

Maine Coastal News

Volume 32 Issue 2

February 2019

FREE

More News from the Boat Shops and Boat Yards



The schooner BOWDOIN, owned by Maine Maritime Academy, has been hauled up at The Shipyard Boothbay Harbor to have some bottom work done.

Atlantic Boat  
Brooklin

Like most of the yards on the coast of Maine, Atlantic Boat Company has a full winter's schedule of work.

In one bay nearing completion is a Northern Bay 38 sportfisherman, which is being finished off for a customer from Massachusetts. She is powered with a Cummins QSM-11 600 hp. For accommodations she has a V-berth, shower with head, galley with Corian countertops, and large settee up in the pilothouse. The interior is finished with gel-coat and no woodwork. She also has air conditioning, an Espar heater, and two outside helm stations. She has already been in the water and sea trialed, but the owner added a few other items and she is now scheduled to be finished in February and delivered to her owner on her bottom soon after.

Also being finished is a Calvin Beal 36, which is being finished out as a lobster boat for a local fisherman. She started as a basic boat, powered with a Volvo diesel, but now there will be a basic interior, which will include a V-berth, head and galley. They also think she might need a generator. She will be done this spring just in time for lobster fishing season.

Another new build is a Duffy 31 being finished out as a yacht for a local customer who is downsizing from a Newman 46 cruiser. All the parts are moulded and they are starting to assemble her. She is powered

with a D6 435 Volvo diesel and will have a varnished teak interior with LP gas stove, Isotherm dual-draw refrigeration system, Espar heat, Raymarine electronics. When done late this spring, she will be the most well-appointed 31 out there.

A Duffy 26 is being finished off as a yacht club launch for the Riverside Yacht Club in Connecticut. They also have the down payment on another launch, which will be used as a water-taxi in Massachusetts and Florida.

There are a number of sizeable repair projects underway and then there are all the storage customers who have to be ready for the upcoming season, which is just five months away.

Bath Iron Works  
Bath

The U.S. Navy has awarded General Dynamics Bath Iron Works a contract to build a fifth DDG 51 destroyer as part of the multi-year award announced in September.

In the most recent multi-year competition, BIW was awarded four ships. The Navy held a separate competition for an option ship as part of its commitment to growing the fleet. The Arleigh Burke class destroyer will be funded in the Fiscal Year 2019 budget.

"Bath Iron Works is privileged to continue producing state-of-the-art surface combatants for the longest running naval shipbuilding program in our nation's histo-



At Six River Marine in North Yarmouth here are three of their projects this winter. Left is the new boat; centre is an Albury Skiff, and to the right is a Dyer Dink.

ry," said Dirk Lesko, President of Bath Iron Works. "This award demonstrates the vital role the DDG 51 plays in the security posture of the United States and the confidence the Navy has in our shipyard to produce these important assets."

There are currently five DDG 51 destroyers in production at Bath Iron Works: DANIEL INOUE (DDG 118), CARL M. LEVIN (DDG 120), JOHN BASILONE (DDG 122), HARVEY C. BARNUM (DDG 124) and PATRICK GALLAGHER (DDG 127). The shipyard's backlog includes LOUIS H. WILSON JR. (DDG 126) and the five ships that are part of the multi-year contract

awarded this fall. BIW also is building the third Zumwalt-class destroyer, LYNDON B. JOHNSON (DDG-1002).

John Williams Boat Yard  
Hall's Quarry

In the main production bay they have a 1988 Stanley 36, which was sold last spring to just her second owners, and she is in for an overhaul. They are stripping all the exterior varnish, new hull paint, soda blast the bottom, add a bow thruster and all new electronics, including chart plotter, radar,

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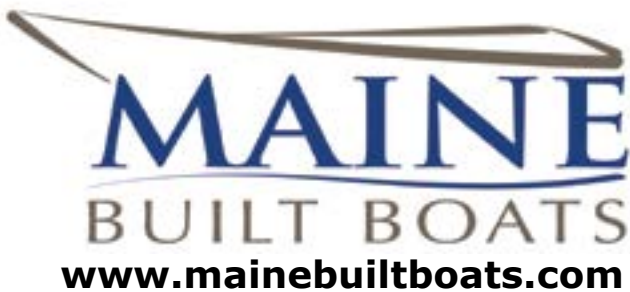
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**Editor-in-Chief**

**Jon B. Johansen**  
**Rachel Elward**

**Advertising Deadlines:** The deadline for the March issue is February 8.  
The deadline for the April issue is March 8.

# Publisher's Note

If one wonders about the future, look to the past. It is not difficult to see trends in the different societies over the years and that everything has a life-span. Just look at how far we have come over the last two centuries. I am reading “Duel with the Devil, The True Story of How Alexander Hamilton and Aaron Burr Teamed up to Take on America’s First Sensational Murder Mystery,” by Paul Collins. The first thing that will strike you is how hard and unsanitary life was at that time. You can then pick up “Cape Cod, It’s People and Their History,” by Henry Kittredge. He takes you from the arrival of the Pilgrims to the 1930s and it is interesting to see the influences, many of them early on based on religion, and then later, greed. This book was republished in the 1960s and the editor added his take on how the Cape had changed losing a lot of its traditions, especially in relation to declining merchant mariners, as others with different agendas moved in.

I am starting to wonder about the sports we have come to love and whether they will survive. When watching a game on television, it is obvious that the stands are not as filled in many places as they once were. We can wonder if this is a sign that interest is waning in the new generations or that most people just watch it from the comfort of their home. Will they have a finite existence? Probably, but I am not worried about their demise in my lifetime.

What about the future of yachting? It has been around for just over two centuries here in the United States, but it seems that many are finding different ways to spend their time and money. For many it was a

way to relax, but for others it was how they showed their wealth and competed and defeat their wealthy friends, or to make a name for themselves, market their products and show off in the process.

A number of people had a small inexpensive daysailor, which they could take out and cruise about for an afternoon and forget the troubles ashore, kind of like going to a shrink. Some would find they wanted to extend their afternoon cruises to several days or even a month or two. In the mid-1900s, many were cruising the coast and enjoying the experience, but unfortunately in the last few decades we have seen the number of cruisers diminish significantly.

Some of the rich would take yachting to a whole other level cruising or racing across the Atlantic or round the world. Most of the time it was pleasure oriented, but other times it was a promotion for their bank account.

Now no one is sure what the Millennials, or Generation Zero, will do, however they could be the ones that breath new life into cruising, especially in sailboats. They seem to like the challenging experience, especially one that does not cost much, and is environmentally friendly. There are plenty of very inexpensive sailboats available and with a little knowledge and time on the water to gain the needed experience when mother-nature turns ugly, they could enjoy a quiet retreat cruising. There is a major obstacle, which is they may not always be connected.

Now the question is how do you reach out to them and sell them on the idea?

# MCN's Calendar of Waterfront Events

<b>On-going Exhibits</b> After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	16 Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O’Hara (207) 542-4348 Mike Mayo (207) 542-1879	10 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
A Spectacle in Motion: The Grand Panorama of a Whaling Voyage ‘Round the World New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>JANUARY</b> 23-27 New York Boat Show 625 W 34 <sup>th</sup> St. New York, NY	23 Bass Harbor Lobster Boat Races Bass Harbor Info: Wayne Rich (207) 244-9623	11 M. Brackett Lobster Boat Races State Park Restaurant Pemaquid Info: Brent Fogg (207) 380-4909 Sheila McLain (207) 677-2100
The East Unlocks its Gates: American Whalers and Trade in Asia New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>FEBRUARY</b> 7-10 Halifax International Boat Show 200 Prospect Rd. Halifax, Nova Scotia Canada	28-30 WoodenBoat Show Mystic Seaport Mystic, CT	17 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	9-17 Boston Boat Show 415 Summer St. Boston, MA	29 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347	18 MS Harborfest Lobster Boat Races Portland Yacht Services Portland Info:
Portugal and the Great War: Contexts and Protagonists (1914-1918) New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	28-1 March Maine Fishermen’s Forum Samoset Resort Rockport, ME	<b>JULY</b> 7 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113	<b>SEPTEMBER</b> 12-15 Newport International Boat Show Newport, RI
Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: <a href="http://mysticseaport.org">mysticseaport.org</a>	<b>MARCH</b> 22-24 Maine Boatbuilder’s Show Portland Sports Complex Portland Info: (207) 774-1067	21 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821	<b>OCTOBER</b> 4-6 MMTA Boat Show Thompson Point Portland, ME
	<b>APRIL</b> 29-2 May ASMFC Spring Meeting Westin Arlington, VA	28 Harpwell Lobster Boat Races Harpwell Info: Larry Ward (207) 798-1725	19 Awards Banquet & Dinner Robinson’s Wharf Southport Island Info: Jon Johansen (207) 223-8846
	<b>JUNE</b> 15 Boothbay Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	<b>AUGUST</b> 6-8 ASMFC Summer Meeting To be determined	



# DOWNEAST FISHING GEAR MOVES TO BIGGER LOCATION

TRENTON – At this period of time there is no question that one of the most profitable aspects of the marine business is dealing with the commercial lobster fishermen. The pleasure boater is in the water, using their boat, maybe five months of the year. If you break this down further, these boats are used just a few days a month in most cases and there are a few that just sit at the dock, a floating cottage. The commercial fisherman is out and about between six and eight months of the year if they fish inshore, but all year long when they opt to go out passed the three mile limit. This means the boats are used anywhere from 150 to 250 days and that means wear and tear. They have numerous needs: everything the boat might need, gear to fish with, bait and fuel. One of the major players in supplying the fishermen with their needed gear is Downeast Fishing Gear of Trenton and Little Deer Isle, who just moved their Trenton location 1,000 feet east to a much larger facility.

“We decided that we could use a bigger space,” said Alison Holmquist. “We were renting a large warehouse space off the property and this property had been for sale awhile. One day my dad (Bill Holmquist) decided to buy it and then we built a 200 x 40 foot warehouse on the property so we can have all of our rope on site.”

At the end of December everything was ready and they moved in. Alison added, “We have the same sort of items that we had in the other store, but now it is on a larger scale. We are able to display everything much better. We have a large section of boots and oil gear; we have the safety equipment they need; the paint and the buoys; and all their trap stuff. Out back we have a warehouse, which has the capacity to probably fit 6,000 coils of rope. Then there is an upstairs in that space and that is where we put the buoys. We could probably fit two tractor trailer loads of buoys in there and there is 400 cases to a truck.

“We order a lot of our items once a year,” added Alison. “So you have to have a large warehouse to store everything. We are working on our orders this week for what we will be needing for this summer’s run. We are excited about the new space and hopeful that it becomes a shopping destination for the fishermen.”

Since it is on the way to Bar Harbor, it is easily accessible for anyone in the mid-coast and Downeast. Alison explained, “Actually when my dad first put us into the building up

the street in 1995, everybody was like, ‘Why do you want to be so close to Walmart?’ He’s like, ‘Walmart is great, because they don’t sell what I sell. Fishermen come up from Downeast with their wife and some of the guys don’t want to get dragged through Walmart, so they drop the wife off and come here. There is always somebody in here to talk to and hanging out.’”

Since the new location has plenty of room, they have added a customer lounge with free coffee for the customers. It is a place they can sit and relax and when others are there you can bet the discussions could be interesting.

Bill Holmquist, known as ‘Hunka,’ started as a fishermen on the Vinalhaven. Alison remembers going to the christening of CATHERINE ANN, named for her mother, in the mid-1970s. She was a wooden boat built by Philo Dyer of Vinalhaven. Bill not only lobstered, he would go haking, shrimp-ing and scalloping to make a living.

Unfortunately, Bill suffered a herniated disc in his back to which the doctor advised him to give up fishing before he ended up in a wheelchair. He took the doctor’s advice, but questioned what he was going to do. Since he used to build his own traps he opened a shop in his backyard building traps for other fishermen on the island in 1990 and called it Island Lobster Supply. Things were going well so he and his wife decided to expand. Alison said, “They scoped out the whole coastal area and he decided that he liked it east of where we were. So he opened the Blue Hill store, which was a very small space in 1992, I believe. I was the second employee that he hired. The first was a gentleman who was building traps. There was just a little 20 x 15 foot space that was the retail shop and it was too small to start with. We outgrew that and in 1995 we rented the location at 12 Bar Harbor Road in Trenton, which we just moved from. That is when we became a lot bigger with a lot more stuff.

“We had decided to leave the Blue Hill location, because we had the 12 Bar Harbor Road,” explained Alison. “My dad wanted to get closer to the Stonington fleet so we rented a spot from two of our employees at the time. Unfortunately, one passed away, he had an accident in his boat and drowned. That was just when we were getting ready to finalize a deal for a place on Little Deer Isle. We then rented the space, which the former owners used as a convenience store and gas



Downeast Fishing Gear's new location on Trenton. Just 1,000 feet east of their old one.

station there. That store does good business for us too, but it is just retail, we don’t build any traps there.”

At one time they had a shop down in West Jonesport. They rented a building and sold supplies, but like the Little Deer Isle location they did not build traps. This they operated for several year and then sold it to their clerk, Vicki Johnson, who has since closed the business.

As for the original shop on Vinalhaven that is still going, but under a different owner. “We actually had the shop on Vinalhaven for a long time when my dad sold it to Joe Lazzaro in 1997,” said Alison. “Joe still runs that over there. He has a trap shop and even bought the house that I was born in. We deliver stuff to Rockland so we supply them with a lot stuff.”

Alison said they are more than happy with the current way the business is going. Looking at the future they hope, like all of us, it continues being good. So if you are looking for commercial fishing gear or just heading towards Bar Harbor stop by it will be time well spent.



A view of the buoy paint isle at Downeast Fishing Gear's new location.



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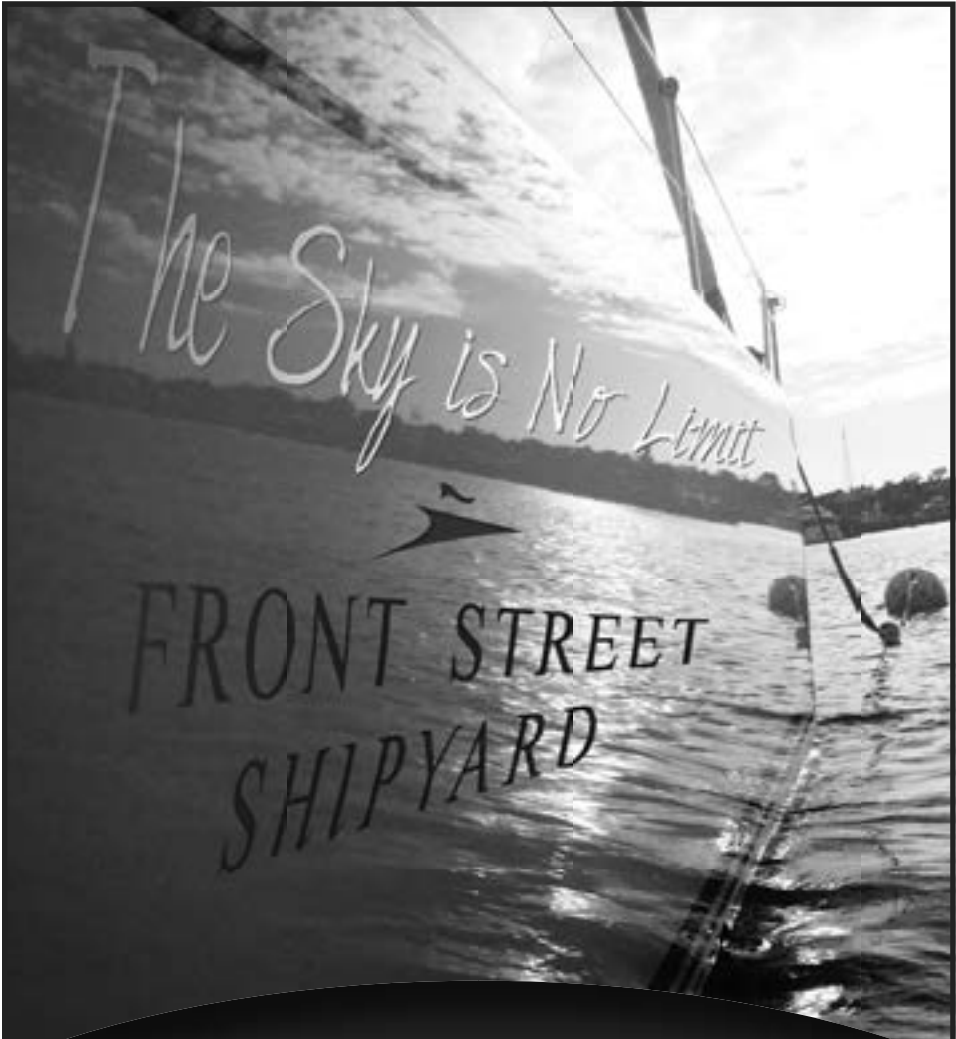
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# The Sloop PROVIDENCE of Revolutionary War Fame

By Mike Waters

You probably haven't noticed her. Just down river from the Route One bridge over the Sheepscott on the Wiscasset shore there is, moored to the town landing dock, the hull of a vessel that looks very much out of place in our time of pleasure craft and lobster boats. As homely as a bumble bee to which she bears a surprising resemblance she is of no great size; round and full bodied, lacking any majesty or head turning beauty especially as all of her rigging and spars are down and off her. But! what she represents is nothing less than the courage and gritty fortitude of the common folk who stood up to and defied the power and might of the greatest empire on earth in her day, the founding of this nation and the birth of a whole new era of human liberty and advancement.

The original's name was the KATY. Admittedly this is not the original vessel whose remains, if any are left, lie in the mud on the bottom of the Penobscot River close by Bucksport. The vessel you can see from the bridge is her doppelganger built in the celebratory year of 1976 to remind

us, we citizens and heirs to the legacy that began with her ancestor, of the struggles, sacrifices, grim determination, successes and failures, triumphs and setbacks of that not so long ago fight that freed us from the arrogant tyranny of a King and corrupted Parliament and gave to our forefathers (and mothers) the opportunity to build anew a system of government that has, in its ideals, been a beacon of hope and social progress to the world.

In this and subsequent articles, I will tell the story of the KATY (and her later and more famous name, the Sloop PROVIDENCE); her eventual fate and the ongoing story of the current day reproduction. In doing so, I hope to inspire a renewed appreciation of what we, as Americans, have been given and can aspire to. Along with this I hope also to make a strong case for supporting endeavors that give rise to and sustain schooling programs that provide opportunities for our young people to go to sea and learn by doing the character building experiences of facing challenges inherent in such adventures and the side by side team work necessary to prevail against adversity, to grow in personal and social graces and by so doing to become far better men and women than any on line computer fantasy can ever provide.

She was born on the banks of the Providence river at India Point, built by and for the merchant/entrepreneur John Brown around 1765. There are no surviving records of her building and it is likely none were made as she was an unremarkable example of her type, the Rhode Island Sloop. Built to be maids-of-all-work the KATY and her sisters were general cargo carriers, fishing

boats, whalers and whatnot and, when the politics heated up, clandestine smugglers and, with guns installed, would become privateers. They were gaff rigged single masted vessels usually crossing yards for a square tops'l and sometimes a t'gallant for the broad reaches of offshore sailing. Capacious and broad beamed they could be sailed by a very small crew in times of peace. Seaworthiness was more valued than speed yet when rigged with the maximum possible sails could be swift and were surprisingly so. When armed and manned by oversized crews needed for the privateering ventures that came with war, she and those like her, proved to be formidable indeed. During the War of Independence she is known to have taken 40! British merchantmen as prizes and fought or outsailed men of war her own size and larger up to 36 gun frigates. Her own armament was never more than 10 carriage guns of the 4-6 pounder range along with a varying number of swivel guns and the small arms of her crew.

