of October 19. At the meeting, the Lobster Board reviewed and approved the 2020 Lobster Stock Assessment which continues to show positive biomass trends for the Gulf of Maine/Georges Bank stock. The Atlantic Menhaden Board set the 2021 and 2022 menhaden Total Allowable Catch (TAC) at 194,400 metric tons. The Striped Bass Board also began work on a public scoping document for Amendment 7, which is considering a number of changes.

The New England Fishery Management Council met September 28-October 1. The Council took final action on Scallop Amendment 21, creating an 800,000-pound set aside for the Northern Gulf of Maine (NGOM) federal scallop fishery. This means that the first 800,000 pounds of NGOM quota will be allocated to LAGC Category A and B permit holders fishing in NGOM; quota above 800,000 pounds will be split across all fishery components. The Council also took final action on Groundfish Amendment 23 which focused on observer coverage in the commercial fishery. The Council voted for an observer coverage target of 100% as long as there are federal funds to reimburse industry. In the absence of federal funding, the minimum observer coverage rate was set at 40%.

CARES Act applications have been coming in and we are preparing for the next phase, which is to work with ASFMC to get the checks written and sent. My hope is that the money arrives to you in time for the holidays and provides some relief at the end of this difficult year. The Maine Seafood Branding and Promotion Initiative, funded by a small portion of the CARES Act money, will soon launch a new website and publicity strategy with the goal of helping this industry adapt to the changing marketplace and consumer trends resulting from COVID-19.

I hope you find these updates worthwhile. I’ll send another update as we near the end of the year. In the meantime, I hope you all stay safe and healthy as we near the end of a turbulent 2020.

Wood's Hole Oceanographic News

Continued from Page 8.

vertical lines of rope known to entangle and kill endangered North Atlantic right whales and other protected species. The study was published this week in the journal *Marine Policy*.

"The story the data tells is optimistic," says lead author Hannah Myers, a graduate student at the University of Alaska Fairbanks and a guest student at WHOI. "We know that taking rope out of the water column is the best way to protect whales, and that can likely be done in a way that could benefit fishers as well."

American lobsters (*Homarus americanus*) found on the U.S. Atlantic coast bring in more revenue than any other fishery in the country, with a record high of more than \$670 million in 2016. However, this doesn't necessarily mean the fishery is operating efficiently, researchers say.

In order to maintain healthy fish stocks, many fisheries have a limited season, catch quotas and/or gear restrictions. These measures often reduce associated fishing costs, such as for bait and fuel, while also ensuring that the available fish are bigger and more abundant. Although the U.S. lobster fishery has some restrictions, the trap limit is very high and for the most part fishers can operate year-round.

By evaluating three different scenarios to understand the connection between lobster fishing effort and catch, the researchers found that tightening restrictions could make the industry more profitable in the long run.

In Massachusetts, where a three-month fishing closure was implemented in 2015

in Cape Cod Bay and surrounding areas where North Atlantic right whales come to feed each winter and spring, fishers caught significantly more lobster since the closure was implemented—particularly in the areas most affected by it.

Further north, Canadian fishers in the Gulf of Maine operate with far fewer traps and a six-month season, and catch about the same amount of lobster as their American counterparts with 7.5 times less fishing effort. In Maine, a 10 percent drop in the number of lobster traps fished in recent years has not prevented fishers from bringing in record landings.

Fishing gear entanglements are the most serious threat to the survival of endangered North Atlantic right whales, only about 400 of which are alive today. During peak lobster season, right whales must navigate through more than 900,000 endlines—ropes that connect surface buoys to traps on the seafloor—in waters off the northeastern U.S. coastline, which is an important area for their feeding and migratory habitat.

"Entanglements often cause chronic injury, stress, and even starvation if the animal doesn't immediately drown," says Michael Moore, a coauthor of the paper and director of WHOI's Marine Mammal Center. "If the public could see the trauma these entangled animals endure, they would be extremely concerned."

Understanding the economic implications that right whale protection measures may have is important to the lobster fishing industry and the many communities along New England's coast that it supports, the researchers say. This study shows that reducing the amount of gear in the water or short-

ening the season does not necessarily mean fishers will catch less, and is in fact likely to benefit the industry in the long-term. This is especially important, given the economic devastation of the current COVID-19 crisis.

Overall, their findings were consistent across the board: fishing with less gear and a shorter season corresponded with higher landings and higher profits.

Epic Arctic Mission Ends International climate research project marked by scientific surprises, logistical challenges

The German icebreaker *Polarstern* returned to its home port Oct. 12, 2020, after being frozen near the top of the world for nearly a year. The ship carried an international team of researchers—who joined and exited the ship in phases throughout the expedition—as part of the Multidisciplinary Drifting Observatory for the Study of Arctic Climate, or MOSAiC program, to study all aspects of the Arctic system.

