

Maine Coastal News

Volume 32 Issue 4

April 2019

FREE

Ready for Another Year of Lobster Boat Racing?



Chris Young's AUDREY AILEEN battling Marshall Spear's JACALWA at Stonington last year in Diesel Class N.

ROCKPORT – Every year at the Maine Fisherman’s Forum held at the Samoset Resort in Rockport the end of February or early March the Maine Lobster Boat Racing Association (MLBRA) holds a meeting. This is one of the shortest meetings that you will ever attend, for if you are three to five minutes late you probably missed the entire meeting.

The annual meeting of MLBRA is held in the fall of the year in conjunction with the annual banquet in October. This is where all the changes are proposed and voted on. It would be unfair to someone building a new boat to race in a specific class to make rule or class changes in the spring of the year. However, there are several items that might need mentioning, thus the spring meeting.

This year we informed the thirty to forty people who attended, who the ruling party was for the 2019 season: President, Jon Johansen; Vice President, Travis Otis; Secretary, Genevieve McDonald; and Treasurer, Rachel Elward.

Next topic was the sponsor. An email was sent out to those that had sponsored the races last year and instantly Mack Boring (Scania) came back saying they were on board again, as did Liferaft Services and Elite Airways. Elite Airways will give away a pair of tickets at each race to anywhere they fly from Portland. Late last fall, Steve Brooks of Brooks Trap in Thomaston brought the marketing team of New Hampshire Motor

Speedway of Loudon, NH together with MLBRA. Many of the people who compete in the lobster boat races or follow them also follow NASCAR. They found this an excellent tie and will be giving three pair of tickets at the first five races (Boothbay, Rockland, Bass Harbor, Moosabec and Stonington) of the year, to three different winners in three separate drawings. There will also be a year-end prize given at the awards banquet in October to the top boat of the year. We also had a couple of others that are interested, but have not yet committed.

Back in October, there were no rule changes proposed so the same rules will apply this year. The only change in the Classes will be in Gasoline Class B, which had its upper limit changed from 375 to 383 so the Class now will read: V8, Up to 383 cid, 24 feet and over.

Last year we did not publish a program as time just ran out getting it all put together. Amy Tierney of Long Island with assistance, is seeing if it is logistically possible to publish one this year. With the dates of all the races set we can now print the poster, which should be out the mid-spring.

Normally we hold a Hall of Fame Committee Meeting after this meeting, but this year the committee (Dana Beal, Bruce Engert, Brent Fogg, Jon Johansen, Wayne Rich, and Nick Wiberg) were polled before the meeting so that we could let those in attendance know who had been elected to

the Hall of Fame. The past people elected are: 2012: Gus Alley; Benny Beal; Isaac Beal; Merle Beal; Richard Duffy; Jerry Farrin; Will Frost; Corliss Holland; Ernest Libby, Jr.; Young Brothers (Arvin, Arvid and Colby); 2013: Andrew Gove; Fred Lenfesty; Brian Robbins; Lewis Stewart; David Taylor; 2014: Calvin Beal, Jr.; Jim Preston; Sid Eaton; 2015: Osmond Beal; Bill Hallinan; Glenn Holland; 2016: Clive Farrin, Bert Frost; 2017: Donn Page,

Spencer Lincoln; 2018: Keith Young, Richard Weaver; and for 2019: Galen Alley and Wesley Lash.

With everything on the agenda discussed it was asked if anyone had questions: Brian Robbins of “Commercial Fisheries News” stood up and said that he had two. First he wanted to know if the rumor about a wedding later in the afternoon was true. The groom-

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2019 RACE SCHEDULE:

<b>JUNE</b>		
15	Boothbay Harbor Lobster Boat Races	Ashlee Lowrey (207) 808-9230
16	Rockland Lobster Boat Races	Nick O’Hara (207) 594-0400; Mike Mayo (207) 542-1879 Wayne Rich (207) 244-9623 Jay Mills (207) 598-6347
23	Bass Harbor Lobster Boat Races	
29	Moosabec Reach Lobster Boat Races	
<b>JULY</b>		
7	Stonington Lobster Boat Races	Cory McDonald (207) 664-4525; Genevieve McDonald (207) 266-5113 Robin Reed (207) 975-9821 Larry Ward (207) 798-1725
21	Friendship Lobster Boat Races	
28	Harpswell Lobster Boat Races	
<b>AUGUST</b>		
10	Winter Harbor Lobster Boat Races	Chris Byers, (207) 963-7139
11	Merritt Brackett Lobster Boat Races	Brent Fogg (207) 380-4909 Sheila McLain (207) 677-2100 Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576 Katie Werner (207) 807-1832
17	Long Island Lobster Boat Races	
18	MS Harborfest Lobster Boat Races	
<b>OCTOBER</b>		
19	Annual Meeting & Awards Banquet	Jon Johansen (207) 223-8846

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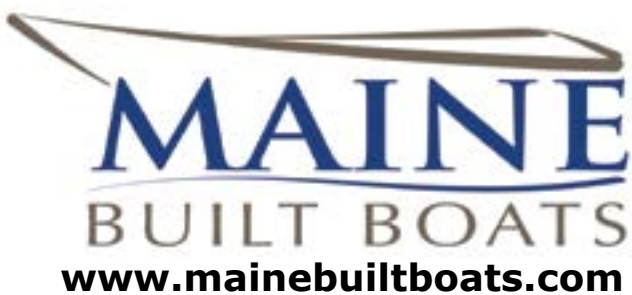
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history. Distribution of *Maine Coastal News* is from Eastport to Marblehead, MA and is free on the newsstand. It also can be obtained by subscription. A year subscription, 12 issues, is \$20.00. A single copy is \$2.00, which covers the postage. Foreign rates for subscriptions are \$40.00 per year. The *Maine Coastal News* office is located at 966 North Main Street, Winterport, Maine. Comments or additional information write: *Maine Coastal News*, P.O. Box 710, Winterport, Maine 04496.