In the earliest days of the war she was armed with guns stolen from the British at Newport to become a privateer under the command of the bold Captain Abraham Whipple (of the GASPEE' fame). Within a year she was leased by the Assembly of Rhode Island to act in the same role. Not long after she was purchased by the Continental Congress to become the first vessel of the Continental Navy. It was the Congress that changed her name to the PROVIDENCE in honor of Rhode Island's ongoing contribution to the war effort. Her war career would make the name Providence illustrious. Although not all of her military missions were successful, she, her captains and crews, had the daring and luck to pull off some of the most unlikely victories of the naval war.

Given the quality of most of her commanders this is perhaps not so surprising. In 1776 she was captained for

four months by the not yet famous John Paul Jones then a lieutenant in the fledgling navy and soon to be transferred to command the RANGER of Portsmouth.

Perhaps the most unlikely of the exploits pulled off by her intrepid crew was the raid on the forts at Nassau, capital of the Bahamas, then known as New Providence. Early in the war an unsuccessful attempt had been made to secure arms and supplies from this poorly defended port and in January of 1778 another raid was organized and executed by Captain Rathburn. Alone the PROVIDENCE put ashore a landing party led by Lieut. Trevett of the marines that by stealth and deception managed to take control of the fort commanding the main channel. By bluff and ruse they managed to get away scot free in the face of overwhelming odds with all that the fort contained and supplies from the town.

There is so much more to tell of the story of this mouse that roared than I have room for here but for those would like to know all that can be known I recommend the book "Valour Fore & Aft" by Hope Rider. This book was researched and written by the same group that financed and built the vessel that you can see below the bridge at Wiscasset. She will remain there for the winter and spring and is undergoing an extensive refitting to restore her to fighting trim. Take a walk down to the dock and get a close look at her and, if able, put a few dollars towards her expenses so that she might live to show present and future generations just how intrepid were the people that bought our freedom with blood and treasure. Can we do less?

In future articles I will finish the story of the PROVIDENCE of the Revolution and her tragic end, the efforts made in underwater archeology to find her last resting place and the biography of her modern counterpart. Until then, fair winds and following seas.

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## Passed Over the Bar

**David R. Getchell Sr.**  
December 31, 1929 - November 10, 2018  
APPLETON - David R. Getchell Sr., 89, author, editor and outdoorsman, died as he wished, at home and surrounded by family on November 10, 2018.

Over the course of 22 years, he was managing editor and editor of the Maine Coast Fisherman, National Fisherman, and founding editor of the Small Boat Journal and the Mariner's Catalog in Camden, ME. Later, he co-founded the Maine Island Trail and created the Georges Highland Path, a 40-mile-long hiking trail system in the midcoast for Georges River Land Trust. In 1994, he edited and was lead author of The Outboard Boater's Handbook.

Active in the founding or operation of several nonprofit environmental organizations, he always made time for his favorite sport of surf fishing. He also partnered in 1980 with mountaineer Geof Heath of Hammondsport, NY, in a month-long, two-man climbing expedition 400 miles along the Labrador coast in an 18-foot open boat.

In the early 1980s, he and his wife Dorrie made a number of long bicycle trips, the most ambitious being a five-month, 8,000-mile cross-country tour to the West Coast and back to Maine. Both considered this a high point in a happy marriage of 67 years.

Mr. Getchell was born in Bangor, ME, the son of George V. and Nettie R. Getchell. He graduated from Bangor High School, attended Bowdoin College and graduated from the University of Maine in Orono with a degree in journalism. He served in the U.S.

Army as an infantry training officer. He is survived by his wife Dorrie; his son, David, Jr., of Camden; his daughter, Heidi and her husband David Perkins of Lincolnville; a sister, Virginia E. Naugler of Hartford, CT; two granddaughters, Ali and Holly Perkins of Lincolnville; two nephews, Robert Verrier III of Cumberland, ME, and James S. Naugler of LaCrosse, WI; a niece, Michelle Verrier of Cody, WY; a sister-in-law, Barbara Hall of Westbrook, ME; and two cousins, Betty Heald of Lincolnville and Marjorie Lucas of Florida. A niece, Martha Kaul of Lincoln, NE predeceased him.

A celebration of his life and work was held November 18 at Bay View Point Event Center on Spring Street in Belfast. Donations in memory of Mr. Getchell can be made to the Maine Island Trail Association, 100 Kensington St., 2nd floor, Portland, ME, 04103; the Georges River Land Trust, 8 No. Main St., Suite 200, Rockland, ME, 04841; or Friends of Baxter State Park, P.O. Box 609, Union, ME, 04862-0609.



# Seventies Memories: Renting Boats and Other Unqualified Endeavours

By Lee S. Wilbur

“Lee!!!Hurry, Quick!!!...That Big Woman That Rented The Green Rhodes Just Flipped!! She's in the water and can't get back in the boat...Someone must have called the Coast Guard. There's a boat coming this way.”

Summers, Heidi and I were running “The Moorings” dining room, winters, going to University of Maine and trying to generate enough cash to supplement GI Bill and keep food on our table. Someone, and I would have to guess my and several other Pemetic High school students' mentor, Les King, who with wife Betty were running the Moorings, suggested we rent a few boats. Sounded good so we started with an affordable, “bail twice daily...or more” leaking centerboard sailboat which resided, when not rented, on a mooring made up of cast iron radiator, ½” nylon line and a “drifted in” lobster buoy. If memory serves we probably took in with this beauty something in the order of \$15/day. Not so bad considering an average wage, in those days was around \$1.25/hour.

Crazy time in our lives. 1966. We (I) had been discharged from the great American Army after 2 years, 9 months, 15 days service. Must say as an aside, it was one of the best experiences in my lifetime and I'm I'm convinced “the Draft” would go a long way to “Make America Great Again”. Had to somehow make enough money in July/August to pay off an old mobile home, buy food, pay tuition, keep a car running and soon fund a darling baby daughter, Ingrid. Renting boats looked to be a solution. Restaurant business...and I place this at top of the list in category of my unqualified endeavors as well...is brutal. Hundred hours a week, as son Derek was later to find, is

standard operating procedure. So, in addition to the hundred-hour weeks we added the additional challenges of renting boats upon the waters. And, with this decision of course came the problem of where to find these boats to rent upon the waters.

Couple of things rapidly fell into place. Just down the street from The Moorings was “The Boathouse”, owned by soon to be good friend, Jim Willis, who, having been in the rental business at one time and learning what a Hooraw it was, (Overlooking, of course, this observation to us) let us buy some of his used boats and trade-ins on a hand-shake payment agreement.

Second year we were running the dining room I told Les that we simply could not be open for breakfast. There were nights when the Dining room and bar would be open until after midnight...occasionally 1 PM...and then I'd have to be in the kitchen by 5 or 6 to fire the ancient coffeemaker (no one would believe this machine today and it was an antique then, polished chrome with all the faucets and piping). We'd set up for breakfast, then have one or two tables of guests show up for a fried egg and “one piece” of bacon. Wasn't to be in our vocabulary any longer.

Next boat for “the fleet” was another leaking plywood sailboat and its own rather quirky attitude... “A propensity for flipping over.” Habit soon learned on second day of ownership, when a renter had barely cleared the mooring, laid a close-hauled course across the mouth of Southwest Harbor, hit the prevailing Southwest breeze (Which of course Southwest Harbor is named) and immediately flipped.

Picture: This couple's now in semi-freezing water as Maine coastal water always is. All we have for a rescue is a row-

ing skiff. They are trying to put on lifejackets in the water and “after the fact”. If this wasn't prologue for disaster, nothing was.

Luck for some unknown reason was on our side. Maybe whoever was in charge that day recognized we were working hard to get ahead, or just missed us altogether. We got it worked out. People ashore and dried out. No Pneumonia. Beached the sailboat and drained it as tide went out. Betty Walls repaired the torn sail. I fiberglassed some leaking deck joints and we were back renting in the next few days: albeit with strict instructions never to “lace in the main”.

Next step down the primrose path was to find a few “skiffs” and some used outboards for power of which Jim had some interesting offers. The boatbuilding company “MFG” (Moulded Fiberglass) had a few years previously introduced an injection moulded, composite, tri-keeled, outboard boat (I hate to use the term “skiff” one I would reserve for a rowing craft of sweeter lines). It was a great boat and one which we later found could handle up to a 25-hp. outboard. It was what I consider a breakthrough design of which I have owned several. Stable, push easily, and ex-

tremely durable, they are not meant to be rowed other than in an emergency although we did often rent them in those early years as rowboats when the wooden skiffs were leaking so bad we could hardly keep them afloat....another story.

1957 and 1958 Johnson and Evinrudes of 7.5 and 10hp versions we soon found to be the strongest, and easiest to work on. No matter how strong our lectures to would be motor boaters, outboard boats were the biggest headaches. Renters wouldn't look where they were going. Couldn't understand the red and green buoy system explained on instructions. They'd run into docks, try to beach on rockbound beaches, run out of gas, breakdown and need a tow, even try to tie up alongside a cliff. All the two mechanics, Milton Dolliver and Paul Kessler helping us out at home shops, could do to keep us in operation. End of the day I'd take a malfunction off a boat, run it up to mechanic of the time and they'd have it, if possible, ready to rent the next day.

Heidi and I stayed with the Moorings and dear friends, the Kings for three years.

Continued on Page 8.

## Adventures and History from Downeast Maine

By Arthur S. Woodward, Beals Island



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# U. S. NAVY NEWS



NORFOLK (Dec. 18, 2018) The U.S. Military Sealift Command hospital ship USNS Comfort (T-AH 20) pierside at Naval Station Norfolk after completing its eleven-week medical support mission to South and Central America, as part of U.S. Southern Command's Enduring Promise initiative. Comfort embarked medical teams to work with health and government partners in Ecuador, Peru, Columbia and Honduras, providing care both aboard the ship and at land-based medical sites, helping to relieve pressure on national medical systems caused partially by an increase in cross-border migrants. (U.S. Navy photograph by Brian Suriani/Released)

**Navy Lays Keel of Future USS Mobile**  
From Program Executive Office for Unmanned and Small Combatants Public Affairs

MOBILE, AL. (NNS) -- The U.S. Navy held a keel laying and authentication ceremony for the future USS Mobile (LCS 26) at Austal USA's shipyard on Dec. 14.

The ship's sponsor, Rebecca Byrne, wife of Rep. Bradley Byrne, R-Ala., authenticated the keel for the 13th Independence variant of the littoral combat ship (LCS) during the ceremony. While keel laying traditionally represents the formal start of a ship's construction, fabrication of the ship begins months in advance. Today, keel laying continues to symbolically recognize the joining of the ship's components and the ceremonial beginning of the ship.

The LCS seaframe program manager's representative, Cmdr. Chris Addington, commended the Austal USA shipbuilders at the event.

"With the learning and improvements that the Austal team has forged into this hull, this 13th ship of the Independence variant will certainly be the best yet," he said. "Thanks to all of you for the effort that will be put into completing this great ship that will exemplify its namesake city."

LCS is a fast, agile, mission-focused platform designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century

coastal threats such as submarines, mines and swarming small craft. They are capable of supporting forward presence, maritime security, sea control and deterrence. There are currently four other Independence variant LCSs undergoing construction at Austal USA, with three additional ships in pre-production planning.

**Navy Establishes First CMV-22B Squadron**  
From Commander, Naval Air Forces Public Affairs

SAN DIEGO (NNS) -- The Navy held a ceremony Dec. 14 at Naval Base Coronado to commemorate the establishment of Fleet Logistics Multi-Mission Squadron (VRM) 30, the Navy's first CMV-22B squadron.

VRM-30 was established to begin the Navy's transition from the C-2A Greyhound, which has provided logistics support to aircraft carriers for four decades, to the CMV-22B, which has an increased operational range, greater cargo capacity, faster cargo loading/unloading, increased survivability and enhanced beyond-line-of-sight communications compared to the C-2A.

"Where no instructions existed, no patch existed, no 'here's how we are going to perform our duties everyday' existed, this team will define that. And it's exciting because we can establish right off the bat those best practices," said Vice Adm. DeWolfe H. Miller III, Commander, Naval Air Forces. "This platform is our future and when you look at the nature of the future fight, we need that versatility, that flexibility that's going to be provided in every subsequent squadron that transitions."

The first CMV-22B aircraft are scheduled to be delivered to the squadron in FY20. While VRM-30 awaits the arrival of the CMV-22B, Navy pilots and maintainers will train with the United States Marine Corps, which has flown the MV-22 since 2007. As the C-2A squadrons stand down, their pilots and aircrew will transition to the CMV-22B. The final C-2A squadron is scheduled to stand down in FY24.

The CMV-22B is the U.S. Navy version of the V-22 Osprey, a multi-engine, dual-piloted, self-deployable, medium lift, vertical takeoff and landing (VTOL) tilt-rotor aircraft.

**Hospital Ship USNS Comfort Returns to Norfolk After Completing Mission in South, Central America**

From Military Sealift Command Public Affairs  
NORFOLK (NNS) -- U.S. Navy hospital ship USNS Comfort (T-AH 20) pulled into Naval Station Norfolk, Dec. 18, after completing its deployment to South and Central America in support of Enduring Promise.

Comfort's return to Norfolk signifies the conclusion of an 11-week medical support mission to the region as part of U.S. Southern Command's Enduring Promise initiative.

"The men and women on USNS Comfort, representing the best of the United States Navy and our nation, treated over 26,000 patients and conducted approximately 600 surgeries aboard the ship and at land-based sites," said Rear Adm. Sean Buck, Commander, U.S. Naval Forces Southern Command. "Their work made a big difference in Central and South America in ways both concrete and intangible for years to come."

Comfort's embarked medical team worked with health and government partners in Ecuador, Peru, Colombia and Honduras, providing care both aboard the ship and at land-based medical sites, helping to relieve pressure on national medical systems caused partially by an increase in cross-border migrants. The deployment reflected the United States' enduring promise of friendship, partnership and solidarity with the Americas.

"This deployment reflects the United States enduring promise of friendship, partnership and solidarity with our partners in the Americas," added Buck.

The ship's crew included more than 465 U.S. and partner nation military doctors, nurses and corpsmen. In addition, about 90 medical and dental professional volunteers from non-governmental organizations were aboard to support the medical assistance mission. The mission was supported by a team of approximately 70 of Military Sealift Command's civil service mariners who oversaw the ship's operation and navigation. During the mission, USNS Comfort visited Esmeraldas, Ecuador; Paita, Peru; Turbo, Colombia; Riohacha, Colombia; and Trujillo, Honduras.

"We had an opportunity to work with all of our friends and partners in the region and provide amazing care for a lot of folks who really needed it," said Capt. William Shafley, USNS Comfort's mission commander. "The mission could not have been successful if we had not worked as a team. We feel the mission was a tremendous success and we are all very proud of the work we have done."

Health services provided during USNS Comfort's deployment included general surgery, ophthalmologic surgery, dermatology, medical evaluation and treatment, preventive medicine, dental screenings and treatment, optometry screenings, eyewear distribution, and general public health. Medical capabilities aboard the hospital ship include surgical and post-surgical rooms, a CAT-scan unit, four X-ray machines, a dental suite, an optometry lab, a physical therapy area, two oxygen-producing plants and a 5,000-unit blood bank

"Our team did a great job working with partners from 11 different countries and non-governmental organizations," said Capt. Kevin Buckley, commanding officer, USNS Comfort Medical Treatment Facility. "The team really came together during this deployment and used all of our skills while working with our partners to the south. As a professional, working with everyone on this deployment was truly an awesome experience."

During the port visits, Comfort's medical team conducted a variety of surgeries

including cataracts, hernias, cleft palates and more. Additionally, Comfort hosted approximately 1,000 distinguished visitors and guests during 53 distinguished visitor and media days to include the President of Honduras and Prime Minister of Peru.

"To the Enduring Promise Team and the USNS Comfort, congratulations and thank you for demonstrating America's enduring concern for our neighbors to the south," said U.S. Secretary of Defense James Mattis in a message to USNS Comfort's crew. "As you return home, you carry the thanks and respect of those you treated in Ecuador, Peru, Columbia and Honduras. In a world awash in change with displaced populations, fragmented relationships and great power competition, your deployment delivered a sense of concern and humanity amidst chaos."

The USNS Comfort's Enduring Promise mission demonstrated U.S. commitment to the Americas and is part of a continuum of support provided by U.S. Southern Command (SOUTHCOM). SOUTHCOM sponsored civic assistance and humanitarian missions were conducted in close cooperation with partner nations in the region as well as with U.S. interagency partners at the U.S. Department of State and USAID. Similar missions include Continuing Promise, New Horizons, Beyond the Horizon, medical readiness training exercises and the Medical Civil Action Program.

This mission marked the sixth time the hospital ship has provided medical assistance in the region. Since first deploying to the region on a similar mission more than a decade ago, the hospital ship has visited 18 nations in the Caribbean, Central America, and South America. During those missions, military medical professionals worked with host nation and civilian partners to provide medical treatment to nearly 390,000 people, including more than 6,000 surgeries.

A U.S. Navy hospital ship has the capacity to provide afloat, mobile, acute surgical medical facilities to the U.S. military, and is an optimal platform to provide hospital services in support of U.S. humanitarian assistance and disaster relief operations worldwide.

SOUTHCOM is one of the nation's six geographically focused unified commands, with responsibility for U.S. military operations in the Caribbean, Central America and South America.

Military Sealift Command is responsible for 125 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services and move military equipment and supplies to deployed U.S. forces.

**Stennis Engineers Use 3D Printer to Make Repairs to Critical Systems**  
By Mass Communication Specialist Seaman Joshua Leonard, USS John C. Stennis Public Affairs

ARABIAN SEA (NNS) -- U.S. Sailors aboard the aircraft carrier USS John C. Stennis (CVN 74) repaired a rotary joint in the commercial broadband system program (CBSP) using additive manufacturing (AM), more commonly referred to as 3D printing, to manufacture a temporary solution, Dec. 2.

When the rotary joint in the CBSP failed, it could have brought down the John C. Stennis' internet connection. Ship's engineers and communications personnel collaborated to create the essential part.

"The rotary joint is like a fork on a BMX (motocross bicycle)," said Lt. j.g. Tyler Grim, the exterior communications

## Seventies Memories

Continued from Page 7.

And, as much as we talked about buying the Moorings together...and the price was more than right (50,000), I was too stubborn and felt Les' influence would always be there and so we made the decision to go on our own. Next spring the two of us built a small, 10'x10', building near the Manset Town dock and as the saying goes today "grew the rental business".

Oh, and the large lady in the water alongside the "Green Rhodes 19", the Coast Guard had to hoist her by crane aboard their small cutter, then set her on the Town Dock. Luckily for everyone concerned the only injury was most likely her pride...She never returned for another try.



# U. S. NAVY NEWS

maintenance division officer onboard John C. Stennis. “The gyro allows the fork to spin 360 degrees without getting the brake lines tangled. The rotary joint works like that. It enables the transmit cables to rotate without getting tangled while maintaining an electrical connection to the rest of the system.

When an uncommon part like the rotary joint fails and has to be replaced, the traditional repair method is time consuming.

“We spent two to three weeks troubleshooting,” said Grimm. “Finally we honed in on the rotary joint. My initial thinking was to get a metal plate manufactured and bolt it into place. We got together with repair division, and Cmdr. Holland (Stennis’ chief engineer) came up with a more sophisticated way using 3D printing to manufacture a solution.”

Grimm’s design for a replacement part was used as the model for the manufactured piece.

“We put together the support structure based on the design Lt. j.g. Grimm recommended,” said Cmdr. Ken Holland, the chief engineering officer onboard John C. Stennis. “Using the understanding of how the additive manufacturing process works and how the component operated, we were able to build a temporary support system to allow the intended piece to rotate as needed.”

Providing Sailors with the technology to create imaginative solutions provides more flexibility to repair equipment. This fix allows the ship to stay online and complete its mission by maintaining communications that serve a plethora of programs.

“The 3D printing equipment allows us the opportunity to come up with alternative ways to restore a system to operation,” said Holland. “It’s probably not the way the manufacturer meant for it to work. In this case, it’s a temporary fix. We were able to fix this component off of one Sailor’s idea.”