The team, which included Woods Hole Oceanographic Institution (WHOI) biological oceanographer Carin Ashjian, collected petabytes of data describing the ocean, the ice, and the atmosphere.

"We've got so many samples, they won't be processed for months," says Ashjian, chair of the biology department at WHOI, whose focus during MOSAiC was on the seasonal dynamics of copepods: tiny crustaceans that play a critical part of the carbon cycle.

Copepods, which many larger animals rely on for food, matter enormously to the future of Arctic ecosystems, says Ashjian. "If you want to know what's going to happen

to polar bears, well, to have polar bears you have to have seals. To have seals, you have to have fish. To have fish, you need copepods," she adds.

Speaking more than a dozen different languages, the research team worked toward the same goal: to better understand how dwindling sea ice influences the region's climate system and how those changes ripple around the world.

"We knew the ice was thinning, but it was still far more dynamic than we thought," says University of Colorado Boulder scientist Matthew Shupe, co-coordinator of the international Arctic mission. "It surprised us. The unpredictability of the Arctic is one of its characteristics right now. And we were right there in the middle of a manifestation of that."

During the epic expedition, the sea ice moved more than expected, cracking in fractures that opened into leads hundreds of miles long, then closing, ridging, and generally creating a messy, rough icescape. Jennifer Hutchings, a sea ice expert from Oregon State University, says she's barely begun to dig into her data, but it's clear she and her colleagues will get new insight into the tricky physical dynamics of how sea ice fractures under the forces of wind and ocean motion.

That's significant, she says, because "sea ice is one of the most important components of the Arctic climate system. It modulates the 'talking' between the ocean and the atmosphere."

The National Science Foundation was the lead U.S. funder of MOSAiC, supporting dozens of researchers with about \$27 million, putting it among the largest Arctic research initiatives the agency has ever mounted. The Department of Energy was the first U.S. agency to commit to the research mission, investing nearly \$10 million and providing the largest suite of atmospheric instruments. All MOSAiC data will soon be available for free to researchers around the world; some measurements, such as from DOE's Atmospheric Radiation Measurement (ARM) user facility, are already accessible.

"Direct observations and physical samples collected during the MOSAiC expedition represent a quantum leap in our understanding of natural processes and cycles in the central Arctic Ocean across all seasons," said Frank Rack, NSF's Arctic Research Support and Logistics Manager. Winter measurements are especially valuable because they're so rare, Rack said, and MOSAiC data will "aid in the development of improved models, forecasts and future predictions."

Data sets that researchers imagined would be continuous for the entire year do have some gaps. Polar bears occasionally disrupted research on the ice, delaying instrument repairs or atmospheric balloon launches. An Arctic fox chewed through data cables and storms broke up scientific "cities" on the ice that required relocation or repair. Most significantly, the ship had to leave the ice for about a month this spring, to exchange staff while responding to the challenges of the global coronavirus pandemic.

Some systems remained on or below the ice, autonomously collecting data. Other projects paused briefly. "We lost all our June data," said Jeff Bowman, an ecologist and oceanographer at the Scripps Institution of Oceanography, University of California San Diego. "But considering the global disruptions, we were extremely fortunate that MOSAiC could continue. Despite the hole, when all is said and done, it will still be an astonishing collection of data."

Boat And Ship Yard News

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all.

Journey's End Marina Rockland

Things are starting to wind down for the winter haul-outs. They have hauled about 200 boats with most staying, but some going to the owner's home for the winter. They also have started getting the owners to submit their list of projects for the winter. They said that they have several repowers lined up and that the popular engine seems to be the FPT C-16. One of the boats getting one is a Mussel Ridge 42 that now has a 750-hp John Deere. Another popular engine will be the 700-hp C-12 remanufactured engines from Caterpillar.

Also, several people have inquired about minor fiberglass repair work. One, is a 42-foot Novi, which needs to have her house replaced.

New Sabre and Back Cove models are constantly coming into the yard to be launched and sea trialed. The middle of November a Sabre 58 will arrive to have some work completed before she is launched for her new owner. She needs to have final details completed and then get her bottom and hull painted. They also think there is one more Sabre 66 coming in sometime to be readied for her new owner. Out in the yard was a new Back Cove 39, the first of the line, which sported three 400-hp Mercury outboards. She was launched and sea trailed.

One thing they noticed is that they have an increased interest from commercial fishermen to stay in the water over the winter. Their docks are as full as they dare, as some of them are not protected.

Another call has been for bottom jobs, which means soda blasting and then barrier

coats and paint.

Shipyard at Boothbay Harbor – Bristol Marine Boothbay Harbor

After a few months of negotiation, they have a contract to finish the next phase on the Gloucester schooner ERNESTINA-MORRISSEY. This phase is to finish out the interior, including installing the systems.

The interior had been removed when the vessel was rebuilt. The primary bulkheads are in and they have put down the sole structures, and the engine and generator beds. Now they are putting in the plumbing and machinery as well as doing the joiner work for the bunk partitions, galley, and heads.

There is a bid coming up soon for the spars, which they will also bid on.

Hauled out the end of October was the 12 metre GLEAM from Newport, RI, which was designed by Clinton Crane and built in 1937. She will undergo a three-part restoration effort over the next three years. This year they will focus on the hull structure. A survey has been done and she just needs to be tightened up a bit, which is a testament to her care over the years as she has been consistently raced for several decades. She will be back over in the spring and will be competing in the classic yacht races.

Another project that is nearing completion at the yard is on the Friendship sloop FREEDOM, which has had her bottom refastened.

Wilbur Yachts Manset

They have a full house this year with 17 or 18 storage boats ranging from a 420 sailboat to two Wilbur 38s.

One of the Wilbur 38s is undergoing a major refit, however, most of the storage

customers are in for just the usual annual maintenance. The other 38 wants to change the head, add a water heater and a new sound system.

Also, in the main shop is the Little House, 25-feet by 8 feet, which after they finish her roof, she will be slid outside where owner John Kachmar will work on her interior over the winter.

Many do not realize, but some of the yards get tasked with delivering boats from their owners to their yards. John just returned from a trip to Norwalk, Connecticut to return with a Wilbur 34. He said that the ride was a little bumpy through Buzzard's Bay and once out into Cape Cod bay it got a lot bumpier, but that the boat handled it without an issue. This boat will have helm seat reconfigured, new refrigerator and more Soundown to quiet her. She also may get repowered this winter as the owner is looking for a little more speed.

An interesting project will be building the sailing rig for a Matinicus double-ender.

The summer was busy as a Mako developed a crack in her transom. The transom was torn down and replaced and re-glassed. Another summer project was on a boat that got line in the propeller and when they were making repairs noted that when the engine was disengaged from the coupling it dropped 3/4-inch. They will pull the shaft to make sure it is straight and then inspect the mounts to make sure they are okay.

John said, "It will be a good winter, we have enough work to keep us busy. However, I could definitely use one or two guys."

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SHIPBUILDING NOTES.

Haskell W. Gray of Brooksville has a boat of about 10 tons burden, ready for launching. She is to be sloop-rigged, and used in shore fishing.

The frame for an 800 ton three-masted schooner for Captain D. W. Look, of Jonesboro, has been received at Cobb's shipyard in Rockland, and work will commence at once.

Alfred Sproul, Cherryfield, moulded the frame for a schooner to be built in that place this season by D. W. Campbell and others. A portion of the timber is in the yard, and the work of laying the keel will soon commence.

Rideout & Lord, Calais, have contracted to build a three-masted schooner for Captain W. D. Gower, of Sargentville, Maine. The vessel is to be a single decker, of 700 tons, keel 160 feet. Beam 38 feet, and depth 12 feet. The keel will soon be laid, and the vessel is to be launched next fall.

Carter & Co., Belfast, are negotiating with parties in New Bedford in regard to topping out a barge, the COAL KING. The barge was formerly a large ship, but she is too low. The owners want her raised eight feet, and stipulated that all the work is to be done with spruce timber. If the timber can be procured the work will be done in Belfast.

The Dyer shipyard, Cherryfield, which has been silent for twenty years will be a scene of activity this season. Since the death of the former owner, Amos Dyer, the property has come into the possession of George E. Church, who is putting it in condition for business. The schooner which Master Carpenter Joseph Strout is cutting the frame for will be built in this yard, and probably another craft of larger dimensions will be constructed there before the close of 1890.

McDonald & Brown, Belfast, have contracted to build another four-masted schooner of 800 tons, to be immediately set up alongside of the one now on the stocks. She will be owned by Gardner B. Reynolds, of Newport, RI. The vessel will be 170 feet on the keel, 37.9 beam, 13 feet lower hold and 5 feet between decks, four masts, with a donkey engine and all modern improvements. She will be launched in August and will be commanded by Captain Snow now of Schooner GARDNER B. REYNOLDS.

The four-masted schooner WILLIAM JOHNSON was launched Wednesday morning from the yard of H. M. Bean, Camden. The vessel is a fine model and was entirely finished when launched. She is double decked, keel one hundred and sixty feet; beam thirty-seven feet; hold eighteen feet, and has four made masts which are considered better than whole sticks. Her tonnage is 738 tons net. The JOHNSON will hail from Somera Point, NJ, and is to be commanded by Captain P. B. Reed, of Linwood, NJ.