The entire process from conception to reality took less than one day. The tempo-

rary fix provided by additive manufacturing allowed the ship to continue operating at full capacity, rather than spending four to eight weeks waiting for a replacement part to arrive.

“Since its founding, our Navy has relied on the innovation of our sailors to fix our systems to keep them in the fight,” said Capt. Jason Bridges, OPNAV N415 Branch Head and Navy Lead for additive manufacturing. “Additive Manufacturing adds a new, extremely capable tool that gives us the ability to return systems to operations, even if only temporarily. This example of fixing the CBSP antenna aboard Stennis demonstrates this potential of additive manufacturing to enhance a ship’s combat endurance, an ability that will rapidly expand as the Navy fields additive manufacturing capability in the fleet over the next couple of years.”

The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

**Future USS Paul Ignatius Successfully Completes Acceptance Trials**  
From Team Ships Public Affairs  
PASCAGOULA, Miss. (NNS) -- The future USS Paul Ignatius (DDG 117) successfully completed acceptance trials Dec. 20, returning to Huntington Ingalls Industries' (HII) Pascagoula shipyard after spending two days at sea in the Gulf of Mexico.

During acceptance trials, the ship and its crew performed a series of demonstrations for review by the U.S. Navy's Board of Inspection and Survey (INSURV). These demonstrations are used by INSURV to validate the quality of construction and compliance with Navy specifications and requirements prior to delivery of the ship to



the U.S. Navy.

"The ship performed very well, which is a testament to the preparation and commitment of the Navy-shipbuilder team," said Capt. Casey Moton, DDG-51 class program manager, Program Executive Office (PEO) Ships. "The ship also previously performed a successful SM-2 shoot during builder's trials, further demonstrating the readiness of the ship's Aegis weapon system and ship's force. These trials put the ship on a solid path

towards delivery to the Navy."

The DDG-51 class ships currently being constructed are Aegis Baseline 9 Integrated Air and Missile Defense destroyers with increased computing power and radar upgrades that improve detection and reaction capabilities against modern air warfare and Ballistic Missile Defense threats. When operational, DDG-117 and her sister ships

**Continued on Page 21.**



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# U. S. COAST GUARD NEWS

**Coast Guard announces formal investigation into F/V MARY B II capsizing**  
SEATTLE – The Coast Guard announced a formal marine casualty investigation has been convened into the marine casualty of the fishing vessel MARY B II, which capsized off Newport, Oregon, January 9, 2019, resulting in the loss of three lives and loss of the vessel.

Rear Adm. David Throop, Coast Guard 13th District Commander, authorized the investigation pursuant to the authority contained in Title 46, United States Code, Section 6301 and the regulations promulgated thereunder.

The crew of the 42-foot fishing vessel

MARY B II were attempting to cross the Yaquina Bay Bar when the vessel capsized with all three crewmembers on board.

The marine casualty investigation will be led by Cmdr. Karen Denny, the executive officer of Marine Safety Unit Portland. Denny, who has served in the Coast Guard for 18 years, has extensive experience in commercial fishing vessel safety and marine casualty investigations.

Upon completion of the investigation, Denny will issue a report of investigation with collected evidence, established facts and conclusions with possible safety recommendations to prevent future incidents.

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Yacht Racing News

THE IMOCA CLASS CONTINUES TO PUSH FORWARD

The IMOCA class held its annual general meeting on Tuesday 11th December in Paris. This gathering enabled the class to present its appraisal of what was a very positive 2018 season coming to a climax with an outstanding edition of the Route du Rhum, destination Guadeloupe.

In fine fettle, the IMOCA has now included both of the emblematic round the world races in its race calendar: the 2020 Vendée Globe and the 2021-2022 Ocean Race (formerly the Volvo Ocean Race), which the organisers presented in Paris yesterday.

2019 looks like being an exciting, action-packed year with six races on the programme including the Transat Jacques Vabre, which is expected to bring together between 25 and 30 IMOCAs, including at least six monohulls with foils from the latest generation.

An attractive, dynamic class, where everyone pulls together

The IMOCA class brought together some fine fleets in all of the events in the 2018 season with between ten and twenty boats competing with a record number lining

up for the Route du Rhum with 20 IMOCAs on the start line, which was twice as many as in the previous edition, (nine registered in 2014). “The class has a good image with the public and media. Positive and constructive relationships are being drawn up with partners (organisers, federations, insurers),” declared a pleased Antoine Mermod, the class President, for whom the unity of the class is one of the main concerns. “The IMOCA brings together sailors from a wide range of backgrounds and with various ambitions. But in spite of that, we have managed to adopt a calm approach together. We talk things over throughout the year and the decisions are taken at the General Meeting. We do what we can to ensure everyone can get involved and feel their voice is being heard. Being part of a strong, professional class, where everyone comes together is positive for all of us.”

Clarification of the 2019 rules

During the General Meeting on 11th December in Paris, the rules for 2019 were presented. Antoine Mermod: “A lot of detailed work was done by the IMOCA technical committee. All of the boats must fit in with the rules of the class. The limits to the rules may not have been that clear, so we had to make them more precise. That is all the more important as in 2019 there will be at least six new boats designed by four different architects. The measurers now have a solid tool to ensure an even playing field. We have planned an extension to these rules for crewed sailing, as we look ahead to the round the world race scheduled for 2021-2022.”

“The Ocean Race,” the new crewed round the world race aboard IMOCAs

It’s now clear to all. The two most

emblematic round the world races are now in the IMOCA class programme. There will of course be the Vendée Globe sailed solo, which is due to start on 8th November 2020. In addition to that, we now have “The Ocean Race,” a crewed round the world race with stopovers, which will also be raced aboard IMOCAs. The main features of this race were presented in Paris on 11th December. The Ocean Race will start from Alicante in October 2021. The selection of the other stopover hosts is currently being carried out by the organisers. “We hope to see between ten and fifteen IMOCAs taking part,” explained Antoine Mermod. “The fleet will include boats that have historically competed in the Volvo Ocean Race and boats that have taken part in the Vendée Globe. We are looking forward to a highly international line-up. The French and English speaking worlds of ocean racing, which for many years went their own way are now converging. We are advancing together intelligently and learning a lot from each other with the shared desire to build a solid project for the future.” The time gap between the finish of the Vendée Globe and the start of The Ocean Race is relatively short and therefore the crewed version of the IMOCA will be very similar to the solo version. The rules make it possible to transform the boat easily with only marginal changes to the rules.

Six races in 2019, including three which will count towards the IMOCA Globe Series

In 2019, the race calendar is tightly packed for the IMOCA skippers. Three events should feature in the schedule for the Globe Series, the new class world championship: the Valencia Globe Series in July (the final approval for this solo and double-handed event should be made on

18th December), the Rolex Fastnet Race in August and the Transat Jacques Vabre in late October. The latter event raced double-handed is expected to bring together an exceptional line-up of between 25 and 30 IMOCAs, or in other words practically all of the competitors that will take part in the 2020 Vendée Globe. There will be at least six boats from the latest generation skippered by Jérémie Beyou (Charal), Sébastien Simon (Arkea-Paprec), Alex Thomson (Hugo Boss), Charlie Dalin (Apivia), Kojiro Shiraishi (DMG Mori) and Armel Tripon. The 2019 calendar will also include some other races that the IMOCA class feels cannot be missed: the Guyader Grand Prix, the Uship ArMen Race and the Azimut Challenge.

Sustainable development, a major concern

Until the 2020 Vendée Globe, the IMOCA class will be supporting “Ocean As Common,” an appeal for the Ocean to be considered as a common good (www.OceanAsCommon.org), an initiative launched by Catherine Chabaud and which echoes one of the main concerns of the sailors. Measures will be put in place to continue to develop this partnership in favour of sustainable development and more specifically the protection of the oceans.

The IMOCA calendar for 2019:

- From 3rd to 6th May: Guyader Grand Prix
- From 30th May to 2nd June: Uship ArMen Race
- July: Valencia Globe Series
- 3rd August: Start of the Rolex Fastnet Race
- 18th – 22nd September: Azimut Challenge
- 27th October: Start of the Transat Jacques Vabre

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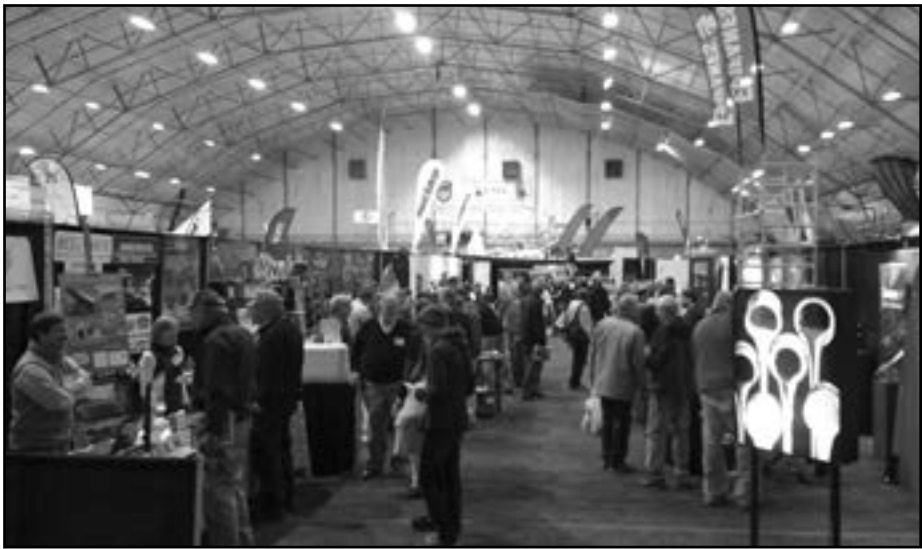
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Commercial Fishing News

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

From the Director -

Happy New Year everyone! Here's wishing everyone a Happy and Healthy 2019. We managed to survive 2018 which was a challenging year for a lot of people that we know. We said good bye to some really special people and welcomed a lot of new life! We want to express our sincere condolences to Brian Densmore F/V EMPTY POCKETS, of Gouldsboro for the loss of his wife, Karen. Karen was a wonderful person who was always a highlight to talk with about industry issues. She fought a brave and hard battle and will surely be missed. I have on our wall, a poem that she wrote a few years ago and will ask Brian if I can share it on our Facebook post in her honor. Rest in peace Dear Friend. The good news for the New Year is the continuation of our DMR Commissioner Patrick Keliher upon the appointment of our

New Governor, Janet Mills. Our shared letter to Ms. Mills offering our support helped make a difference. When we all join together, it definitely helps. With the Legislature about to begin a new session for this year, we wish the best to everyone involved with our leadership. We don't always agree with everyone, but we do share a common cause, which is the Maine Lobster Industry. There are times that it is okay to agree to disagree as long as we are mature adults about it. Everyone is entitled to their own opinion, which there is no "right or wrong" with that, it simply adds more "spice to the mix." I have been busy getting ready for the next Maine Fishermen's Forum. It is scheduled for February 28<sup>th</sup> through March 1, 2 & 3<sup>rd</sup>. As I have said before, as soon the one Forum ends, we start planning the next one! We are only half way through January and the Samoset is almost 100% booked. If you are planning to make reservations, you

may want to check in with Loalee Young at [res@mainefishermensforum.org](mailto:res@mainefishermensforum.org) or 207 319-8066. We are looking forward to a good turnout this year! We have new faces in our government leadership that you will probably have an opportunity to meet while you are there. Remember, admission to the show is FREE. There's not many shows that are still free admission with so much to offer. D.E.L.A. will be there at our booth, which is always a lot of fun. It is an opportunity to see our membership and sign new members as well. Membership is open to fishermen, businesses and friends of DELA. Each member is very important to our success with the issues that we are facing. Stop by and talk with us and see what we are all about. One thing that we noticed recently, is how few know how to knit hand knit heads. Mike has heads that he decided to sell as he knits all winter long and loves doing it. So many people that have seen them have said that they would love to know how to do it or that their grandparents used to do it and they never learned. These are the traditional things that we believe in not letting disappear with time. He has been invited to Penobscot Marine Museum once again this summer to do some knitting to show people how it is done and offer instruction. There is so much to learn from our generations before us. It is so important to pass this knowledge along. We believe that if we're going to fish, we should know how to do a

lot of these things ourselves, the same as we were taught. I saw a post of some of the beautiful old wooden boats, which the same thing was said: "if you start with a wooden boat, when you get your glass one, you will really appreciate it." There is so much work involved with a wooden boat, but it is such a good learning experience. I know, as we had two wooden boats before we built our glass one and yes, they are a lot of work! (but they are beautiful). I have never worked on a wooden boat that I wasn't proud of when it was finished and in the water. Remember, lobster buoys were made of wood and now are made of polypro. We have gone from wood to plastic and now there is a lot of talk about plastic in the water...hmmmm, food for thought. They say that life is a big circle, guess we'll need to wait and see what is next. I'm really wondering how we'd like ropeless trap hauling due to saving whales. I hear that some states are willing to give it a try, as it is the only way they will be able to lobster fish. We also may want to monitor how much bait we will be using in our bags this year. Maine has always been a leader in our conservation measures, perhaps bait usage should also be on the conservation list. We have always been known as "survivors" and hope that it continues to be that way. With this year just starting out and the next season just ahead of us, we want to budget our overhead to the maximum. If we all do this, we will be just fine. See you at the Forum, Sheila



Marine Patrol Officers Graduate from Basic Law Enforcement Training Program Pictured with DMR Commissioner Keliher (left) and Marine Patrol Major Rene Cloutier (right) are Timothy Cormier (2nd from left) and Taylor Shewokis who graduated from the Maine Criminal Justice Academy's 18-week Basic Law Enforcement Training Program today. Officer Cormier will be serving in the Gouldsboro/Winter Harbor patrol. Officer Shewokis had previously completed the Maine Criminal Justice Academy's Law Enforcement Pre-Service Course and has been serving in the Kittery patrol since spring 2018.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

ASMFC Approves Addenda XXXI and XXXII to the Summer Flounder, Scup and Black Sea Bass Fishery Management Plan

ANNAPOLIS, MD – The Atlantic States Marine Fisheries Commission’s Summer Flounder, Scup, and Black Sea Bass Management Board (Board), at its joint meeting with the Mid-Atlantic Fishery Management Council (Council), approved Addenda XXXI and XXXII to the Summer Flounder, Scup and Black Sea Bass Fishery Management Plan (FMP).

Addendum XXXI

Addendum XXXI, coupled with the Council’s complementary Framework Document, adds to the suite of tools available for managing summer flounder, scup and black sea bass, with particular focus on enhancing the compatibility of state and federal regulations.

First, the joint action modifies the Council and Commission FMPs to allow the use of conservation equivalency for black sea bass recreational management, beginning in 2020. Conservation equivalency allows recreational management measures in federal waters measures to be waived, and instead requires recreational anglers to abide by the measures of the state in which they land their catch. As is done in summer flounder recreational management, the Board and Council will annually decide whether to enact conservation equivalency.

Second, the Commission recommended NOAA Fisheries implement transit provisions in Block Island Sound, allowing non-federally permitted recreational and commercial vessels to transit federal waters while in possession of summer flounder, scup, and black sea bass legally harvested from state waters.

Lastly, the Council’s Framework allows for the use of maximum sizes in addition to minimum sizes, commonly referred to as slot limits, to control catch in the summer flounder and black sea bass recreational fisheries. The Commission’s FMP already allows for use of this approach, thereby allowing both management bodies to use this measure in the future.

Addendum XXXII

Addendum XXXII establishes a new process for developing recreational management measures for summer flounder and black sea bass. These measures will be set on an annual basis through a specifications process, rather than addenda. The Board will approve measures in early spring each year, based on technical committee analysis of stock status, resource availability, and

harvest estimates. Public input on specifications will be gathered by states through their individual public comment processes.

By removing the need to develop annual addenda to implement recreational measures, the specifications process will provide the Board more flexibility in adjusting measures, if necessary, to constrain harvest to the annual coastwide recreational harvest limit (RHL). Further, the process will enable the Board to consider a host of factors, including: regional equity; regulatory stability; species abundance and distribution; and late-breaking recreational harvest estimates. To further aid in setting specifications, the Addendum establishes standards and guiding principles intended to structure the development of recreational measures on a regional basis.

Addenda XXXI and XXXII will be available on the Commission website, [www.asmfc.org](http://www.asmfc.org), on each species webpage by the end of December. For more information on summer flounder and scup, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org), and for information on black sea bass, contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org), or 703.842.0740.

Science Highlights

Northeast Fisheries Observer Data Supports Barndoor Skate Fishery

Landings of barndoor skate were prohibited after their status was declared overfished in 2003. In 2016, the New England Fisheries Management Council began seeking ways to allow possession of barndoor skate after the stock was declared rebuilt. Fisheries observer data collected in 2012-2016 showed that barndoor skate composed 25% of the combined skate catch. This information helped reopen the fishery and establish new barndoor skate possession limits. This is a great example of how fisheries observers and fishermen work together to help ensure the sustainable management of commercial fisheries.

What Fish Ear Bones Tell Us

Did you know that fisheries scientists spend hundreds of hours looking at fish ear bones? These ear bones, called otoliths, have growth rings just like rings in a tree trunk, and these give scientists important information about the age, growth rates, overall health of a fish population, and what was going on in the environment. This allows fisheries scientists to track and predict changes in a fishery—information managers need to ensure the fishery is sustainable. At the Northeast Fisheries Science Center

(NEFSC), we examine 60,000-80,000 samples in a given year.

Now that our fisheries fall bottom trawl survey is over, it’s time to process all the samples collected to tell us more about age and growth of fishery species. These frozen samples will be examined before the spring bottom trawl survey begins. We always start with the young-of-year (YOY), which are taken from fish that spawned earlier in the year—as small as 4 cm. Despite the difficulty of identifying YOYs on the busy ship, we’ve corrected fewer than 10 misidentified YOYs in the last 3 years! Depending on the year, about 700-1200 YOY samples are collected each spring and fall and will take about 4-5 days to process.

Right whale recovery constrained by humans

A new study led by Peter Corkeron at the NEFSC lab in Woods Hole indicates that human-caused deaths of North Atlantic right whales have impeded their recovery since the early 1990s. This study compared the North Atlantic right whale rate of recovery from whaling with that of a closely related species, the Southern right whale. Since whaling has stopped, Southern right whales have been largely unaffected by human-caused mortalities, and show an annual rate of increase about triple that of the North Atlantic right whale. The study shows that North Atlantic right whales could increase at 4% per year, about twice that observed, and that the primary driver for this difference is deaths of adult females.

Photos Reveal Spawning and Maturity in Scallops

The Northeast Fisheries Observer Program is collaborating with the Woods Hole Oceanographic Institution on a pilot sea scallop research project to collect image data from observed sea scallop trips. The images will be used to measure sexual maturity, important for understanding spawning and estimating future stock sizes. The industry-funded sea scallop observer program is a key partner in this effort. This collaborative project supplies observers with 3D cameras to photograph shucked sea scallops during their observed trips. The Atlantic sea scallop is one of the most valuable seafood resources in the United States, with commercial landings of 51.5 million pounds in 2017 that were valued at \$506.5 million.

Window to an Underwater World

If you haven’t heard the buzz about the NEFSC Milford Laboratory’s latest project: scientists are using GoPro cameras to determine if oyster cages used in shellfish aquaculture provide habitat for fish similar to that provided by naturally occurring rock reefs. Oyster growers often cultivate oysters in off-bottom vertical cages under water. These cages have a relatively small footprint and keep valuable product inside safe from predators. Many fish are attracted to structure, whether natural or artificial,

and aquaculture farms have long reported finding fish and invertebrates around their cages.