* * * * *

The New York & St. John Steamship company has completed its organization. The officers are: President, Tunis G. Bergen; Vice President, Ellsworth N. Denslow; Treasurer, William M. Earl; Secretary, John W. Bergen; General Manager, N. L. Newcomb; Directors, Tunis G. Bergen, Ellsworth N. Denslow, William M. Earl, Reuben Leland, J. B. White, John W. Bergen, N. L. Newcomb. Messrs. Tunis G. Bergen, Earl, Leland and Denslow are bankers, John W. Bergen is a well known capitalist and J. B. White is Treasurer of Kings County Trust Co. President Bergen is also President of the South Brooklyn Ferry Co. The company is fitting up an elegant suite of offices at No. 63 Broadway. General Manager Newcomb

states that the preliminaries are all settled and completed and that the business will now proceed very rapidly. The company intends to put on a line of fast steamboats to ply between New York and St. Hohm touching at Cottage City, Rockland, Eastport.

28 March
Page 1.

William P. Cushing, oar manufacturer, this city, shipped during the present week about 1100 oars of his manufacture, aggregating between 9,000 and 10,000 feet. They were destined for New York and other points and are as fine a lot as ever went out of Maine.

Captain Hiram Hall, of South Thomaston, is preparing the first lot of his patent axe handles for market. It is claimed that this patent, although very simple, will revolutionize the axe handle business. The contrivance consists in inserting a wedge shaped iron nut into a V shaped slot into the end of the handle, into this nut fits a flat-headed bolt. With the aid of a wrench this bolt is screwed down, thus drawing the nut toward the end of the handle which it gradually spreads until it fills the eye of the axe. By this device the handle can in a few minutes be fitted to the axe perfectly and in such a way that it will never work loose, and in one minute it can be taken off without injury either to axe or handle.

Beginning the Gunboats. The work of Constructing the War Vessels under way at the Bath Iron Works.

Preparations for building the two gunboats at Bath are already under way. Some of the piles which are to serve as a foundation for the blocking which will support the gunboats, have arrived and a crew are driving them into place. One thousand piles must be set and the work will occupy several weeks. The appliances for manipulating the metal for the vessels are being constructed and iron shipbuilding may be said to be actually under way in Maine. At the foundry of the Bath Iron Works the moulds for the floor plates are being made. These are thick plates of iron, five feet square filled with square holes for the insertion of stout pins. Sixty of these plates will be cast and then bolted firmly together forming a perfectly plain iron floor containing 1500 square feet.

When an iron frame is to shaped the hot metal is placed on the floor and bent against pins set up in these holes to about the right

curve, then wedges are inserted between the frame and pins and driven until the iron takes the shape required. In this way the exact line is obtained, the frame is perfectly true, and when cool, will be ready to go into position. These floor plates will all be completed by the time the iron tool shop is erected and will then be put in position. They are also making the castings for a powerful punch which will be used to perforate the steel plates which are to "plank" the hull. This will be more powerful than any now in Bath, and will be able to handle the gunboats' coverings with ease.

Page 2.

Maine's Bright Prospects. (Waterville Sentinel.)

Good business in Maine throughout this year seems now to be assured, especially along the coast and river cities and towns. Shipbuilding will employ an unusually large number of men, and the moving of the immense ice crop will tax the energy and resources of the shipping towns to their utmost. It is now estimated by good authorities that each and every day since the first of February has placed \$150,000 on the credit side of Maine's business for the year in ice alone. If two and a half millions of tons shall be gathered (many estimate the cut at 3,000,000 tons) it will be almost impossible to provide the vessels in which to ship it.

No Provincial drogher can have part in these business however much they may long for it. In coastwise trade Uncle Sam prefers his own vessels. What a fleet it will require! The average cargo will not exceed 800 tons. The 2 1/2 millions of tons of ice will therefore make 4125 cargoes, or 687 cargoes per month from May 1st to November 1st. Allowing twelve cargoes to each vessel for the six months, 344 vessels, employing at least 1400 hand will be kept employed, to say nothing of the fleet of tow boats that will be needed. Where can the vessels be found? The lime business of Knox County, if the out-put amounts to 2,000,000 casks, which is probable and about what was manufactured last year, 250 vessels will be required to carry it to market, and at least 1000 hands for those vessels.

Thus in these two industries of ice and lime about 600 vessels and 2500 seamen will find well paying employment for the entire season. When the carrying of the millions of lumber and the countless tons of granite form the state, and the fleet of fishermen

are considered, the vastness of Maine's maritime interests for the year can be imagined. Her coast and harbors will be literally whitened with the wings of her commerce this year and her shipyards will ring with the old time music of the axe, the saw and the mallet. Stay in Maine, young man.

Page 3.

Gateways of the Plate. From Montevideo to Buenos Ayres.— The Immense Territory Drained by the Plate.—The Magnificent Docks at Buenos Ayres.—Wonderful Progress of The Argentine Republic.

Montevideo, with a harbor that could easily be improved, has allowed its energetic rival across the Plate to surpass it in enterprise. The depth of water in the bay opposite the Cerro, the low mountain guarding the entrance, is five feet less than it was seventy years ago, and is now receding a few inches every year. The ocean steamers cannot enter the inner harbor, but anchor outside in a roadstead that is often dangerous. Engineers have devised a system of jetties by which twenty-five feet of water will be provided in the bay; but although a company has been organized to construct the new port, and legislative appropriations have been made for the work, these greatly needed harbor improvements are deferred year after year.

Montevideo lacks enterprise, but it has scenic beauty and natural advantages to which its ambitious and successful competitor can never aspire. The Cerro, with its crumbling Spanish fort and revolving light-house, furnishes a setting to the handsome, well-built town, whose suburbs follow the curve of the bay and creep up the precipitous hillside. As the steamer leaves the anchorage at sunset the architectural lines of the more conspicuous buildings are softened and refined by the fading light. The Doric façade of the Solis Theatre, perhaps the handsomest building in South America, catches and satisfies the eye. The Matrix Church in Plaza Constitution looms up more impressive than ever. The large line of the Julio, the finest street to be seen in this part of the world, is distinctly traced. The French Bolsa stands out among the handsome banks of the Cerrito quarter. The English Church, with its Grecian front, is in line with the Campo Santo, the unique metropolis by the water's edge. Beyond the city's compactly

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Nautical Books For Sale



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and even massively built streets are the quintas of the Paso Mollino empowered in their stately parks and lovely gardens. Montevideo as it fades from view is a silhouette of singular beauty. By no trick of atmospheric effect nor shifting of sunset light can plain, unattractive and prosaic Buenos Ayres be transfigured to equal comeliness and beauty.

The journey from Montevideo to Buenos Ayres corresponds closely to the familiar journey by the Sound steamers from New York to Boston, with the morning hour on the railway left out. It occupies one night, and is esteemed the most luxurious traveling of which South American civilization is capable. There are two steamers in the flotilla, the VENUS and the EOLO, which are regarded on the Plate very much as the Puritan and Pilgrim are in New York and Boston. They are much smaller and greatly inferior boats, but for this latitude they are pre-eminently good, having handsomely furnished drawing-rooms and saloon parlors, electric lights in the cabins, and excellent service. From Brazil to the Plate one passes suddenly from the Portuguese to the Spanish main. The languages, however, are so closely allied as to be double cousins. In Brazil I found that a Portuguese who did not know Spanish could talk at ease with a Spaniard who did not know Portuguese. In the Plate there is no Portuguese spoken, but Italian is the language of the working people who have recently emigrated from Europe. The Italian quarters in Montevideo and Buenos Ayres

constitute the largest sections of the cities, but Spanish always will predominate as the language of South America. It is not necessary, however, for a traveler to know either Portuguese or Spanish in order to visit Brazil and the Plate cultures. Familiarity with the French language will be more useful to him than a smattering of Spanish or Portuguese. French hotels and restaurants are found all along the coast. There are French bookstores in every town, and there is hardly a crowded block in any of the coast town where an inquiry in that language will not be readily answered. With English alone one can get on albeit laboriously, but with French he can travel with comfort and pleasure from Para to Montevideo and from Valparaiso to Panama.

The Plate is called a river, but in reality it is a bay 100 miles wide at the mouth and sixty-five miles wide at Montevideo. Between the capitals it gradually is reduced in breadth to twenty-eight miles. Above Buenos Ayres two mighty rivers which have been collecting their waters up and down the continent, unite to form the Plate. The Parana rises in the mountains of Goyaz in Northern Brazil, and fed by the Paraguay and many other great branches, it flows for over 2,000 miles through the most fertile yet least populous sections of South America. The Uruguay also has its source in the serras of Brazil, and has a course of 1,000 miles, subject to sudden floods, by which its level is raised five feet in twelve hours. The Uruguay, the chief affluent of the Parana, is a noble river, navigable for nearly 1,200

miles, with two great branches, the Pilcomayo and the Bermejo, one 1,600 and the other 1,300 miles in length. The watershed drained by the Plate is estimated to represent an area of 1,560,000 square miles, and the largest in the world, with the exception of the Amazon, and possibly also of the Congo, the area of which has never been even approximately estimated. The Parana contributes an outflow of 41,000,000, and the Uruguay one of 11,000,000 cubic feet a minute, the Plate having a volume of 52,000,000 cubic feet, as compared with 62,000,000 for the Amazon and 34,000,000 for the Mississippi. La Plata takes its name from silver, but it has a tawny hue. It flows with majestic current from its twin sources to the sea. It does not, like the Amazon, scatter its waters along shifting sandbars and islands of driftwood and vegetable decay. Its course is a short and triumphant one from the Parana to the Atlantic.