Cold Stunned Sea Turtles Fly South for the Winter

Twelve Kemp's ridley sea turtles that were cold-stunned and found on Cape Cod beaches in recent weeks were loaded onto a NOAA aircraft on November 30 at U.S. Coast Guard Air Station Cape Cod for a flight to Georgia, where they will be released into warmer waters. The turtles were taken into care and pronounced recovered by the New England Aquarium. The aircraft, a Twin Otter used in the Northeast for large whale surveys by the NEFSC, had a planned trip south and the pilots offered to take turtles with them to Georgia. On the way, they stopped briefly in Newport News, VA to load loggerhead turtles that were ready to return to the wild after care at the Virginia Aquarium & Marine Science Center. The release will be managed by the Georgia Sea Turtle Center, and the Twin Otter is now back surveying waters off the Northeast for right whales and other large whales.

How to Identify Baby Squid and Octopus

Most people can picture squid and octopus or tell stories about them. These marine mollusks are known to scientists as cephalopods, which means “head foot”. Baby cephalopods, or paralarvae, are tiny and spend the first few weeks of their lives developing the characteristics we recognize in adults. Paralarvae are identified by their pigment patterns, photophores (organs that produce or reflect light), and the length, shape, and patterns of sucker disks on their arms and tentacles. Up to 20 kinds of paralarvae are collected in plankton samples on our NOAA Fisheries Ecosystem Monitoring Survey cruises, including the two commercial species, longfin inshore squid (*Doryteuthis pealeii*) and shortfin squid (*Illex* sp.). The more we know about the babies, the better we can manage the adults. A step in this direction was taken at a recent workshop during the 2018 Cephalopod International Advisory Council Conference where researchers started a process to update the 25-year-old book used by many scientists to identify cephalopod paralarvae.

NEFSC 2018 Fall Bottom Trawl Survey Completed

The NEFSC 2018 Fall Bottom Trawl Survey aboard the NOAA Ship *Henry B. Bigelow* has been completed. The survey began on September 4 as scheduled and ended on November 13, finishing 83 percent of planned stations (314 of 377). The NOAA Ship *Henry B. Bigelow* supports a variety of marine research. The NEFSC's twice-yearly bottom trawl survey of fish and invertebrates is the longest running of its kind in the world, and collects data used to understand changes in marine life and their habitats over time—critical information needed by scientists and

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

managers to promote sustainable fisheries practices.

### Atlantic Menhaden Benchmark Stock Assessment Workshops Scheduled for Early April 2019

ARLINGTON, VA – The Atlantic States Marine Fisheries Commission's Ecological Reference Points (ERP) Workgroup and Atlantic Menhaden Stock Assessment Subcommittee (SAS) will be meeting April 1 - 5, 2019 at the Commission's office, 1050 N. Highland Street, Suite 200A-N, Arlington, VA. The ERP Workgroup will meet April 1 – 3 and the SAS will meet April 3 - 5. Both groups will be exploring various modeling approaches to evaluate the health of the stock and inform the management of the species in an ecological context. The deadlines for the submission of data and alternate single-species and multispecies/ecosystem models have passed.

It is anticipated a second round of workshops will be held in June or July 2019 to finalize both assessments for peer review in late 2019 through the SouthEast Data Assessment Review process. Visit the Commission's website calendar (<http://www.asmf.org/calendar/> for information on the dates and times of those meetings.

All Commission assessment workshops are open for public attendance. Time may be allotted for public comment at the discretion of the Chairs of the ERP Workgroup and SAS, but may also be limited to keep the workshop on schedule. Due to the use of confidential data in this assessment, some portions of the workshop may be "closed door," for which only members of the ERP Workgroup and SAS with clearance to view confidential data may be present. Additionally, to ensure adherence to confidentiality laws, there will be no remote public access via webinar or conference call for this meeting.

For more information about the assessments or attending the upcoming workshops (space will be limited), please contact Max Appelman, Fishery Management Plan Coordinator, at [mappelman@asmfc.org](mailto:mappelman@asmfc.org) or 703.842.0740.

### NEFMC Discusses Whiting, Enforcement, Dogfish, Herring, Ecosystem Management, and More at December Meeting

The New England Fishery Management

Council covered numerous issues during its December 4-6 meeting in Newport, RI. In addition to taking final action on Scallop Framework 30, Groundfish Framework 58, and the Clam Dredge Framework, the Council discussed a slate of other topics. Here are a few highlights.

**WHITING:** The Council took final action on Whiting Amendment 22, which was developed to consider limited access options for the small-mesh multispecies fishery. After reviewing all public comment and available analyses and considering a recommendation from its Whiting Committee, the Council selected the alternative called "status quo/no action." As such, the whiting/small-mesh multispecies fishery will remain an open access fishery and no changes will be made to existing regulatory measures. More information, including summaries of public hearing comments, is available at December 3 Committee Meeting and December 4, 2018 Council Meeting Materials.

**ENFORCEMENT:** The Council adopted several consensus statements drafted by its Enforcement Committee. One of these pertained to use of the OMEGA Mesh Gauge® to measure fishing nets. The Coast Guard extensively tested the OMEGA gauge and concluded that it has notable benefits over the weight-and-spade tools currently being used to measure webbing. Coast Guard representatives provided a demonstration for Council members comparing the OMEGA gauge versus the weight-and-spade. The Council recommended that NOAA, under existing authority, adopt the OMEGA gauge to measure mesh size once the Enforcement Section of NOAA General Counsel determines that all legal requirements have been met.

The Council also endorsed the Enforcement Committee's recommendation to continue the Codend Compliance Assistance Program (CAP) for another year in order to collect additional data to verify mesh size changes over time. The program was launched in September 2017. Learn more about it at Codend CAP Underway. Reidar's Manufacturing Inc. in New Bedford was the first participating dealer to join the Codend CAP. Since then, Levin Marine Supply Co. in Fairhaven, MA also has joined, and other dealers are considering the prospect. The Council debated other enforcement-related subjects as well. More information is available at Enforcement Presentations and

Documents.

**SPINY DOGFISH:** The Council approved 2019-2021 fishing year specifications for spiny dogfish. The MidAtlantic Council approved the same specifications during its October meeting. The fishery is jointly managed by the two Councils with the Mid-Atlantic Council having the administrative lead. The new threeyear specifications now will be submitted to the National Marine Fisheries Service (NMFS/NOAA Fisheries) for review and implementation. Both Councils supported retaining the 6,000-pound federal trip limit in the specifications package.

Back during its September meeting, the New England Council cast two votes related to trip limits and recommended that the Mid-Atlantic Council: (1) Increase the trip limit to 8,000 pounds in the specifications package for 2019-2021; and (2) Develop an action to address trip limits that included consideration of removing the federal limit completely.

At its own October meeting, the Mid-Atlantic Council opted to retain the current 6,000-pound trip limit. However, it also voted to pursue a subsequent action "as soon as possible" to review trip limits in general for spiny dogfish, potentially as a Council priority. This action would include consideration of removing the federal limit.

The New England Council voted at its December 4-6, 2018 meeting in Newport, RI to reinforce its September position and again ask the Mid-Atlantic Council to make a spiny dogfish trip limit action a 2019 priority. The Mid-Atlantic Council was meeting December 10-13, 2018 in Annapolis, MD.

**ECOSYSTEM-BASED FISHERY MANAGEMENT (EBFM):** At this December meeting, the Council agreed to ramp up its work on Ecosystem-Based Fishery Management (EBFM). The Council began exploring EBFM in 2014 as an alternative to single-species management and decided that, as a first step, it would pursue developing an example Fishery Ecosystem Plan (eFEP) for Georges Bank that would be used to solicit and focus public input. The example could lead to the development of a new fishery ecosystem plan or contribute to a set of ecosystem policies and initiatives that would apply across or in lieu of multiple fishery management plans.

**EBFM MANAGEMENT STRATEGY EVALUATION (MSE):** The Council intends to use MSE to engage fishermen and other stakeholders in helping to identify objectives, performance metrics, and other fundamental aspects related to implementing EBFM. Several types of simulation

Continued on Page 20.



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# Boat And Ship Yard News



At Wayne Beal Boat Shop in Jonesport the Crowley 28, which this shop totally refurbished last winter has been sold and is heading to Buck’s Harbor.

Continued from Page 1.

auto pilot. They are also doing some carpentry and system upgrades; and reducing the noise in the pilothouse area by insulating the deck and the muffler.

Also in is a Stanley 38 owned in Cundy’s Harbor and she is getting some

upgrades done. They are adding a variable speed bow and stern thruster, air conditioning, new electronics, and some carpentry upgrades.

A Stanley 28 just got a new owner and she is getting a full paint job, which will include the hull and super structure and then they will soda blast the bottom and repaint



At Belmont Boat Works in Belmont they have this Chris Craft runabout in the shop for some minor repairs.

that. All the windows have been removed and they will potentially be replaced, full varnish, and potentially all new electronics.

A Wesmac 38 is in for new pilot house windows or modification, a cabin table, modifications to the nav-station, new interior cushions, and some mechanical upgrades.

A 45 foot sailboat is getting ready for

some long-distance cruising, so they will be redoing the cockpit, teak deck, and upgrading the systems.

An Alerion 28 is presently in the fiberglass shop getting repaired following a grounding. She is getting her hull repaired and a new rudder. They also have a Morris 28 sailboat, which also grounded and she is having her hull repaired too.

Last summer Mount Desert Yacht Yard at the head of Somes Sound semi-retired and 13 of the International One Design sailboats came to John Williams to be stored. These are all wood with lots of needed maintenance, especially varnish. Also two of the crew from Mount Desert Yacht Yard came over and they are already working on these boats getting them ready for the upcoming racing season.

There is additional talk about more work coming on a Stanley 36, which just received a new owner. They are looking for new settees, helm and nav-chair, bow thruster, paint, curtains, canvas, and more.

Presently there are two Stanleys on the market, a 36 and a 44. The 44 is the former STATE OF MAINE that was built for the Department of Marine Resources in 1977. They sold her and her next owner converted her to a cruiser. The 36 is about 20 years old, one owner and is in good condition. If you are looking for a beautiful cruising boat here are two possible choices.

John Williams has not built a new boat in a couple years, but they are seeing more interest. A couple of years ago they built the first Williams 38, which has a modern hard-chine underbody with the traditional Downeast cruiser look and powered with Volvo IPS drives. A potential customer is interested and he might stretch her to a 40. They also have some interest in the Williams 29 with twin outboards, but as yet no one has stepped up to be the first of this model.

They also have the Stanley line of boats, which includes the 28, 36, 38, 39, and 44.

### S. W. Boatworks Lamoine

Talk about busy and it has been that way for the last several years at S. W. Boatworks. There has been a slight slow-down as lobster fishermen are getting a little more cautious in ordering new boats, but fortunately now the slots are being filled with sportfishermen and yachts.

In Bay #1 is a Calvin Beal 44, which is being finished off as an offshore lobster boat. She is powered with a 750-hp John Deere. They have just started this one and are working in the bilge. There is also another Calvin Beal 44, powered with a 750-hp John Deere diesel, being finished as an offshore lobster boat. They have finished the work in

Continued on Page 18.

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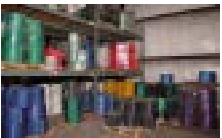
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# Boat And Ship Yard News



The Lowell 46 getting moved into Thayer's Y-Knot Boat Yard shop, where the finishing details are being applied. They hope to have her over the third week in January.



The Northern Bay 38 being finished at Atlantic Boat in Brooklin.

the first phase of her rebuilding. Right now they are working mostly on deck details. The deck is down and they are doing the coamings, furniture, bulwarks and cap-rails. Inside they are finalizing the design for five watertight bulkheads with the U. S. Coast Guard. Everything, along with the final details on the hull (finishing up caulking and painting) this project should be completed this June. There is a second contract almost ready to go to bid and that will include putting in the interior, systems and rigging. This will be done closely with the U. S. Coast Guard as she is a Coast Guard inspected vessel for carrying passengers. It is thought that this part of the project would take a year to complete.

Late this fall they hauled up on the small railway and placed in the big shop the Arctic schooner BOWDOIN, managed by Maine Maritime Academy (MMA) of Castine. They have removed 18 planks so they could inspect the frames and they were planning to remove additional planks, thinking in the end they would have half the bottom planks off when done. Already the planking stock is on its way from Royal Navy oak stock in Denmark, which was planted 200 years ago for rebuilding the wooden warships.

BOWDOIN is the Official Vessel of the State of Maine and a National Historic Landmark. The surveyor on the job is G. F. Full and Associates and is making the decisions on what work should be done. Dana Willis, Marine Operations Manager at MMA added, "Our goal is to maintain the boat to the highest standard, to go above and beyond, in order to preserve this living piece of history. At this early stage of restoration, we are pleased to see that the vessel is in good condition, which attests to the excellent workmanship and care BOWDOIN has received over her lifetime."

Work is expected to be completed in time for the summer sailing season. When the project is complete, BOWDOIN will again be the home to groups of students in sail training courses within the Vessel Operations and Technology major at MMA. Students sail coastwise and offshore in summer, learning to navigate and maintain the vessel to fulfill degree requirements and competencies toward a U.S. Coast Guard limited license.

To follow the Bowdoin hull restoration project, visit the project blog: [mainemaritime.edu/waterfront/schooner-bowdoin/hull-restoration-project/](http://mainemaritime.edu/waterfront/schooner-bowdoin/hull-restoration-project/)

Maine Maritime Academy is the only college in the United States with a dedicated sail training program that leads to a U.S. Coast Guard license as mate on an auxiliary sail vessel. Students may start with no prior sailing experience and graduate with a Bachelor of Science degree, a U.S. Coast Guard license, and all necessary certificates.

To follow the adventures of the schoo-

ner *Bowdoin* throughout the summer, visit [bowdoincruise.mma.edu](http://bowdoincruise.mma.edu) or follow the cruise on Facebook at Arctic Schooner Bowdoin. BOWDOIN's Captain, William McLean, earned his Bachelor of Science degree in Vessel Operations and Technology with a Sail Training Concentration, graduating from MMA in 2012. He came back to Castine in the spring of 2017 following a winter sail schedule with Call of the Sea, an educational nonprofit dedicated to environmental education through sailing. There, he was Captain of the schooner SEAWARD, an 82-foot classic staysail schooner, conducting six-day charters in the Sea of Cortez. Previous to working with Call of the Sea, he was Senior Chief Mate/Relief Captain on the SSV ROBERT C. SEAMANS with Sea Education Association for three years.

BOWDOIN has a long history of seafaring education and Arctic exploration. Commissioned by explorer Donald B. MacMillan of Provincetown, MA to facilitate his work in the high northern latitudes, she has made 28 trips to the Arctic, 25 of them before 1954 under the command of MacMillan. MacMillan sold BOWDOIN to the U. S. Navy for use in World War II during the Greenland Patrol. After WWII, MacMillan bought the ship back and continued to sail her for nine more years around Greenland. After MacMillan's retirement the boat belonged to the Schooner Bowdoin Association until 1988 when MMA purchased the vessel for the purpose of training students. It was at this time that she became the Official Vessel of the State of Maine and was designated a National Historic Landmark.

The replica FRIENDSHIP OF SALEM, which is hauled up at Gloucester Marine Railway in Gloucester and they are expecting to get that project completed this spring. They need to finish up the stem and hull repairs. The stem is fully laminated, but they need to complete the false fore foot and then close in the hull with a few strakes. However with the Government shutdown all work is stopped and this may delay the completion of this project.

## Six River Marine North Yarmouth

Six River Marine is putting the finishing details on a 17-foot wooden centre console runabout they started last year. All that is left is putting the wiring and steering in and then painting. However the owners have also decided they would like a seat forward of the centre console. She will be launched later this spring.

Then there is a Harry Bryant designed runabout named BETTY, which will have her cockpit deck replaced. Once the deck is out they will also repair some of the frames. Then they will strip and paint the bottom so she is ready for the up-coming season.

In the corner they have a Peapod, which

## Samoset Boat Works Boothbay, ME

On the shop floor they have a Holland 34, which is 32 stretched 2 feet. Before she was delivered the main bulkhead was moved aft a foot, the cabin top raised 4 inches and her 425-hp Cummins on a V-drive was set in so the owner could have a center line companionway. This boat is going to be finished as a pleasure cruiser with a V-berth, galley and head and then Awlgripped inside and out.

Presently they were building on the fuels tank parts; leveling off the bottom of lockers underneath the V-berth and the galley; almost done making a surge tube; the exhaust is in; the deck beams are dry fit; the hatches have all been dry fit; and next they will be pulling the deck beams out so they can paint under the platform. Once the rigging tubes are in they can start putting in the steering and electrical systems going back aft to the steering lazarette; hard plumbing for the 2 inch pacer pump needs to be put in; and the battery shelf is made and just needs to be glassed in.

This project needs to be completed and in the water the first week in June.

Next they have a repower on a Young Brothers 38. They are removing an 8V92 and putting in another one.

They also have a Boston Whaler 15 that needs to be done by the first of August. They have replaced the centre console and installed one for a Boston Whaler 17. Then it is a full Awlgrip job, and add fake teak decks.

Someone else is talking about modifying the transom of his Northern Bay 38 and for new builds someone is talking about a 54 cruising boat, another on a 48-50 lobster boat, and someone else on a 36-38 lobster boat.

## Bristol Marine, The Shipyard in Boothbay Harbor

Up on the main railway is the Gloucester fishing schooner ERNESTINA MORRISSEY, which is nearing completion of

## Continued from Page 14.

the bilge and has just put down the platform. Both of these boats will be launched this spring.

In another bay they are finishing a Calvin 36 as a gentleman's yacht. She will look like a split-wheelhouse lobster boat, but without a pot hauler. This is so when he goes to sell her she can be easily converted to a lobster boat.

Right now they are laying up several Calvin Beal 30s, a Young Brothers 45, which will be finished out as a lobster boat by Farrin's Boat Shop in Walpole. They are also laying up several 42s and 44s.

Down at Abel's at the head of Somes Sound S. W. Boatworks has another Young Brothers 45 that they are putting the finishing touches on. They also have another Young Brothers 45 and a Calvin Beal 38 there that are having some service work done.

Stewart Workman, owner of S. W. Boatworks, said, "New boat sales are slow right now. We have had some interest in some sportfish boats and municipal boats. As far as lobster boats, people are not knocking the doors down like they were, it's slowed up quite a lot. I have all kind of notes here, people on the fence thinking that they want something (sportfisherman or yacht) and you just never know. As long as we have the next one, it doesn't hurt me to take a little break, but of course we need the next one."

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# Boat And Ship Yard News



At Kittery Point Yacht Yard in Eliot they are doing a total rehab on a Holland 38. looks like the Doug Hylan designed Beach Pea. She is going to get refinished. Just in front of the Peapod is a very old Dyer Dink, which will be repaired so she does not leak anymore.

Starting soon is a major restoration project on an Albury Skiff built in the Bahamas in 1975. The hull was constructed with a combination of planks and strips so it is thought they will have to remove all of that as well as replace the frames.

A 24-foot Lyman is having a couple of places in her hull repaired and some finish work on her deck.

Not enough, they also have several storage customers that will need some regular annual maintenance before they go over this spring.

## Thayer Y-Knot Boat Yard North Haven

In mid-December they received a Lowell 46, which was designed by Jamie Lowell. The owner had looked at other boats, but he did not want something with a huge beam and Jamie offered to design just what he was looking for. The boat was started at the Lowell Brothers Shop in Yarmouth and now brought to Thayer Y-Knot Boat Yard to be completed.

They have painted the top and hull, added an air box, put in the thru fittings, and put in a basic interior.

She is powered with 16-liter Baudouin with a 1.75:1 gear, 3-inch shaft to a 32 by 24 inch four blade propeller.

They hope to have her done enough to launch the third week of January.

Also in the shop is an older Holland 32, which was built light for a Vinalhaven fishermen who loved racing. She is being totally refurbished and for power she now has a 730-hp 8.3 Cummins diesel.

## Wilbur Yachts Manset

In the main shed they have three boats: two Wilbur 34s and a Wilbur 38.

LAURIE ANN, one of the 34s, is in for some updates and refits. She is getting new spray rails; they have stripped the bottom; they found some moisture underneath some of the ports so they have been removed and the affected areas has been repaired; and they also found some areas of concern around the spray rails, which has also been repaired.