The first glimpse which is obtained of Buenos Ayres after the night passage from Montevideo reveals the supreme energy and vitality of the Argentine nation, the South American Yankee-land. The new harbor, even in its present uncompleted state, is a magnificent work of engineering, boldly planned and laboriously executed. The city had a river frontage of four miles on the Plate, and anchorage for small vessels in the Riachuelo, a stream resembling the Chicago River. Harbor there was none, because the water was too shallow to admit vessels of any draught close the shore. Argentine enterprise is creating a harbor. The Boca, or mouth of the Riachuelo, was taken as the base of operations. A deep channel twelve miles in length, and now marked by buoys, was dredged and excavated from the Boca to the deep water of the Plate. This is the main entrance to the new harbor. A malecon, or breakwater, has been constructed for a mile and a half along the old waterfront, but at a long distance from it. This breakwater is to be continued for a distance of several miles. Between it and the shore are to be constructed a series of five immense docks or basins, connecting by wide channels with the Boca at the harbor entrance, with one another, end to end, and finally with a second entrance basin, where there is to be an opening in the malecon, with a passage seaward. The spaces between the breakwater and the docks on the outer side and between the basins and the present shore line on the inner side are to be filled in and converted into streets and building squares. In this way thousands of acres of new ground are to be added to the business section of the city. The malecon is to be the future water front in the double entrances to the Boca at one end, and to the Darsena Norte at the other, and with the five intermediate docks, in each of which a dozen or more of the largest steamers can lie at once while loading or unloading cargoes at the wharves on either side.

This stupendous work has been only partly completed, but the benefits to shipping are already very great. One dock, the Darsena Sud, has been finished, together with the entrance channel and the dredging of the Boca. The second and third docks are in an advanced stage of construction, and the malecon has been carried beyond them. The wide spaces between the old Shore line and these three docks have been filled up, and new streets have been opened and sewered. These streets, as well as those between the docks and malecon, will be speedily lined with warehouses and business blocks. The fourth and fifth docks, the Darsena Norte and the remaining sections of the river wall are yet to be completed. The steamers now arriving in the harbor are towed into the Darsena Sud, but the sailing craft anchor in

the Boca or are taken up the Riachuelo. Even with only one of the six artificial basins in use, the new harbor offers marked facilities for loading and unloading vessels. The old system at lighterage will speedily be wholly dispensed with and longshoremen will be employed on the wharves at a great saving of time and expense. Work on the new harbor was begun two and a half years ago, when the expense was estimated at \$10,000,000. The improvements will not cost less than \$20,000,000, but will provide the city with what no other South American city has—a convenient and inexpensive system of loading and unloading vessels at wharves in place of lighters in deep waters.

The Argentine Republic has trebled its population since 1861, its increase being relatively much more rapid than that of the population of the United States during the same period. The estimates of the present population range from 3,500,000 to 4,000,000, in the place of 1,160,000 in 1857. Immigration has swept up the Plate like a mighty incoming tide during the last decade, and the vast domain of the nation is filling up with European settlers. The value of houses, land, cattle and public works has quintupled in twenty-five years. A wheat belt of enormous extent has been opened for profitable agriculture. The pastoral industries have been developed until there are now 23,000,000 cattle, 71,000,000 sheep and between 4,000,000 and 5,000,000 horses on the farms of the pampas. The total value of stock has risen from \$159,000,000 in 1884 to \$369,000,000 in 1888. The exports of wool have risen from \$31,446,495 in 1881 to \$48,820,570 in 1888. The total exportations have increased from \$26,000,000 in 1871 to \$100,000,000 in 1888, while the importations for same period have risen from \$44,000,000 to \$128,000,000 and the foreign carrying trade from 1,114,000 tons to 4,885,147 tons. Thousands of miles of railway have been built, a banking system has been established; schools have been opened in all the province; public works of tremendous magnitude have been undertaken; and prosperous nation with vast undeveloped resources behind it has been created. This is the work of barely more than a single generation. The Argentine people have a record for industrial progress, commercial enterprise and enlightened faith in their own future which cannot be equalled in South America. They are the Yankees of the Southern Hemisphere.

The Argentine Republic ranks after Brazil as the second nation in South America in territorial extent. It has fourteen States, with a combined area of 515,000 miles, larger by two-fifths than that of the original thirteen States of the American Union; and it has nine Territorial Provinces, which swell the national domain to 1,125,086 miles, or less than one-third of the extent of the United States with Alaska included. It is a country with varied conditions of climate and the inexhaustible agricultural resources. In the northern provinces sugar, and possibly cotton, can be raised. Along the Cordilleras there is a fruit-growing region which is said to be equal to Southern California. In the central and southern provinces there is a wheat tract of enormous extent, where prolific crops can be raised, and there are wide reaches of pampas where sheep and cattle can be pastured under the most favorable conditions for economic stock-raising. The mountains are stocked with silver, gold, copper, tin and lead in mines of unknown value. The northern forest abound in cabinet woods, and there is native salt all along the south coast, with seas fairly alive with fish. It is a country to which immigrants are drawn by the hundred thousand. It is an industrial

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16.5' Larson Dual Console 1985 SALE \$3,200
w/ Evinrude 90 hp 2 stroke 1998, Galvanized Bunk Trailer
Updates: New seats, lights, bilge pump, engine recently tuned up.

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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.

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Gal. tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.

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empire of undeveloped resources, progressive tendencies and magnificent promise.

The Argentine people, like the Americans, at various stages of their history, have made serious mistakes in National finance, and have been carried away by the excitement of land speculation and credit schemes. While the policy of National development has been steadily pursued, the finances of the country have been thrown into terrible disorder by excessive issues of paper currency, by which gold has been sent to a high premium. The banking system was instituted without provision for the redemption of paper and mortgage banks have suffered to flood the market with cédulas, or mortgage bonds, the interest of which is guaranteed by National or Provincial Governments. The country has been advancing during the last ten years at such a rate that the most prudent business men have joined the horde of speculators. An enormous mass of National and Provincial indebtedness has been created and rates of taxation have been raised to the highest level ever known here. The present financial crisis marks a reaction against land speculation and reckless financiering. It is a genuine Yankee experience.

Immigration is the great force which has given direction to the wonderful progress made by the Argentine during recent years. In 1871 there were only 20,930 arrivals from Italy, France and Spain and the other immigrant recruiting grounds. In 1888 there were 180,993 immigrants landed in the country, and during eleven months of 1889 there were 230,000—the highest number ever recorded here. With many fluctuations and reactions immigration has increased to enormous proportions during the last twenty years, and mainly in consequence of the adoption of the system of establishing agricultural colonies in fertile and undeveloped districts. Consul Baker, who knows the Argentine Republic more thoroughly than a native, since he has kept his keen American eyes open during his fifteen years residence, tells me that about 45 per cent of the immigrants come from Italy, 37 per cent from Spain and 8 per cent from France. They are mainly farmers, and either go into the interior of the Province of Buenos Ayres, or else reinforce the agricultural colonies at Santa Fe.

The progress of Buenos Ayres is without precedent or parallel in the history of South American. The population was 78,500 in 1857; 177,800 in 1869; 295,000 in 1882, and is at least 530,000 to-day. Rio de Janeiro has been distanced in the race for supremacy, and at the end of another ten or twenty years Buenos Ayres may be close behind Philadelphia and Chicago. The

development of the commerce of the city has been as remarkable as the growth of population. In 1850 the import and export trade of the country, which mainly centres in this port, amounted to \$21,770,000; in 1876 the aggregate was \$81,450,000; and it is now \$228,524,013. The house valuations increased from \$37,000,000 in 1857 to \$246,000,000 in 1884; and in wealth and resources the city has rapidly risen from an inferior position to the foremost place in South America. — [Buenos Ayres Cor. N. Y. Tribune]

Page 4.

Bangor to The Front. Statistics as to the Trade, Commerce and Manufactures of The Queen City of the East

(Compiled by The Industrial Journal.)

Bangor is the most easterly city of its size in the United States.

It is located nearer the geographical centre of the State of Maine than any other city.

It has a population of about 20,000 and with its immediate environs fully 25,000, while Penobscot County, of which it is the capital, has a population of upwards of 70,000.

It is at the head of navigation on the Penobscot, which is the largest river in Maine and drains a territory 8785 square miles in extent, all within the limits of the State.

It has a fine harbor, easily accessible and entirely safe for vessels of large size, there being several miles of deep water frontage and the docks at High Head affording excellent facilities for the larger craft, either steam or sail, engaged in foreign commerce and the ocean carrying trade.

The receipts of the Bangor Custom House for the fiscal year ending June 30, 1889, were \$92,154.13. The value of merchandise entered during the calendar year of 1889 was \$998,286 of importations \$559,941 were dutiable goods, upon which the duties collected amounted to \$106,523.43. The exports to foreign ports during 1889 aggregated \$194,989.

The number of vessels of all classes registered and enrolled at the port of Bangor is 149, including 133 sailing vessels, 15 steamers and one excursion barge, with an aggregate tonnage of 21,678 net tons.

The number of arrivals in the port of Bangor during 1889 was 2107. Of these 11 were from foreign ports and during the same time there were 52 foreign clearances. The receipts by vessel during 1889 included 83,712 tons of coal.

The lumber surveyed in the port of Ban-

gor during 1889 amounted to 170,210,383 feet, which quantity has only been exceeded twice in the past fifteen years. The grand total of lumber manufactured on the Penobscot from the earliest times down to the present is 9,072,603,120 feet, an amount sufficient to encircle the globe more than sixty-eight times.

The Maine Central Railroad brought to Bangor during the fiscal year ending September 30, 1889, 114,815 tons of freight and forwarded 105,947 tons from Bangor during the same time. The number of passengers carried by this railroad during the year from Bangor is 134,220. In the volume of business given the Maine Central, Bangor is only exceeded by Portland and that in a very slight degree.