The another 34, formerly C DRAGON, and now named SEA DRAGON, has a new owner. She will be getting some upgrades, which will include a solar system so her batteries are always fully charged; and all new electronics.

The 38 is undergoing a major refit. The hull and superstructure will be painted; some reconfiguration of the interior; rewiring; all new windows; installing a butterfly hatch on the main trunk cabin; new brass ports; new



At Kittery Point Yacht Yard in Eliot we found GERTRUDE STEELE, a Calvin 38, sandwiched in between a Wesmac sportfisherman and a Sabre in a nice heated storage building.

of Wilbur Yachts, has been working with designer Jeff Dickies, who is designing a 37-foot runabout. John added, "I wanted a more modern design of the Wilbur 34. The initial model that we are designing is going to be an outboard driven boat and should be a 40 or 50 knot boat. It will be a nice live-aboard, but is also a great day boat."

They did have someone interested, but he has gone silent, but that could be due to the holidays. John said, "The initial drawings should be done first of the year. Once we get a client then the actual drawings will take place. It will be a fun set up."

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

**Continued from Page 13.**

models –or so-called “operating models” –will be used to estimate the potential effectiveness of a wide range of management strategies to determine which ones produce the best outcomes relative to the objectives and performance metrics. A “worked example” of some of these models was independently reviewed in May, and the Council received a presentation on the results of the peer review at its September meeting.

The Council agreed to have an extensive discussion about where it is heading with EBFM during its January 29-31, 2018 meeting in Portsmouth, NH. There, the Council will receive a report from the EBFM Plan Development Team (PDT) covering, among other issues related to the Georges Bank eFEP:

- Potential approaches for developing advice for setting catch limits for stock complexes using multispecies and single species assessments, survey data, and other sources of information about stock biomass;
- Potential management options and issues for addressing an overfished stock

that is part of a stock complex; and

- Potential spatial management strategies, related issues, and types of ecosystem research to conserve habitat, spawning, and protected species in an ecosystem plan.

The Council intends to discuss in detail whether to begin pivoting toward MSE in the near future or instead to focus all of its attention on completing the Georges Bank example Fishery Ecosystem Plan before initiating the MSE process.

**ATLANTIC HERRING:** Back in September, the Council asked NMFS to develop an in-season adjustment to set 2019 catch limits for the Atlantic herring fishery, recognizing that NMFS would be able to act more quickly to reduce the probability of overfishing in light of sobering news from a recent stock assessment. The Council asked NMFS to consider several factors when setting 2019 specifications, including that the agency use the new acceptable biological catch (ABC) control rule that the Council adopted in Amendment 8 to the Atlantic Herring Fishery Management Plan. Details about the control rule and the Council’s request are outlined in Council Approves

Amendment 8 With New ABC Control Rule, Buffer Zone; Asks NMFS to Set 2019 Specs.

NMFS followed up on the Council’s vote and published a proposed rule on November 30, 2018 containing three alternatives for 2019 specifications: no action; the Council-recommended approach; and the NMFS proposed alternative. The Council-recommended approach utilizes the Amendment 8 ABC control rule while the NMFS-proposed alternative does not. NMFS expressed concern about using a control rule that had not been finalized in regulation yet. Instead, the agency proposes to set the ABC equal to the overfishing limit (OFL), whereas the Council’s approach reduces the ABC as called for under the new control rule. The Council’s Scientific and Statistical Committee used the new control rule and recommended an ABC of 21,266 metric tons (mt) in 2019 (see blue highlights in table below). All other specifications, including area-by-area catch limits, flow down from the ABC.

The Council expressed serious concern over the NMFS-proposed alternative, noting that, while catch limits for fishermen would be higher in 2019 than under the Council’s approach, the economic impacts of both alternatives are severe. Meanwhile, the NMFS alternative poses a much higher risk of overfishing in 2019 and does not account for scientific uncertainty in the new assessment as does the Council’s approach.

It also may result in an even lower ABC in 2020, which would impose further economic hardships on the industry. For these and many other reasons, the Council voted to reiterate its support for the original rationale it provided in September when it first asked NMFS to develop an in-season adjustment to set 2019 specifications. This rationale included using the Amendment 8 ABC control rule, which is biomass based. When biomass declines, the allowed amount of

fishing mortality –and, in turn, catch limits –also is reduced. The Council emphasized that this approach lowers the probability of overfishing and helps the stock to rebuild more quickly.

The Council is working on a herring specification package for fishing years 2020 and 2021 and may revisit OFL and ABC specifications depending on the outcome of the 2019 decision. Also, the Council will consider the results of a new assessment for herring in 2020, which may impact 2021 specifications.

**STANDARDIZED BYCATCH REPORTING METHODOLOGY (SBRM):**

The Council received a report on the Three-Year Review of the region’s SBRM program. The review was conducted by the New England and Mid-Atlantic Fishery Management Councils in conjunction with NOAA Fisheries for SBRM years 2015, 2016, and 2017. The program is used to determine observer coverage rates for fisheries in the Greater Atlantic Region. In short, the Three-Year Review concluded the following.

- SBRM represents one of the most comprehensive programs for planning and executing observer monitoring coverage.
- No aspect of the SBRM was inconsistent or deficient with the national guidelines.
- Since the implementation of the 2015 SBRM Omnibus Amendment, the first 3 years of the program illustrate its utility for monitoring discards given real-world limitations. And,
- The SBRM process contains a formulaic approach to allocate sea days among fleets to stay within the available funds while achieving the precision standard for the most (and most important) species groups/fleet combinations.

For more information visit Standardized Bycatch Reporting Methodology Three-Year Review.



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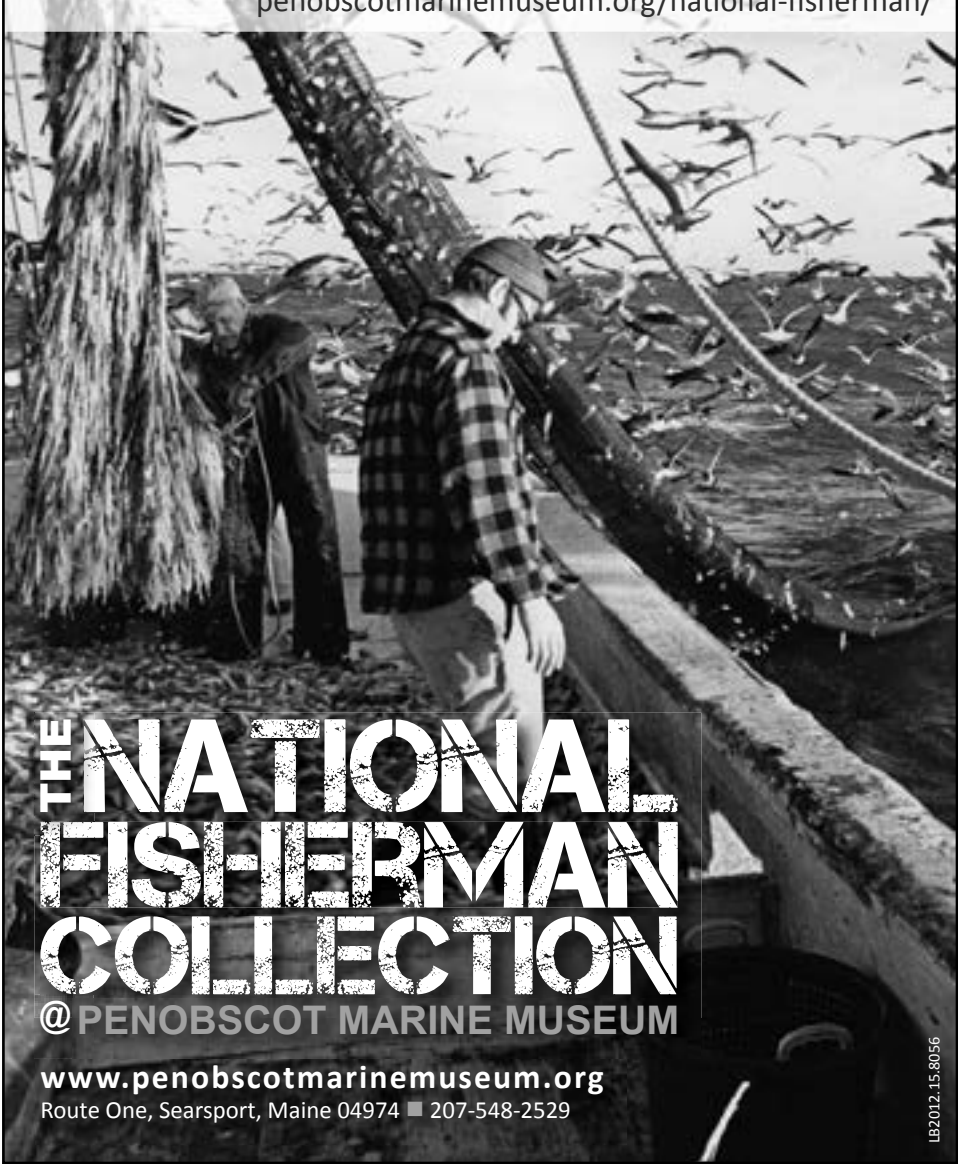
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## U. S. NAVY NEWS

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**USS South Dakota to be Commissioned Feb. 2**

From Commander, Submarine Force Atlantic Public Affairs

NORFOLK (NNS) -- The Navy’s newest fast-attack submarine, USS South Dakota (SSN 790), will be commissioned at Naval Submarine Base Groton in Groton, Connecticut, Feb. 2, 2019, as the seventeenth Virginia-class submarine to join the fleet.

Deanie Dempsey, wife of retired Army Gen. Martin E. Dempsey, who served as the 18th chairman of the Joint Chiefs of Staff, is the ship’s sponsor. After spending several decades of service in support of just the Army, Deanie became a champion for all

Designed to operate in both coastal and deep-ocean environments, South Dakota will present leadership with a broad and unique range of capabilities, including anti-submarine warfare; antisurface ship warfare; strike warfare; special operation forces (SOF) support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. South Dakota is a part of the Virginia-class’ Block III contract, in which the Navy redesigned approximately 20 percent of the ship to reduce acquisition costs.

South Dakota features a redesigned bow, which replaces 12 individual Vertical Launch System (VLS) tubes with two large-diameter Virginia Payload Tubes (VPTs) each capable of launching six Tomahawk cruise missiles, among other design changes that reduced the submarines’ acquisition cost while maintaining their outstanding warfighting capabilities.

South Dakota has special features to support SOF, including a reconfigurable torpedo room which can accommodate a large number of SOF and all their equipment for prolonged deployments and future off-board payloads. Also, in Virginia-class SSNs, traditional periscopes have been replaced by two photonics masts that host visible and infrared digital cameras atop telescoping arms. Through the extensive use of modular construction, open architecture,



# U. S. NAVY NEWS

and commercial off-the-shelf components, the Virginia class is designed to remain at the cutting edge for its entire operational life through the rapid introduction of new systems and payloads.

South Dakota will be the third U.S. Navy ship, and first submarine, to be commissioned bearing the name “South Dakota.” The first USS South Dakota (ACR9/CA 9) was a Pennsylvania-class armored cruiser and launched in 1904. Assigned to the Armored Cruiser Squadron, Pacific Fleet, South Dakota cruised off the west coast of the United States through August 1908. She was then sent on a cruise to Samoa and later operated in Central and South American Waters. She returned home in 1912 and was placed in reserve at Puget Sound Navy Yard.

The second USS South Dakota (BB 57) was commissioned March 1942 and assigned to Task Force 16 centered on the aircraft carrier USS Enterprise (CV 6). South Dakota conducted blockade operations against Japanese forces approaching Guadalcanal, where they engaged Japanese carrier forces in the Battle of Santa Cruz. She saw action in the Battle of Savo Island, Battle of Philippine Sea, Okinawa, Iwo Jima, and other Japanese strongholds earning 13 battle stars.

For more information on the future USS South Dakota (SSN 790), the commissioning ceremony, go to [www.navy.mil/southdakotacommissioning](http://www.navy.mil/southdakotacommissioning). Additional public information about the commissioning, and events leading up to it, is available at the USS South Dakota Commissioning Committee site at <https://ssn790.org/>.

## SECNAV Names Future Destroyer in honor of Navy Veteran, Vietnam War POW

From Secretary of the Navy Public Affairs WASHINGTON (NNS) -- Secretary of the Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer in honor of U.S. Navy Vietnam veteran, Navy Cross recipient, and former U.S. Senator from Alabama, Admiral Jeremiah Denton.

“Admiral Denton’s legacy is an inspiration to all who wear our nation’s uniform,” said Secretary of the Navy Richard V. Spencer. “His heroic actions during a defining period in our history have left an indelible mark on our Navy and Marine Corps team and our nation. His service is a shining example for our Sailors and Marines and this ship will continue his legacy for decades to come.”

In 1947, Denton graduated from the U.S. Naval Academy and served as a test pilot, flight instructor, and squadron leader, and developed operational tactics still in use, such as the Haystack Concept, which calls for the dispersing of carrier fleets to make it more difficult for the enemy to find the fleets on RADAR.

On July 18, 1965, Denton was shot down over North Vietnam and spent nearly eight years as a POW, almost half in isolation. During an interview with a Japanese media outlet, Denton used Morse code to blink “torture,” confirming that American POWs were being tortured. He suffered severe harassment, intimidation and ruthless treatment, yet he refused to provide military information or be used by the enemy for propaganda purposes.

In recognition of his extraordinary heroism while a prisoner-of-war, he was awarded the Navy Cross. Denton was released from captivity in 1973, retired from the Navy in 1977 and in 1980 was elected to the U.S. Senate where he represented Alabama.

Arleigh Burke-class destroyers conduct

a variety of operations from peacetime presence and crisis response to sea control and power projection. The future USS Jeremiah Denton (DDG 129) will be capable of fighting air, surface and subsurface battles simultaneously, and will contain a combination of offensive and defensive weapon systems designed to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

The ship will be constructed at Huntington Ingalls Industries’ Ingalls shipbuilding division in Pascagoula, Miss.. The ship will be 509 feet long, have a beam length of 59 feet and be capable of operating at speeds in excess of 30 knots.

## SECNAV Names New Destroyer in Honor of US Senator from Alaska

From Secretary of the Navy Public Affairs WASHINGTON (NNS) -- Secretary of the Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer in honor of U.S. Senator Ted Stevens, who represented Alaska from 1968 to 2009.

“Senator Stevens was a staunch supporter of a strong Navy and Marine Corps team who served our nation with distinction as a pilot during World War II, and later as a Senator of Alaska,” said Secretary of the Navy Richard V. Spencer. “I am pleased that his legacy of service and dedication to national security will live on in the future USS Ted Stevens.”

Stevens served as a pilot in the Army Air Corps from 1943 to 1946 and was awarded the Distinguished Flying Cross before being discharged in 1946. Stevens was elected as a state representative in Alaska in 1964, re-elected in 1966, and in 1968 he was appointed to fill a vacancy in the U.S. Senate. In 1970, Stevens was elected to the seat in a special election and was subsequently re-elected five times. He left office in 2009 as the then-longest serving Republican U.S. Senator in history.

Arleigh Burke-class destroyers conduct a variety of operations from peacetime presence and crisis response to sea control and power projection. The future USS Ted Stevens (DDG 128) will be capable of fighting air, surface and subsurface battles simultaneously, and will contain a combination of offensive and defensive weapon systems designed to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

The ship will be constructed at Huntington Ingalls Industries’ Ingalls shipbuilding division in Pascagoula, Miss.. The ship will be 509 feet long, have a beam length of 59 feet and be capable of operating at speeds in excess of 30 knots.

## Indianapolis Endures

By Mass Communication Specialist Seaman Marianne Guemo Public Affairs, Commander Littoral Combat Ship Squadron 2 Public Affairs JACKSONVILLE, Fla. (NNS) -- Survivors of USS Indianapolis (CA 35) met with the crew of the Freedom-class littoral combat ship USS Indianapolis (LCS 17) to screen a documentary, “USS Indianapolis: The Final Chapter”, at Naval Station Mayport, Jan. 7.

The Vulcan’s Productions documentary shares the discovery of the once-lost, Portland-class heavy cruiser Indianapolis, or “Indy”, by Research Vessel Petrel, owned by the late Microsoft co-founder Paul G. Allen.

“This film is important for tying the crew to the Indianapolis because it gives them a sense of history,” said Commander Colin Kane, commanding officer of Indianapolis (LCS 17). “I really hope that it drives this home because it will bring to the forefront the sacrifices that these Sailors

made back in World War II.”

Before viewing the documentary, survivors of the Indianapolis shared their experiences surrounding the events of the attack, in 1945.

“He was all messed up,” said Harold Bray, a veteran recounting his efforts to help a fellow crew member during the attack. “His lip’s all blistered, he was floating around. I grabbed him and pulled him in. I tried to tie him to the raft, but I guess I didn’t get a good knot on him. He just disappeared.”

Marines and Sailors were adrift at sea for nearly five days without food or potable water. Many were injured, covered in thick oil from the damaged ship, or taken by sharks.

“I never thought about dying out there,” said Bray. “I was 18 years old. Who dies at 18?”

The documentary chronicled Indianapolis’ victories, mission, attack and the life of a few of her crew members after the war.

“This shows their fate and that they had not been forgotten,” said Culinary Specialist 1st Class Cesar A. Torres, assigned to Indianapolis (LCS 17). “It inspires me to be a better Sailor.”

There was a Facebook Live Q&A session following the screening, with film director Kirk Wolfinger, retired Naval Captain Bill Toti, RV Petrel expedition leader Robert Kraft and retired Admiral Sam Cox, director of the Naval History and Heritage Command.

“In 18 years of service I’ve never been assigned to a ship with this kind of connection,” said Torres. “It keeps me in tune with the casualties who kept up their efforts until their last breath.”

Indianapolis was tasked with delivering parts for the atomic bomb “Little Boy” set to drop on Hiroshima. The mission was so secret, crew members did not know what they were guarding.

“This brings us back to the importance of our mission,” said Kane. “If they didn’t complete their mission, World War II could’ve ended differently.”

The wreckage, which had been missing for 72 years, was discovered 18,000 feet under the Philippine Sea.

Indianapolis is the Navy’s worst loss of life at sea with 880 of its 1,196 crew members perishing after the initial torpedo attack and during the time Marines and Sailors spent floating in the ocean waiting to be rescued.

“It’s much easier to die, believe me, than it is to live,” said Edgar Harrell. “You’ve got to fight to live. But all you’ve got to do to expire is just give up. Let your head drop in the water. And I saw that so, so many times.”

The documentary was shared with the surviving crew members of Indianapolis and crew members assigned to the next Indianapolis as a gesture of good will, before its official premiere on PBS, Jan. 8, 2019.

USS Indianapolis (LCS 17) is the fourth ship with this namesake in the Navy and will be homeported in Naval Station Mayport upon her commissioning.

## Navy to Commission Littoral Combat Ship Wichita

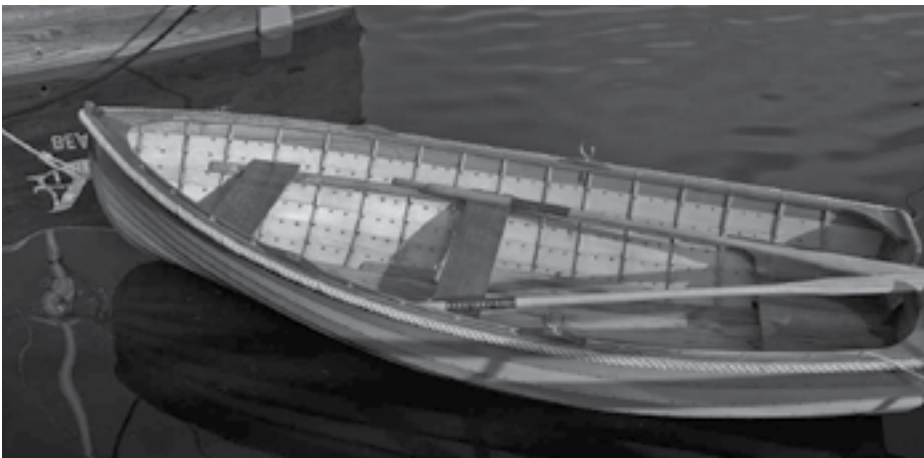
From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will commission its newest Freedom-variant littoral combat ship (LCS), the future USS Wichita (LCS 13), during a 10 a.m. ceremony Saturday, Jan. 12, at Naval Station Mayport, Fla., near Jacksonville, where the ship will be homeported.

U.S. Sen. Jerry Moran of Kansas will deliver the commissioning ceremony’s principal address. Kate Lehrer, author and wife of Wichita native Jim Lehrer, the former anchor of “The MacNeil-Lehrer News Hour” on PBS, is the ship’s sponsor. The ceremony will be highlighted by a time-honored Navy tradition when Mrs. Lehrer gives the first order to “man our ship and bring her to life!”

This commissioning represents USS Wichita’s entry into the active fleet and is a testament to the increased capabilities made possible by a true partnership between the

Continued on Page 23.



EFFORT AND ART

PRIDE AND JOY

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[mysticseaport.org/stories](http://mysticseaport.org/stories)

MYSTIC SEAPORT THE MUSEUM OF AMERICA AND THE SEA

HISTORY FROM THE PAST - Maine Industry Journal - 1882

6 October  
Page 4.

The spinners at the Bath ropewalk wind huge skeins of manila or hemp around them, catch a thread or two of it upon the hook and as the spindle whirls, walk slowly backward down the length spinning as they go and leaving before them a long twisted strand. Every twenty minutes they disappear from sight and again are seen as far as the eye can reach coming into view down the dimly lighted walk nearly a mile away. Thirty or more time a day make the wand, and every wand is a half mile and every day each spinner walks 15 miles and spins 7 miles of hempen strand.

Page 5.  
WHY NOT BUILD IRON SHIPS IN MAINE

It is now said by the best test made in iron, that American iron is ten percent stronger than English. E. Platt Stratton, one of the firm of the Flushing Iron Works, who is a practical engineer, and was five years local inspector and two years supervising inspector of steamboats in this district, says; that an iron ship, built of ordinary American iron, could be made ten percent lighter than if made of English iron, and would be of equal strength. John Roach in his speech before the National Convention of Ship Owners held at the Board of Trade room in Boston, October 7th, 1880, said; that it then cost ten percent more to build iron ships in this country, than on the Clyde; that ninety percent, of the cost of iron ships and machinery, was in labor, and the cost of a ship was per pounds weight. Take these statements as facts, and apply them to the State of Maine, and we can soon wipe out the difference in the cost of building iron ships.

It is now admitted by actual test by manufacturers of wire and car wheels, that our Katahdin Iron is eight percent stronger than other American iron. Now that we have

a railroad built direct to the furnace of the Katahdin Iron Works, a road of uniform gauge, only fifty-nine miles from Bangor or one hundred and seventy-two miles to Bath, iron can be transported from that furnace to either of these places or to Portland, at less cost than from any like furnace to any shipyard in the United States. If a ship were built of Katahdin iron, she could be built of equal strength of any English ship, and be eighteen percent lighter, drawing less water, and carrying the increased weight of freight per ton measurement.

Take the expense of labor; we can build a ship in Bath at ten percent less in labor than in New York or on the Delaware; it cost the mechanic less to live, the climate is more vigorous, and our men work more hours per day. Our Bath shipbuilders would soon be equal to the Clyde shipbuilders, as iron workers, as machinery does most of the labor on iron ships, and but little skilled labor is required compared with the number usually employed in building wooden ships. Our machinists are better able to do a day's work than are machinists on the Clyde, for they live better, and have all the materials in the State for building iron ships. The iron at Katahdin, if smelted, would build the navies for the world, and we have copper, lead, zinc and all the wood for finishing ships. Goss, Sawyer & Company, of Bath, have this season, turned out one of the finest sea-going steamers ever built in New England (the steamer STATE OF MAINE). She made eighteen miles an hour on her trial trip.

\* \* \* \* \*

Patents issued to Maine Inventors under date of September 26, 1882, reported for us by William Franklin Seavey, solicitor of Patents, Bangor, Maine: A. C. Both, Portland, Dredging machinery.

Page 6.  
THE HOME OF THE COD  
[Newfoundland Letter to N. Y. Post]

Stretching for hundreds of miles southward and southeastward of this island, and sixty miles from shore at the nearest point, is the Grand Bank of Newfoundland, that mystic tableland of the sea whose limit and nature are still undefined. A little way oceanward from the slopes, the sea reaches some of its greatest depths, and within its boundaries are depressions where the fisherman's anchor never touches bottom.

Old codfishers, say that the Grand Bank is steadily rising, and that a few centuries will find it jutting above the surface. The Grand Bank, with its adjuncts, is some six hundred miles long, and from 200 to 300 miles wide. The shallows over it vary from 90 to 400 feet in depth. The Grand Bank is, beyond comparison, the finest fishing ground in the world. For centuries the fisherman have visited it, and millions on millions of tons of codfish have been taken there, but still the yield is undiminished. Sometimes for two or three years the fish will be scarce, and the report will spread that the bank is "fished out," when suddenly a year of unprecedented catches will give the lie to the notion. For about six months in the year, beginning with May, the codfish swarms, not only over the Grand Bank, but in lesser size and numbers, along the whole North American shore, from the latitude of New York to an unknown distance northward. They are found from the eastern waters of Long Island to the further extremities of Labrador, and even up to the regions of eternal ice. What lures the cod from the ocean depths to which he goes in winter is not certainly known, but it is surmised that he either follows up the small shore fish or seeks the sea-cherry-a small red berry that often grows on the weedy bottoms where the cod is found. It is also pretty well established that during the summer visit shoreward the female fish spawns. The immense race of, far outnumbering all the other large fish of the sea, is accounted for by its fecundity. Nine millions of eggs have been computed as the roe of a large specimen, and all the codfish caught by man are a mere cipher compared with the billions, large and small swallowed by sharks and other fish of prey.

One of the greatest curiosities among the inhabitants of the deep is the squid, just now the orthodox bait for killing the codfish. The squid is a smaller edition of the huge devil-fish, or octopus, wonderful specimens of which have of late years been found on the Newfoundland coast. The squid, taking him concretely, is a revolting looking creature. Cut a section, say ten inches long, from a common eel, transform its flesh into a tough jelly, give it a cruciform tail at one end and eight short sucker-armed feelers at the other; conceive the suckers, each armed with a circle of small teeth, and the feelers converging to a cruel hawk-like beak-then we shall have a weak likeness of the squid. The creature's mode of progression is original. It has within its body an elastic suction tube holding almost a pint of water. Filling the tubes by drawing water through holes in its mantle, the squid, by a sudden squirt, drives itself backward as fast as a fish can swim, and by inverting the tube can move with equal velocity in the opposite direction.

Jigging for these squid is a rare spectacle. The "jigger" is a red stick of wood circled with snap but barbless hooks. The hook is let down, the squid, which enters these bays here by myriads for food, is attracted by the red color claps its arms over the hooks, and is drawn up to its death. But as it reaches the surface the novice must be on guard, for the squid shoots straight at its captor his charge of water followed by another squirt of inky fluid, which on light garments is almost indelible. The fishermen know the creature's trick, and by skilful movement induce the squid to deliver his charges upon one side, then by a quick inversion of the hook drop the squid in the boat. A squid fishing fleet of boats, closely grouped, so as to keep the schools of young octopi collected, is an animated sight. Each man tends three or four lines, and has all he can do when squid are around. The bustle of the fishers, the thumping of the squid in the boats, and the incessant squirts of water to a height of several feet in all directions through the fleet, make up a most picturesque sea spectacle. The flesh of the squid has some poisonous quality that makes even the tough skins of the fishermen sore by long handling. On the codfish hook its flesh grows white and tough, making very alluring bait.

Closely allied to the squid as cod bait is caplin. The caplin is a small fish, of the salmon species, about the size of the smelt, and very like it in appearance. It never varies more than two or three days in the time of its coming to the Newfoundland shores, where in late June, it suddenly throngs all the bay in prodigious number. A single boy with a small dip net can catch several tons a day, and a few men can readily secure a schooner load. The waves dash the caplin on the



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HISTORY FROM THE PAST - Maine Industry Journal - 1882

shores in great numbers, and the residents often cart them away for manure. Although a delicious fish, much like the trout in flavor, the caplin is rarely eaten. After the caplin go away, in July, the squid come in, and after them herring, so that Providence has provided a triple series of cod baits, without any one of which a third of the season would be lost.

His bait once assured, the fisherman begins his toilsome season on the fishing grounds, seeking the Grand Bank, heretofore referred to, the inshore fisheries, or the coast of Labrador. The fish off Labrador, or on the Grand Bank, are always largest and most valuable, but the fisherman there must incur vexatious delays in securing fresh bait or in coming shoreward to dry his product. His is an arduous and perilous calling. The cod usually bite best at sunset or sunrise, and often tug at the lines all night. So by darkness and the day fisher is at his post, save when a storm forces him to heave to on the banks, or, nearer shore, drives him to port. The rasping line, drawn up often from a depth of 200 feet, cuts his fingers, the poisonous squid and salt used in canning the fish, wear the skin to the blood; hunger, exposure, danger, are all his lot. Here in Newfoundland, he fishes also for a hard master, the wholesale dealer, who furnishes the equipment, taking as security a chattel mortgage, thus bringing the poor, ignorant fisherman in debt at the opening of the season. It is reckoned a fair season's catch if the fisherman comes out with profits of \$120, on which he must weather through with wife and children piercing winter months.

The cod is anything but a gamesome fish. A few initial struggles way down in the depths, and he come up with a dead pull like a log. Unless very large and hungry he bites daintily, and out of ten that bite, probably but one is hooked. In "trawling" the fisherman sinks a long rope fitted with short snoods and hooks. The rope is ingeniously buoyed to logs, to which is attached a staff and flag in such a way that each wave throws the flag in air and signals its spot. Two men in a boat, often several times a day, "under-run" the trawl - the man in front drawing up and taking off the fish, while his companion baits. The "seine" so called, is here a net of great length and depth, so arranged as to "purse" at the bottom by a drawn cord, and secure the fish in the same manner that menhaden are caught on our coasts. The local title of "trap" is applied to a contrivance much like our fish-pounds, but made entirely of nets. The seine and trap are both used effectively when the cod is gorged with caplin or squid and refuses to bite.

RAILWAY AND STEAMSHIP NOTES

The FALMOUTH, of the International Line, is being repaired and overhauled, and will go on the route as the winter boat.

The Yarmouth, Nova Scotia line of steamers has been a great success, and its first season's work will make a good showing.

It is said to be the purpose of the managers of the New Brunswick and Canada Railway to put a fast steamer on the route between Eastport and St. Andrews next season. The steamer will make two trips per day, and the passengers will be ticketed through to Boston for five dollars.

The steamer CITY OF RICHMOND, of the Portland and Bar Harbor line, made her last trip for the season last Friday. She has had a splendid summers' business, and those who have traveled on her have been well pleased. She proves even faster than before rebuilt, and is much more elegant, convenient and comfortable in all her appointments. That there is no steamer in eastern waters having superior attractions, is the unanimous verdict of the traveling public. The trips of the LEWISTON are continued without change.

The contract for furnishing the granite coping for the approaches to the U. S. Custom House at Chicago, has been awarded to the Collins Granite Company at \$13 a lineal foot.

The dimensions of the 2,000 ton ship, building under Captain J. R. Kelley's supervision at the Goss & Sawyer yard in Bath are: length of keel 226 feet, beam 43 feet 4 inches, depth 27 feet 4 inches. She will be commanded by Captain Henry Otis and will register 2000 tons or more.

The Times says that over 200 hogsheads of sardines were sold at Eastport, Wednesday. Over \$3,000 was paid out for them, the average price being \$15 per hogshead. This was a great thing for the factories, as for two weeks previous a number had been idle, and the few sardines that were taken brought \$20 per hogshead.

Captain Guy C. Goss of Bath is now in San Francisco completing the details of a contract with a newly organized steamship line from San Francisco to Liverpool to build them a 2,500-ton propeller.

From Ellsworth to Harrington -- Glimpses of Shore Towns -- The Blueberry Barrens

A correspondent writes the Belfast journal from Harrington as follows: From Ellsworth we take the stage road to Franklin, some twelve miles distant. We find quite a diversity of scenery presented. A portion of the way our road is beside the saltwater that makes up into the bay, coves and inlets all along our coast. At low tide these places are far from attractive, but they have some advantages, after all, for the ocean is a great feeder of the human race. Fish abound in these waters, while clams are plentiful. We noticed one very large summer hotel with an unpronounceable name, in an unattractive locality, reminding us that here, as in other places, an obscure nook can be made popular with judicious advertising and a liberal investment of capital.

Some good farms are to be seen on this route. At North Hancock, particularly, the building and fields showed the marks of an intelligent yeomanry, aided by good natural advantages. Coming to Franklin village we find but little change for the last five years; everything looking as familiar as an old hat. This place is a relay for the stage lines, and the stables are well filled with horses. A good deal of lumber is sawed here, and it is the depot for several smaller places back of it. Obtaining a good dinner at the Relay House, we start for another lonesome ride of eighteen miles. The country seems to be uninhabited and really unfit for agricultural purposes. The only person we saw for more than a dozen miles were two gentlemen in a carriage, and soon after a tramp, with his valise on his shoulder trudging wearily along. In a little less than three hours, however, we leisurely enter the busy village of Cherryfield and find good accommodations for man and beast with Barney McGouldrick, of the Cherryfield House. Here is this



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Continued from Page 21.

Department of the Navy and our industrial base," said Secretary of the Navy Richard V. Spencer. "This ship honors the citizens of Wichita, Kansas for their longstanding support of the Navy and Marine Corps team and I am confident USS Wichita and crew will make our Navy and nation stronger."

The future USS Wichita is the third naval vessel to honor Kansas's largest city. The first was a heavy cruiser in service from 1939 to 1947. Active during World War II, Wichita supported amphibious landings during Operation Torch in November 1942 in the European Theater. She later participated in the Battles of the Philippine Sea and Leyte Gulf and the invasion of Okinawa in 1944 in the Pacific Theater. Wichita earned 13 battle stars for wartime service. The second USS Wichita (AOR 1) was a first-in-class replen-

ishment oiler in service from 1969 to 1993. During her first three deployments, the ship made numerous trips to replenish ships on "Yankee Station," earning four battle stars for service during the Vietnam War.

The future USS Wichita is a fast, agile, focused-mission platform designed for operation in near-shore environments as well as the open-ocean. It is designed to defeat asymmetric "anti-access" threats such as mines, quiet diesel submarines and fast surface craft.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin, Marinette, Wis., (for the odd-numbered hulls). The Independence variant team is led by Austal USA, Mobile, Ala., (for LCS 6 and the subsequent even-numbered hulls).

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village everybody is busy, and there is an appearance of good times.

The next morning we take a drive of sixteen miles to Beddington, passing through the village of Deblois. On this drive we again pass over the barrens. In this section of the State are large tracts of land where nothing but shrubs and bushes are to be seen. Here blueberries abound and the large plains are frequented by the pickers during the season. They take their tents and camp out, living there sometimes several weeks, or through the berry time. Plenty of the berries are to be found at this date beside the road, and being tempted by some very fine looking ones we stopped the horse and ate our fill. On many of the roads here, no fences are to be seen. We presume the land is not worth fencing. At Beddington we find quite a different settlement. The business is, however, mostly lumbering, and farming is only a secondary object. There is a nice schoolhouse, town hall, etc., and societies of various kinds. From here we had a pleasant ride, to Upper Beddington, where the ground rises so that we can see a large extent of territory in every direction. For fourteen miles above here there are but three houses, and we gladly turned towards the coast.

Milbridge seems to be in a flourishing condition and everybody reports a busy season. The canning factories here give employment to quite a number of people, and considerable business is done in navigation. Here, as in other places, we see a good deal of building and repairing going on. At Harrington we find familiar faces, and stop with our old friend, Simeon Coffin, who, with the assistance of his efficient wife, has for years dispensed the cheerful hospitality of a wayside inn. We find there has been much improvement here within the past few years, and several fine buildings have been erected. Shipbuilding is quite extensively carried on here, as Harrington river, as it is called, (it is really saltwater) will at high tide float out a vessel of quite heavy tonnage. Quite an amount of capital is invested in navigation and the place is wealthy for one of its size. In the northwest corner of the town is the "Base Line Road" that was built at the cost of several thousand dollars for the U. S. Coast Survey. It is now sometimes used for pleasure drives.

\* \* \* \* \*

There was launched from the yard of C. V. Minot, Esq. at Phippsburg on Tuesday last one of the finest ships ever built on the Kennebec. Her tonnage is 1,734. She is rated A1 for 15 years in the American and French Lloyds. Her name is BERLIN. Her model denotes great speed coupled with great carrying capacity. Her cabin is 52 feet long and is elegantly finished in mahogany and rosewood and satin wood. There are eight staterooms finished with the same woods all of them very large and roomy. The cost of this fine craft comes well up to \$100,000. Among her owners are James D. White of Bath, who owns 1/16<sup>th</sup> and Captain Frank D. Whitmore, who will command her 1/8<sup>th</sup>. The BERLIN will either load at New York with case oil for Japan or will lay-on for an assorted cargo for San Francisco.

Page 5. TALKS WITH THE FARMERS

On Ohio street at the western edge of the city, are the fine buildings and grounds belonging to Arthur F. Noyes. About 5 acres are devoted to fruit raising, gardening and the cultivation of flowers, plants and grapes, under glass. This is the old homestead of his father Albert Noyes, who was for several years President of the Maine Poultry Association, and an active promoter of an improved agriculture in all forms. The soil

is a clay loam, but by a liberal use of old lime, ashes, ground bone and the ordinary manures, the character of the soil has become so ameliorated as to grow anything, and herein is the first lesson. Last year the apple product was over 500 bushels, but this season for various reasons it will be not over 200 bushels. One of his Alexander trees however is an exception to this season's productiveness, the strength of the limbs being taxed to the utmost in sustaining their burden of large red apples, estimated at about ten bushels. He has contracted this variety of apples this year at \$2.00 per barrel, with the barrels furnished by the buyer. A heavily laden fruit tree or vine is one of the most pleasing pictures in nature, and this should in itself be considered among the rewards of the intelligent fruit grower. Mr. Noyes thinks that the genuine old Baldwin apple is the best we yet have for a home winter apple or to be raised extensively for export. He says that generally orchardists cultivate too many varieties, which has been brought about in a great measure by fruit tree agents wishing to dispose of a few kinds which have been recommended by various parties. Among the most profitable fall apples he recommends the Gravenstein and Duchess. For hens he rather gives the preference to the Plymouth Rock and keeps about 40 of that blood. His hogs are the White Chester, and he is well pleased with that breed. He believes in sheep as a profitable farm stock and likes to have a few about his premises, and has now 20. A fine full blooded Cotswold buck from the Mattocks flock at Portland is now with them. He has recently received from Vermont two full blood buck merino lambs, which are pets on his premises.