Bangor is the first city in Maine to have an electric street railroad in successful operation, as she was the first in the state, and nearly the first in the country, to have a steam railroad; and it will also be recalled that the first iron steamship built in America ran to this port and was christened Bangor.

Bangor has connection over its own Bangor & Pisctaquis Railroad both at Greenville and Brownville Junction with the Canadian Pacific Railway. By means of this great trans-continental highway a new and direct communication is opened with the West and the Pacific Coast, while in connection with the recently compiled Soo Line, Bangor is brought nearer Minneapolis, St. Paul and the Northwest than any other seaboard city.

Bangor has five National Banks with a capital of \$900,000, a Trust & Banking Company with a paid in capital of \$125,000 and two private banks. The two Savings Banks have assets of \$4,359,922.60. Of these the Bangor Savings Bank made a gain in deposits during the past year of \$346,204.11, being a larger increase than any other savings bank in Maine.

The Bangor Loan & Building Association, one of the pioneer organizations of the kind in Maine, has the honor of being the largest in the State, having a capital of \$84,000. It has been in operation four years and has 630 members, 150 of whom are borrowers. It has thus far been directly instrumental in building over 120 new houses in Bangor.

There are four local insurance companies—two marine and one fire with combined assets of \$600,000 and a life company which during 1889 wrote 2149 policies aggregating \$7,833,000 insurance.

Bangor's valuation as taken from the assessors books is \$10,815,150.

In the Bangor Post Office the receipts from stamps, stamped envelopes,

postal cards and wrappers increased from \$29,148.95 in 1882 to \$56,400.11 in 1889. The total pieces of mail handled by the Bangor mail carriers in 1889 were 1,851,871 against 1,239,324 in 1882. The total number of registered letters received for local delivery were 24,454 in 1889 against 11,298 in 1882.

Bangor has a large and steadily expanding jobbing business and is also an important retail centre. Sales of Bangor merchandise, aggregate \$14,500,000 per annum.

Bangor's manufacturing establishments number about 300, embracing 100 different kinds of industries and employing 2500 hands. The annual production of manufactures is about \$7,000,000.

The first textile manufacturing plant on the Penobscot has been set in motion the past year and is now in successful operation.

The pulp mills now in operation or under contract on the Penobscot have a daily capacity of 100 tons pulp.

The harvest of ice in this vicinity has been the past season upwards of 500,000 tons and Penobscot River ice has no superior.

Bangor citizens own or control more than one-half of the timberlands of Maine.

Bangor's street are lighted with electricity generated by a model plant of its own, power being furnished by the Bangor Water Works.

There is also an electric light and power company which has been doing business in Bangor for several years, and when during the coming summer its new and costly plant in Veazie is completed, its facilities for furnishing light and power will be unsurpassed.

Bangor is supplied with water drawn from the Penobscot by the Holly system. The Bangor Water Works have a daily pumping capacity of 10,500,000 gallons.

It has the finest Opera house in the State and the Y. M. C. A. building to be erected this season will be one of the handsomest edifices of its kind in New England.

It has one of the finest half mile tracks in New England and each fall the Eastern Maine State Fair is holden here, and at intervals the New England Fair.

It is a trade centre and shipping point for a large and rich agricultural section and for many thriving industrial communities.

It is noted for the number and excellence of its hotels and being midway between Bar Harbor and Moosehead Lake is a favorite resort of tourists in the summer months.

It is about the only city on the globe where salmon fly fishing can be successfully practiced within the city's limits.

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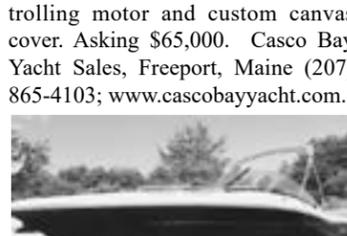
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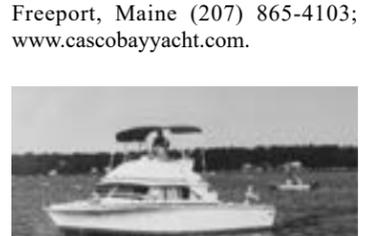


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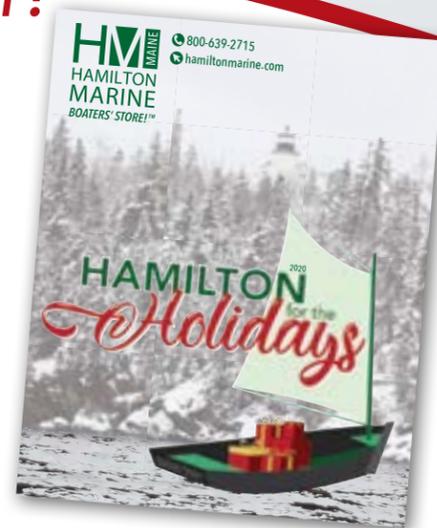



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