A mile or more out on the same road and known as the Levant road is the home of Elijah Smith. The land which is highly cultivated consists of 60 acres and this season yielded 100 tons of hay. His house, barn and other outbuildings are large and elaborately constructed and bear evidence of thrift and prosperity. He has 3 acres in wheat which he estimates at 90 bushels; 2 acres turnips, 1,000 bushels; and 3 acres of potatoes, 600 bushels. His stock are high grade Hereford. One of his cows, 3 years old last spring, is very remarkable for her size and beauty and \$110 was her estimated worth, for beef last spring. Other very noteworthy animals are two pairs of twin steers one year old last spring, whose girth is now 6 feet each, and 4 calves equally as promising. These are all of his own raising and their mothers are now in his herd. He thinks the Herefords are superior for beef and working oxen, but not so profitable for their milking qualities as some other breeds. His water supply for his whole establishment is obtained from a spring 80 rods distant, through the agency of a patent eclipse wind mill which forces water through a galvanized iron pipe into a reservoir in his buildings, which contains 8000 gallons, from which pipes carry it to all parts of his premises where it is needed. His water supply arrangements have cost him about \$600. Across the valley towards Broadway he owns the Buker farm of 80 acres where he cuts 100 tons of hay, the Woodward farm of 20 acres which yielded 50 tons of hay this season and the Burleigh farm of 30 acres, which he will bring up to high cultivation in the future. He believes that the road to profitable farming is to put the land into condition to yield good crops.

From here we went to Herman W. Griffin's farm, on the northwestern Avenue road, which consists of 270 acres and yielded 200 tons of hay. Mr. Griffin has now a flock of 100 selected sheep, and will give special attention to this branch of farm stock in the future. The western edge of one of his large

fields is skirted by tall forest trees, mostly pine, which affords a very pleasant home picture. We shall get much valuable information from this farm in the future.

J. Merryman's farm borders the Levant road, and is in the southwest corner of Glenburn near Bangor line. His farm is good orchard land and some among his 200 trees are very productive. During the past eight years he has kept 100 to 250 hens and finds them very profitable when well managed. He has experimented with all the different breeds and now gives the preference to the white and brown leghorn for their laying qualities and the light brahma for poultry. He has determined to increase his stock from 300 to 500 and give them the run of his orchard by which his trees will receive much benefit. His experience has demonstrated to him that hens may be so managed as greatly to increase the productiveness of an orchard, and he thinks that system of farming operations should be practiced that combines the most advantages. He intends to graft the most of his trees to the best of winter fruit and finds that the true policy at the preset time.

ISLESBORO [From an occasional correspondent]

Maine was formerly noted for its lumber and fisheries. Of late years the discovery has been made that there is something beneath the soil as well as above it. Instead of being a good place to emigrate from, it is attracting visitors from all parts of the Union. The future geography will say: Maine is not only noted for lumber and men, but also for mines, ice, and summer resorts. It can truly be said, the whole Atlantic and Gulf coast does not present so many attractions as are to be found in Penobscot and Frenchman's Bays.

Innumerable islands, bold shores, sand beaches, a healthy summer air, free from malaria, all unite in making this the summer resort of denizens in our coast cities, for all time to come. An article in the September "Century" gives a glowing account of Castine and its surroundings. A writer in "Picturesque Maine" says:

"It would be hard to find, this side of the Aegean Sea and Bosphorus, a more charming sail than that which lies between Rockland and Mount Desert, over the bright waters of Penobscot Bay, and sheltered from the long swell of the ocean by breakwaters of islands. The tall mountains of Camden and the blue peaks of Mount Desert spring apparently from the distant waves, and the myriads of islands diversify the view, some of them more bits of rock and trees, where birds alone may dwell, and others so large as to sustain white hamlets of fishermen, with sentinel spires answering the "All's Well" of the mainland church towers, and slender masts rising from the sheltering coves. Over the blue waters the staunch little fishing boats dance merrily, with their white sails filled by the fresh breezes, and their decks manned by the bronzed Vikings of New England's peaceful marine; and the gallant flotillas of dories rock on the waves, while their occupants pursue schools of fish entangled among the islands. The aromatic fragrance of the forests blends with the bracing air of the ocean, and the distant sounds of farm mingle with the melody of lashing waves and the weird cries of sea birds. The arrangements of the shores and islands and the breezy sea is almost rhythmic in its grace and symmetry, and has a charming kaleidoscopic effect as seen from the deck of the advancing vessel."

If one wishes to behold all this, and more, let him go to "Hugh's Point" on the Castine shore of Long Island. The island itself is in the centre of Penobscot Bay,

equi-distant from either shore. It is 12 miles in length, and from 2 rods to 2 miles wide. Hugh's Point and its extension (Abraham's mountain) is the most prominent point on the island. The description above does not approach the reality of the view as seen from Abraham's mountain, which is a bluff half a mile in length on the shore of the Bay and 136 feet high. Some points are nearly perpendicular. The view from here is simply magnificent. Looking up the Bay northward for a starting point, then swinging around the circle to starting place, we behold Fort Point Hotel and lighthouse, Castine, Bagaduce reach, Brooksville, Cape Rosier, Eggemoggin Reach, Pumpkin Island Light, both Deer Isles, Blue Hill mountains, Green Mountain on Mount Desert, Isle au Haut, Vinalhaven and many others great and small, both bays Eastern and Western, Old Ocean, Camden and its mountains, Northport, Belfast and Searsport. The numerous bays, coves, capes and promontories of the island all are before you. As before stated one side of the mountain looks nearly perpendicularly down upon Eastern Bay, while the other slopes gradually towards Fletcher's cove, with its sand beaches and cottages peeping through the evergreens. This mountain was a great resort for British officers from Castine, who came here for pleasure and hunting for rabbits, that apparently have not diminished in number. At the foot of the mountain near a small island is quite a noted place for catching salmon as they go up the river.

This place is exciting considerable interest lately, as its beauties are becoming known. The southerly point of the island a mile in length, has been purchased by a wealthy Boston gentleman. At Fletcher's Cove many cottage lots have been sold and three cottages erected, and many others will be built in the spring. Much work has been done trimming up the evergreens, clearing and lotting the land, as well as cutting streets through the trees, that gives an unobstructed view from the height upon the beaches and sparkling cove. A wharf is to be built by landholders upon the island. Probably next season the Cimbria and Lewiston both will make regular landings here. The place is well watered by natural springs of the purest water. "Views of the Penobscot Bay", taken from Mount Abraham, will soon be on exhibition at Weston's. After the wharf and hotel are built this will certainly be an attractive place for our summer excursions, free from dust and heat, and just far enough from Bangor for a pleasant sail and time for recreation and sight seeing ashore

Page 7. FISH AND GAME

The fish hatchery at Oxford, Nova Scotia, was partly destroyed by rowdies lately.

\* \* \* \* \*

Large strings of smelts are now being taken by hook and line off the wharves at Calais by the boys.

RAILWAY AND STEAMSHIP NOTES

It is proposed to have a steamboat landing near Union Bluff next year, and a company has been formed. The capital stock, \$500, is all subscribed and one of the draughtsmen on Kittery Navy Yard is making plans and specifications thereto.

\* \* \* \* \*

A Portland paper says that it is understood that the Allan Line of steamers will resume the direct communication between Portland and Liverpool, which prevailed until within a few years, and that the steamers employed will be the finest in the service. There is also a possibility, under certain circumstances, that the Beaver line may return to Portland.



# Maine Fishermen's Forum

Samoset Resort, Rockport, Maine

## 28 February to 2 March

### FORUM SEMINAR SCHEDULES

#### Thursday, February 28, 2019

8:00 am Shellfish Focus Day  
10:00 am Voices from the Maine Fishermen's Forum (*parking lot*)  
1:00 pm Public Scoping Hearing: Amendment 21 to the Atlantic Sea Scallop Fishery Management Plan  
1:00 pm Coast Guard Approved ASHI First Aid and CPR Training (*pre-registration required*)  
1:00 pm Environmental Monitors on Lobster Traps and Large Trawlers (eMOLT): Real Time Bottom Temperatures

#### Friday, March 1, 2019

9:00 am Fishery-Dependent Data: What's in it for You?  
9:00 am Maine Lobstermen's Assn. 65<sup>h</sup> Annual Meeting  
10:00 am Voices from the Maine Fishermen's Forum (*parking lot*)  
10:30 am Eastern Maine Skippers Program: How do We Use Technology in Any Form to Contribute to Sustainable, Safe and Thriving Local Fisheries' Futures?  
10:30 am Update on Right Whale Status, Research and Potential Regulations

1:00 pm Northeast Coastal Communities Sector Meeting  
1:00 pm Quota Leasing Costs in New England's Groundfishery  
1:00 pm DMR Lobster Science and Management Update  
2:45 pm Open Forum with NOAA Fisheries Leadership

#### Saturday, March 2, 2019

8:00 am Water Survival Training: Water Safety and Emergency Egress Training (*Pool*)  
9:00 am Maine Elver Fishermen's Association Annual Meeting  
9:00 am Maine Lobster Boat Races 2019 Pre-Season Meeting  
9:00 am Maine Ocean School Leadership Forum: Youth and Maine's Fisheries and Aquaculture Workforce  
9:00 am Preserving Maine's Working Waterfronts: How are We Doing, What's It Going to Take?  
10:00 am Voices from the Maine Fishermen's Forum (*parking lot*)  
10:30 am Alewife Harvesters of Maine Annual Meeting

10:30 am The Food Guys: "It is, But it Isn't – Chowder by any Other Name"  
10:30 am Maine Lobster Marketing Annual Presentation  
10:30 am Technical Strategies for Anchoring Floating Aquaculture Systems  
1:00 pm You & Your Money - Planning for the Retirement You Want  
1:00 pm Warming Waters, Emerging Species and Market Changes: Lessons Learned from Southern New England's Black Sea Bass and Jonah Crab fisheries  
1:00 pm Scallop Farming in Maine  
2:45 pm Will I be Able to Afford that New Boat and Gear?  
2:45 pm Developing Viable Fisheries and Markets for Green Crabs: Current and Future Opportunities and Challenges  
2:45 pm Space-age Data and Shellfish Farming: How Data from Buoys to Satellites can Improve Site Selection

### FORUM EXHIBITORS

Accutech Marine Propeller, Inc.  
Alewife Harvesters of Maine  
Applied Refrigeration Services  
Athearn Marine Agency Inc.  
Bar Harbor Bank & Trust  
Billings Diesel & Marine Services Inc.  
Brawny Box (div. of Downeast Dayboat)  
Brooks Trap Mill  
Chase Leavitt  
Coastal Enterprises, Inc.  
Commercial Fisheries News  
Commercial Fisheries Research Foundation  
Community Health Options  
Cummins Sales & Service  
Custom Float Services  
Dixon's Marine Group 2000 Inc.  
DMR Touch Tank  
Downeast Lobstermen's Assn.  
Dropping Springs  
East Side Boat Shop  
Eastern Maine Skippers Program  
Encore Hartco  
Esposito's Welding & Fabrication  
Farm Credit East, ACA  
Fishermen's Voice  
Fishing Partnership Support Services  
Flynn Wirkus Young  
Franklin Savings Bank  
Friendship Trap Co., Inc.  
Grundens USA, LTD  
Gulf of Maine Inc / N-Viro Dredge USA  
Gulf of Maine Lobster Foundation  
Gulf of Maine Research Institute  
Guy Cotten, Inc.  
Hamilton Marine, Inc.  
Hanover Insurance  
Harvard T. Chan School of Public Health  
Hurricane Island Center for Science & Leadership  
Imtra Marine Products  
Island Institute  
John Deere Marine/Bell Power Systems

LLC.  
Ketcham Supply Corporation  
Knox County Community Health Coalition  
Kraft Power Corporation  
Law Office of Crystal L. Tarjick LLC  
Liferaft Services LLC  
Lobster Institute  
M.K. Hoffman Associates Inc.  
Mack Boring  
Mackay Marine  
Maine Agrability Program  
Maine Aquaculture Association  
Maine Built Boats  
Maine Camp Outfitters  
Maine Center for Coastal Fisheries  
Maine Coast Fishermen's Association  
Maine Coastal Program  
Maine Dept. of Marine Resources  
Maine Dermatology  
Maine Financial Group, Inc.  
Maine Lobster Union Local 207  
Maine Lobstermen's Assn.  
Maine Marine Patrol  
Maine Ocean School  
Maine Sea Grant  
Maine Seacoast Mission  
Maine Seaweed Council  
Maine Trailer Inc.  
Marine Hydraulic Engineering Co., Inc.  
Marine Industry Inc.  
Midcoast Federal Credit Union  
Midcoast Marine Electronics  
Milton Cat  
Motor-Services Hugo Stamp, Inc.  
NAME  
National Weather Service  
Nautilus Marine Fabrication, Inc. & Propeller Service  
NAVROC Marine Electronics  
NERACOOS  
New England Propeller, Inc.  
NOAA Fisheries - Greater Atlantic Regional

Fisheries Office  
NOAA Fisheries, Northeast Fisheries Observer Program  
Nobeltec, Inc.  
North Atlantic Power Products  
Northeast Center for Occupational Health and Safety  
Northeast Maritime Institute  
O'Hara Lobster Bait and Journey's End Marina  
Ocean Marine Insurance Company, Inc.  
On The Road  
Peapod Jewelry  
Pen Bay Medical Center & Waldo County General Hospital  
Performance Diesel  
Plante Buoy Sticks  
Power Products Systems LLC.  
Purse Line Bait  
Quirk Auto Group  
R.E. Thomas Marine Hardware  
Riverdale Mills Corp.  
Rose Marine  
Royal River Boat Repair  
Sea Rose Trap Company  
Shaw Fund for Mariners Children  
Smithwick & Mariners Insurance, Inc.  
SoftPoint Industries, Inc.  
Sullivan Plastic Products  
SW Boatworks  
Union of Concerned Scientists  
University of Maine School of Marine Sciences & Darling Marine Center  
University of Southern Maine College of Nursing & Health Professions  
US Coast Guard  
Windward Power Systems  
Yachting Solutions  
ZF Marine Propulsion Systems, LLC

For more information go to: [mainefishermensforum.org/](http://mainefishermensforum.org/)



HISTORY FROM THE PAST - Maine Industrial Journal - 1882

\* \* \* \* \*

The steamer MOUNT DESERT, which recently met with an accident to her machinery, is being repaired at Rockland. It was at first thought that the steamer would have to be towed to East Boston for the repairs, but this has been found unnecessary. The machinery will be made at East Boston, sent to Rockland, and the MOUNT DESERT will be running again, it is expected, in about a week. The MOUNT DESERT will probably make two trips per week between Rockland and Bangor this fall, running on the days not provided for by the four trips a week arrangement of the large steamers.

Page 8.  
MAINE METROPOLIS - PORTLAND  
[Correspondence of the Boston Travel-  
er]

As seen from its spacious harbor the city of Portland seems a place fitted to awaken the admiring interest of visitors, and the love of its inhabitants. It is indeed a city with a history, and one of the proudest monuments of New England pluck and perseverance. As such it awakens a special interest in the people of this section. Its earlier annals are written with fire and sword. Twice destroyed by French and Indians, and once by the British, it was afterwards swept by the disastrous fire in 1866, which left ten thousand of its inhabitants homeless. From all these trials it has risen stronger than before and the persistent spirit and renewed strength with which it has risen, resembles that of the giant slain by Hercules, who as often as he was thrown to the earth arose again with redoubled vigor. A marble slab on the front of a block on one of its principal thoroughfares, records a striking manner the ravages of fire, and the indomitable energy of the owners of the property: "Homestead of Benjamin Mussey, A. D. 1799; Mussey's row begun by his son, John Mussey, in 1799; completed in 1801. Partially burnt, and rebuilt by him in 1815. Partially burnt, and rebuilt in 1852 by his son John Mussey. Wholly burnt, and rebuilt in 1856 by the same. Wholly burnt in the great fire of July 4th and 5th, 1866, and rebuilt by same."

In commercial facilities for transit trade Portland is well-nigh unexcelled in the country. Its harbor is wonderfully commodious, deep and sheltered. The main channel by which it is entered is about forty feet deep at low tide, while within the largest vessels may ride safely at anchor. It was the only harbor on the Atlantic coast that afforded easy access to the GREAT EASTERN. In point of safety it seems as if nature had especially exerted herself to render this shelter a perfect one. Large islands and jutting promontories shut it in on every side. The islands are the natural ramparts of the city. Green, beautiful, and sloping gently to the water on the landward side, toward the sea they tower, into lofty rocks, reaching their climax in the tall and precipitous cliff of White Head. On these rocks the roaring surf, that would otherwise fill the harbor with commotion, dashes itself in impotent rage. The scenes within the harbor are beautiful, with all the strange blended beauty of land and water.

The shipping witnessed by the island excursionist if "alone worth the price of admission." The inner harbor is generally thronged with coasters and fishing vessels, stout barques and brigs, often trans-oceanic, and dashing yachts. At the foot of India street are the wharves of the great steamships of the Allan line, which ply between Liverpool and Portland, and often make their appearance in winter with their mightily bulwarks shattered by the heavy seas, and their spars and rigging covered with ice, presenting a dazzling effect as it glistens under frosty

brightness of a winter sun. The approach from the sea is truly picturesque. The coast is rocky and irregular, and deeply indented by the ocean which foams over rocks and ledges, fringing its intense blue with a border of dazzling whiteness. The projecting points are crowned with lighthouses of massive construction, which by day loom afar over the waters, and by night blaze forth like so many Cyclopean eyes, glaring through the dark shadows of the blackest tempest. The city is eminently fitted to be a "Ruler of the water and their powers". The force of the sea, wild and billowy without, is first broken by the Cape, then by the island-bulwarks of the city, and finally by the inner breakwater. The turbulent waves, gradually subdued, creep smoothly to her feet, and seem to acknowledge her sway over them.

The streets of the city are, for the most part, wide and handsome. Nearly all the finer buildings have been erected since the fire of 1866, but there are still remain some of those old mansions, relics of the earliest prosperity of the place, which were spared by the conflagration. Square, ample and of solid and handsome construction, they seem the embodiment of ancient hospitality. But far more numerous are the handsome dwellings of modern construction. The streets devoted to dwelling houses in the most aristocratic quarter are shaded by trees that surpass anything of the kind commonly seen in a city. Huge, shadowy elms spread their mass of shade from side to side of the street, forming the most perfect wall. These are kept continually moist, and furnish pleasant driving in the warmest summer weather.

The Falmouth Hotel, situated on the corner of Middle and Union streets, is a magnificent seven-story structure, fitted with every modern convenience. The Preble House, on Congress street, has had many handsome improvements made to it lately. It is shaded in front by tall dark elms that rise to its lofty roof, and make its front a convenient post of observation for sojourners facing, as it does, the principal street. Congress street runs through the middle of the city from end to end. It is a busy street, rather handsome, and presenting somewhat the appearance of Market street, Philadelphia, though on a smaller scale. On this street, at the head of Exchange, rises the handsome stone front of the City Hall, and its gilded dome attaining a height of 160 feet. Near at hand, on Exchange street, the post office occupies a square. It is a beautiful marble building, and architecturally the finest structure in Portland. The interest of science are represented by the Society of Natural History, which has lately erected a fine building, and possesses many valuable curiosities, some of which are exceeding rare. Public libraries are accessible to all, on payment of a nominal fee.

The climate is delightful for a place so far north. In the early fall it approaches perfection. The occasional visit of the sea fog is a considerable drawback, but this is not very frequent. Portland is specially suited to excursionists, and finds varied amusements for all. Numerous steamboats run to the islands in the harbor at short intervals, and they are always well patronized. Bathing, fishing, boating, bowling and billiards are among the amusements, which the islands furnish. VIATOR

EASTERN INDUSTRIES

McDonald and Brown have laid the keel for Captain Mark Gray's schooner, at their yard in Belfast

20 October  
Page 2.  
THE CULTURE OF FRESH WATER  
FISH.

One of Maine's resources of wealth the Bath Times says: "It has been said, and probably with truth, that the raising of freshwater fish will pay as well if not better than any other kind of farming. Maine with its numerous pond, lakelets, and running streams of all sizes, affords as good opportunities for fish raising for profit at any country on the face of the earth. Seth Green, the noted pisciculturist, says, 'Expend one hundredth part of the sum spent in tilling the land in tilling the water, and fish may be sold in our market at two cents a pound.' Most of the bodies of freshwater in this State, or this part of the State, are worthless as feed producers, inhabited only by various pickerel, that nightmare of the fish tribe, who goes about everywhere seeking whom he may devour, and will even digest a trolling spoon if his internals are in good working order. There is however a fish that has been brought recently to notice, or invented, so to speak, which is not only a match for pickerel on his own door step, but which as a game and a food fish is superior to the trout itself that is the black bass. The fish may be propagated with ease where pickerel abound. Fifty or two hundred fish that will spawn the next season, will, in a few years, produce an incredible number, and pond that have heretofore produced only a scanty supply of pickerel will furnish a large amount of wholesome and delicious food. Mr. Stirling, of Ohio, says that this fish may be produced in quantities that will pay better than any other kind of farming. The Sagadahoc Game and Fish Association have stocked a number of ponds in this county with black bass, and are watching for the result of their efforts."

Page 3.  
THE NEW PORTLAND STEAMER.

Steamship building is reviving on the seaboard in a wonderful degree. The old vessels are being rapidly replaced by new and finer craft, with greater power, superior outfit and enlarged accommodations, with abundance of comfort for passenger traffic. The steamers MASSACHUSETTS and RHODE ISLAND, of the New York and Providence Line, are some of the latest palatial crafts placed on Long Island Sound, which it was said, at first were too costly, at a million dollars apiece, to ever pay running expenses. This fallacy long ago exploded, and, as proof that such costly steamers are profitable investments and rewarded by increased public patronage, is evidenced by the new and similar vessels being contracted for by old steamboat corporations, preparatory to next season's business.

One of the oldest steamboat companies on the coast is the Portland Steam Packet Company, of Portland, Maine, which runs a daily line between Boston and Portland, at the popular price of one dollar each way. This line has been running good (????) but, to be up with the times and to be consistent with their usual enterprise, they have contracted for a new, large and palatial steamer, to be 250 feet long in the keel, 37 feet beam and 12 feet 3 inches depth of hold. Her saloon cabin will have 10 staterooms, finely fitted up and in keeping with the elegance of the cable. There will also be the usual lower cabin and ladies' saloon, with berths to accommodate about three hundred people, which, with the staterooms, will provide sleeping accommodations for about 550 passengers. Her engines will be built at the Quintard Works, New York city, and will have cylinder diameters of 52 inches, with 11 feet stroke. Her boiler, the dimensions of which we have not ascertained, will be 60 tons in weight. She will be very fast, and ought to make, with her power, 18 miles an hour on an ordinary business trip in fair weather.

The Portland Steam Packet Company is officered by men of extended experience. Captain John B. Coyle, Sr., a veteran steamboat man, and many years ago a prominent engineer on the ocean, is the general manager of the company. Mr. John B. Coyle, Jr., on the apex of steamboat fame and in the prime of a full and noble manhood, is the active agent. Mr. John T. Liscomb is the secretary, treasurer and general passenger agent, and there is none better on the Atlantic coast.

The new steamer will be completed next spring, in the interim of which we hope to note her progress toward completion, besides giving a detailed description of her in the near future.

Page 4.  
RAILWAY AND STEAMSHIP NOTES.

The International Steamship Company have purchased the Portland Steam Packet Company's interest in the steamer FALMOUTH.

\* \* \* \* \*

The International Steamship Company's steamers STATE OF MAINE and FALMOUTH are to be placed on the route between St. John and Boston, during the winter.

\* \* \* \* \*

The steamer ELECTA makes one trip a day between Sullivan and Bar Harbor, and return. She leaves Sullivan at 7 o'clock in the morning and arrives at about six in the evening.

\* \* \* \* \*

The Augusta Journal says that the stockholders in the Kennebec and Boothbay Steamboat Company met in office of A. C. Stilphen, Esq., Gardiner, Saturday, and choose directors. Hon. P. O. Vickery was subsequently chosen president of the organization. It is the intention of the company to build a steamer costing \$25,000 to ply between Augusta and the islands next summer. The hull is to be built in Bath, and the boat is to be completed by May 1<sup>st</sup>.

Page 6.  
FISH AND GAME.

A horse mackerel, weighing 1200 pounds, has been captured in Bay du Chaleur.

\* \* \* \* \*

The New Brunswick Fish Company have erected a freezer store and residence at Inkerman, Gloucester county.

\* \* \* \* \*

Large quantities of herring are now being caught by the fishermen. They are caught in nets, mostly by night, and are worth about \$3 per barrel.

\* \* \* \* \*

After all, the fishery in some parts of Newfoundland will be a fair catch. At Donavista the fishery improved up to the usual catch of former years, so that the people consider themselves safe for the coming winter. Fine weather and fish in great abundance was the report from the Grand Banks in St. John's about the last of September. The fishery has about ended for the season at St. Pierre, Miq., and several hundred men left the island last week for France. The fishery is a good average one. [North Sydney Herald]

NUGGETS.

It is reported that there is a syndicate in Portland holding 5,000 barrels of mackerel for speculation, and also that quite a quantity of the same fish is held in Boothbay for the same purpose.

\* \* \* \* \*

At a regular meeting of the lighthouse board last week, it was decided to discontinue the west light at Cape Elizabeth, Maine, and to remove the revolving machinery in



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that tower to the east lighthouse. A saving of \$3,000 per annum will be effected by this action. It was also decided, in the interests of economy, to discontinue one of the two lights on Matinicus Rock, Maine. These reductions were made necessary by the reduced appropriation of Congress for pay of lighthouse keepers, which is \$25,000 less than for the previous year.

\*\*\*\*\*

Patents issued to Maine Inventors under date of October 10, 1882, reported for us by William Franklin Seavey, solicitor of patents, Bangor, Maine: Henry P. Fiske, Portland, box, (two patents); A. M. Greenwood, Phillips, treadle; George A. Marsh, Brunswick, machine for heading cans; L. S. Sanborn, Portland, mail tag holder; John S. and George N. Getchell, Houlton, hoe cultivator; Charles J. Higgins, Hallowell, lantern attachment; J. H. Baxter, Portland, putting up dried fish. Whole number for the week, 388.

Page 7. EASTERN INDUSTRIES.

The Union says that the sardine factory at Milbridge is importing fish from all quarters and doing a fair business. The fish weirs at Bolsbubert have been a perfect failure.

\*\*\*\*\*

Captain Arey’s new schooner in Rockland, at the South End, will be ready to launch the 28<sup>th</sup> inst. and Captain Pillsbury’s at the Starrett yard is nearly finished and will be about, if not quite, ready to go into the water at the same time.

\*\*\*\*\*

The Union says the New England sardine company at Lubec employs about 100 persons. Pay roll and disbursements in busiest seasons amount to \$1,000 to \$1,400 per week. The capacity of the factory is 800 to 1000 cases weekly.

\*\*\*\*\*

The preparation of the foundation for the buildings of the Bath Shipbuilding Company is progressing under the direction of Mr. Coombs. It is in contemplation, we believe, to erect the buildings in a block running east and west on the lot bought of the heirs of William Rice, having a length of 380 feet and a uniform width of 60 feet. The machine shop, which occupies the site of the old saw mill, has a length of 132 feet, and the foundation of this building will be completed at an early day. Then comes the smithy with a length of 48 feet; the boiler shop, 72 feet; the foundry, 96 feet; and, last and nearest the street, the carpenter’s shop, 36 feet. [Bath Times]

\*\*\*\*\*

Captain John F. Hamilton, the contractor from Portland, who is to do the work on the breakwater in Rockland Harbor, commenced operations Monday, and will continue as long as the weather permits. The appropriation for the work now commenced is \$40,000, being double the amount appropriated before. The present work will be an extension of the already built from Jameson’s Point, and will build an additional length of nearly 500 feet, making when done 1300 feet of the 1900 from high water, as at present designed. On account of the increased price of stone and freighting, and the greater depth of water, the present appropriation will not build so much in length as is already finished. The structure will be 29 feet deep where the work begins and on the bottom about 100 feet in width and 10 feet wide on the top. There will be employed on the work some twelve different stone sloops, each one putting in an equal portion of the whole amount. The stone will be obtained from all the quarries, from Spruce Head to Green’s Landing, as fast as it is made, and

possibly some of the stone will be obtained from private parties who will quarry for the contractor alone. [Rockland Courier]

Page 8. EASTERN INDUSTRIES.

Two vessels are probably to be built in Machias next year. The Messrs. Gardner, Shaw and others expect to build one and William C. Holway, Nash and others will probably build one.

\*\*\*\*\*

The proprietors of the Georges River Ice Company, of Cushing, have completed their dam, and their pond is nearly full of water. Work on the wharf has been commenced, and will be rapidly pushed towards completion.

\*\*\*\*\*

We understand that the sardine factory at East Lamoine is doing a good business; they have taken care of over a hundred bushels a day during the week and that amount of fish will make a large number of boxes of sardines.

\*\*\*\*\*

Mr. C. J. Hall, at the Belfast foundry, has begun on the foundation of his pier. It will extend off from the shore 60 or 70 feet. A few days since Hall shipped to Ellsworth one of his patent saw mills, the first which has left his establishment.

\*\*\*\*\*

At Bath, Maine, on the 14<sup>th</sup> inst., Goss, Sawyer & Packard launched the steam barque MENDOYA, of 735 tons, having an engine of 175 horsepower, designed for the South American trade. She hails from New York, and is to be commanded by George W. Tucker, of Bath.

\*\*\*\*\*

Hiram T. Jones who is now at the office of the Hinckley & Egery Iron Company, Bangor, is a native of Turk’s Island, where he now owns extensive salt works. He has been here six years and now imports salt to this city, Boston and other eastern ports. He has up to this time, this season, landed nine cargoes, amounting to 155,000 bushels. It is used in the curing of meats and fish, and is finding a quick sale in all New England ports.

\*\*\*\*\*

The St. John Daily Suns says: The hiring fishing fleet from St. John this winter will be reinforced by some new vessels. Hitherto most of the fishing has been done in small open boats, but for the better protection of life among the fishermen larger craft are being used by them. The bounty given to the fishermen by the Dominion Government has considerable to do with the present boom among them in building and buying vessels for the business.

\*\*\*\*\*

The Portland Packing Company finished canning corn at Vassalboro last week. They have put up over 200,000 cans, employing 100 hands, running 17 days. The amount put up was about one-half what it would have been had the season been favorable, but enough has been raised to satisfy the farmers that it is a paying crop. It has been a great help to our village, giving employment to a large number of boys and girls, and leaving quite a large amount of money. This company pays for the corn as soon as delivered.

\*\*\*\*\*

The granite statue of Education was placed in its position on the Pilgrim national monument at Plymouth on Saturday. The statue was cut from a single block of granite, and weighs nearly 25 tons. The model was made by Doyle, the New York sculptor. The marble bas-relief of the signing of the compact has also been placed in position in

the buttress immediately under Education. It was cut at Hallowell, and is five by three feet. Steps have been taken by members of the American Law Association to raise money to furnish a statue of Law.

\*\*\*\*\*

Captain Haggett, of Bath, Maine, was in Bangor, Saturday, in search of workmen. He is a member of the large shipbuilding firm of Goss, Sawyer & Packard, and says their yards are overflowing with work. In fact they had to refuse work. They would have taken the contract for building the new steamer CUMBERLAND for the Portland Steam Packet Company, but they could not possibly do the work in season. Captain Haggett says the new iron shipbuilding works in that city is an assured fact, and \$90,000 of the required \$100,000 is raised.

\*\*\*\*\*

Bacon, Robinson & Company, of this city, whose general office is on Kenduskeag Bridge, have extensive coal yards and wharves on Front street where they handle 10,000 tons of coal yearly. They are also the owners of the Penobscot River Ice Company and housed last winter 17,000 tons of ice. They own tracts of land in Greenfield and Upper Stillwater where they obtain their wood and charcoal to supply their customers and also obtain various kinds of lumber and timber. Their entire business employs 25 men and 16 horses on an average during the year.

27 October Page 3.

NUGGETS.

The Press says officers from the Portland Custom House returned from Hallowell, Saturday, where they have been quarantining 80 head of thoroughbred Herefords. These cattle, imported by J. R. Bodwell, Esq., from England, for breeding purposes, were received at Boston, thence proceeded by vessel direct to Hallowell. By permission of the government they were allowed to be quarantined at Hallowell.

Page 5. NEW IRON SHIPYARDS.

There is a disposition in several quarters to engage in iron shipbuilding, and, contrary to what might be expected the movement does not originate among rivals to the old wooden shipyards, it being a fact that the latter are foremost in taking the initiative. The old builders apparently see that the tendency of events is toward a more general adoption of iron, and that it is vain to oppose the irresistible. They do not necessarily assume that hulls exclusively of iron or steel are to supersede all others, but they believe in steam auxiliaries; the advantage of speedy transportation in these fast days being more important than the economy of wind propulsion. There may be little to choose between iron and wood for vessels in the coastwise service, where there is much depth of water, for internal transportation, but there is a demand for auxiliary boilers and machinery. “The Goss Iron Works,” now

proposed in Bath, Maine, is designed to meet the emergency. It is seen that steam is used to pursue the whale, to capture seal, to explore the Arctic seas. It has also taken away the larger part of the tropical fruit trade, and more lately is disputing with sail craft for the sugar trade from Cuban ports. Occasionally, steamers are engaged in the transportation of lumber, the last stronghold for the wooden sailing vessel, and in Europe steamers conveying timber are already counted by thousands. That our old shipbuilders are preparing for a “new departure,” is further seen in the proposed establishment of an iron shipyard at Alexandria, the Potomac Manufacturing Company having just re-organized by electing Captain Goss, of Bath, Maine, as president for the purpose of developing this plan. Associated in the enterprise are gentlemen from the East and West, from Michigan and Massachusetts. Iron shipbuilding on the northern lakes is constantly assuming more importance. Should American tonnage once more be in demand, this branch of industry would start up with surprising rapidity. [American Ship]

\*\*\*\*\*

A Miss Cushman of Boston has recently purchased in Portland harbor a large portion of the lower end of Peaks’ Island, including Evergreen and Trefethen’s Landing, and has employed Mr. Charles H. Howe, civil engineer, to lay out roads, etc., upon the property. Among contemplated improvements are the construction of a pier, to be used as a steamer landing, and the building of a log house, to be occupied as a summer residence by the purchaser. The material for the latter will be furnished by the dead trees upon the island. No doubt this novel structure will be succeeded by others of the same style, the material for such building being very abundant on the island.

\*\*\*\*\*

BAR HARBOR. — Improvements are going on at Bar Harbor. The Herald prints the following items: Colonel Lawrence’s house on Maiden Hill is progressing finely. On Eagle Lake road Mr. Pray is building a very pretty cottage. Mr. Fox is arranging the grounds around the Malvern in beautiful style. Mr. Cochrane’s cottage, adjoining that of Mr. Sears, is finely progressing. Mr. Barron is to have charge of the building of Mrs. and Miss Bowler’s cottage. Still another road has been lately opened to Maiden Hill. It goes through the ground of Mr. Whiting, of Ellsworth. Mr. Charles Higgins, of the Deering House, is swinging that snug little hotel around preparatory to building the contemplated new wing on Main street. The fishing season has closed and although fish have been very scarce, the price has been so high that the fishermen have made a very good summer’s work. Mr. C. J. Morrill, of Boston, a well-known summer resident at Bar Harbor, has purchased thirty acres of land on the Isle au Haut. He will enclose the same and build a cottage thereon this winter. Mr. Musgrave is erecting a fine tower, the lower part of which is stone, on the shore border of his estate, and will soon attach a

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bowling alley to the rear of it. On Strawberry Hill another new road has been opened, developing some charming building sites on Mrs. Pendleton's land. The view from this hill is delightful. Colonel Holland's opera house is soon to be "started." The colonel himself has gone for the week to Bangor and Portland looking up lumber, etc. Mr. John F. Clark will superintend the construction of the new block. Mr. Parker, at Bass Harbor, has shipped ten cargoes of fish and oil this summer. He has taken 6,000 quintals since May. His wharf and buildings are to be enlarged for the purpose of doing more business. Mr. Parker is a smart businessman and his neighbors would like to have more from Massachusetts of the same sort. On the Schooner Head road Mr. Coles is engaged in moving two of the cottages that stood near the entrance to his grounds to the shore in the field adjoining his house lot. Through the field several ditches are being run.

Page 7. EASTERN INDUSTRIES.

The sardine factories in Jonesport are shut down for the season, which has been a prosperous one.

\*\*\*\*\*

Messrs. W. & R. Wallace, Gardner's Creek, New Brunswick, have commenced to

build a vessel of about 1,400 tons register for Messrs. O. Emery & Company and others. Her dimensions will be 194 feet keel, 30 feet in the beam and 23 feet 3 inches hold, and will probably be bark rigged. She is building under a 12-year's class.

\*\*\*\*\*

Messrs. Webster & Walker of the Bodwell Granite Company, were at Jonesboro last week. They spent several days hunting for game up river. It is talk that the Jonesboro Lumber Company will build a schooner next year of about 175 tons. The new dam enabled millmen to saw lumber during much of the recent dry season; the water is utilized by having a tight dam. There are about twenty hands employed in the quarry. The company intend to do more lumbering next winter than before in one season.

\*\*\*\*\*

The Eastport Fish Packing Company occupies a building on Brown's wharf, Captain Warren Brown proprietor; the company pack sardines, lobsters and blueberries. The capacity is about 800 cases per week, employing 150 hands. In this factory is one of the large patent ovens so useful in the sardine business, it is 12 x 16 and 22 feet high. It will bake 1½ hogshead of fish at one time, and do this in fifteen minutes when the work goes smoothly. When running full blast there are

benches for 45 sealers to work at the same time. A steam engine works the pumps and is used to lighten and hasten the work generally.

\*\*\*\*\*

The Bath Times says: The cranberry crop has not failed in this region. At Hunnewell's Point, as we learn from the well-known proprietor of the Eureka House, about 160 barrels of cranberries were raised and sold in Boston markets. Hunnewell's Point cranberries bring \$8.50 per barrel in the market and rank next to the Cape Cod cranberries. They are fully equal to the latter, even in flavor, but lack the depth of color that more thorough cultivation affords. It costs about \$2.50 per barrel to raise, pick and furnish barrels for cranberries. It is very plain that Hunnewell's Point has cleared nearly \$1,000 on the cranberry crop. They grow mostly between the Eureka House and Cobb's and are all handpicked.

\*\*\*\*\*

The indications are that a smaller crop of ice will be cut this coming season on the Kennebec than was cut last winter. A large percentage of the ice stored last season yet remains in the houses, the amount to be carried over at various points along the river aggregating not less than 175,000 tons and by some it is estimated that 274,800 tons of

ice are still stored along the Kennebec. Prices have been too low to make much money on ice this year. It is said that one gentleman has recently sold the whole contents of his houses for sixty cents a ton, a ruinous price; and that he was offered \$1.25 per ton earlier in the season and refused to sell. The latter figures would have given him a profit, on the generally accepted basis that \$1 per ton pays for putting up and shipping the ice and builds the ice houses. One Androscoggin man is said to own, still, all the ice he put up, and to be \$2,000 to \$3,000 out of pocket. A large ice crop will be harvested this year, nevertheless. Fewer outside speculators will go in.

RAILWAY AND STEAMSHIP NOTES.

Mr. Charles B. Harrington of Bath has made a model for the proposed new steamer to ply between Augusta and the islands.

\*\*\*\*\*

Owing to the very able management of the Hon. E. Cushing, the Portland, Bangor & Machias Steamboat Company have declared a dividend of ten percent, and have a good working surplus left.

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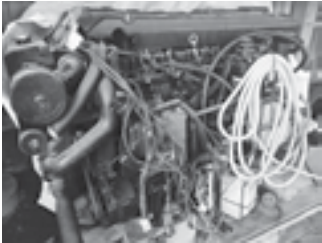
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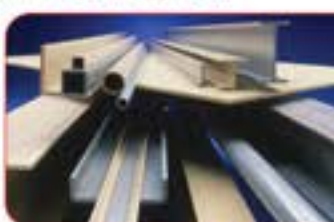
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