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**Publisher**  
**Editor-in-Chief**

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

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**Advertising Deadlines:** The deadline for the May issue is April 12.  
The deadline for the June issue is May 10.

# Publisher's Note

Anyone that has followed this publication over the last 32 years knows that I put on a lot of miles, about 4,000, on a vehicle every month to cover the news of the coast. Over those years, there have only been a couple of times when I have found myself on the side of the road, dead. The last three vehicles, all GMC pickups, have amassed more than 872,000 miles with no real breakdowns, just normal maintenance

Over the last several months, my current GMC was having issues, but I thought they were related to water in the fuel as she was not running quite right. Then she started shuddering slightly going up hills, which began to get worse. On Thursday 28 February I needed to make a run from Winterport to Six River Marine in North Yarmouth to pick up the Maine Built Boats' booth and end up at the Samoset Resort in Rockport for the Maine Fisherman's Forum. Wondering if I would make it, I stopped at Bangor Tire and had them check the transmission. When asked whether they would make the run they were not very confident of my chances.

The run down was not too eventful, but the shuddering seemed to be getting worse. Got the booth loaded, made a stop at the used book store in Freeport for a biography of Aaron Burr and then headed north. When I got on the highway the transmission did not grab so I slowed and hoped, but it was for naught. There I was in the breakdown lane of the 295, with a failed transmission. First call went to Dale Dyer of Custom Floats to see where he was. He said he was almost in Rockland, but Parker Poole was heading up. Called Parker and he said he was coming but he had the car as his truck had the sander on. That meant I needed to find some other way to get the booth to the Forum. Then I saw a truck from Liferaft Services go by and I

called their office and Dan Greer, who was driving the truck called and said he would come back and get the booth. One problem solved.

Sitting on the side of the road our life could end any minute. If they hit a police car with its blue lights flashing they might never see a GMC pickup. Drivers should pull over for any vehicle on the side of the road, but they do not. Then this white MDOT pickup pulled up behind me. The driver got out and informed me that he was going to sit there with his big emergency lights on until I was towed away. This did get most drivers to pull into the outside lane and I commend the Department for doing this service as it will save lives.

Now for the next problem - the tow. I called several places and finally got Steve's Transport of Freeport to come out and put her on a flatbed. The bigger question was where do I have her towed? I called the local GMC dealer, but found they had moved from Brunswick to Westbrook, so decided to take her to Goodwin's Chevrolet in Brunswick. Steve's hauled me there and they said they could not look at her until the next day. Understood, but they said they would call with what they found. Parker arrived and off to Rockport we went.

Just as they said, the service department at Goodwin's Chevrolet called on Friday and said the transmission needed to be either rebuilt or replaced. After a brief conversation about these options I decided to replace it, which meant I was without a vehicle till mid-week. I still had the North Shore and southern Maine runs to do so I called Enterprise in Bangor, who said they would have a car for me Tuesday morning. Tuesday morning

**Continued on Page 5.**

# 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	Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: <a href="http://mysticseaport.org">mysticseaport.org</a>	28-30 WoodenBoat Show Mystic Seaport Mystic, CT	6-8 ASMFC Summer Meeting To be determined
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	Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	29 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347	10 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
A New Bedford Whaler in Africa New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>MARCH</b> 22-24 Maine Boatbuilder's Show Portland Sports Complex Portland Info: (207) 774-1067	<b>JULY</b> 7 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113	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>APRIL</b> 29-2 May ASMFC Spring Meeting Westin Arlington, VA	21 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821	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	<b>JUNE</b> 15 Boothbay Harbor Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	28 Harpswell Lobster Boat Races Harpswell Info: Larry Ward (207) 798-1725	18 MS Harborfest Lobster Boat Races Portland Yacht Services Portland Info: Katie Warner (207) 807-1832
Portugal and the Great War: Contexts and Protagonists (1914-1918) 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	31-1 August Castine Classic Yacht Race Symposium Nathaneal G. Herreshoff Maine Maritime Academy Castine	<b>SEPTEMBER</b> 12-15 Newport International Boat Show Newport, RI
	23 Bass Harbor Lobster Boat Races Bass Harbor Info: Wayne Rich (207) 244-9623	<b>AUGUST</b> 3 Eggemoggin Reach Regatta WoodenBoat Waterfront Facility Brooklin	<b>OCTOBER</b> 4-6 MMTA Boat Show Thompson Point Portland, ME
			19 Awards Banquet & Dinner Robinson's Wharf Southport Island Info: Jon Johansen (207) 223-8846

# BOATBUILDER WILLIS BEAL BUILDING TORPEDO-STERN MODEL

BEALS ISLAND – Beals Island and Jonesport are well-known for their boatbuilders and the designs that they have turned out over the years. These narrow boats, with nice sweeping sheers, good seakeeping ability have been sought after for over 100 years. There have also been builders of another type of boat on Beals Island, which they term “play boats.” One of the most noted for this type of boat was Alvin Beal and now Willis Beal is most-ably following in his footsteps. This winter Willis has been building a model of a typical torpedo stern lobster boat for a local customer.

“This is the second one I have done, said Willis. “When I was doing the actual boats, the first torpedo I did got a lot of attention in the papers and magazines and there was a guy that sent me a half-model to see if I could determine whose half-model it was. William Faulkingham had hurt his back, but when he got well enough to come back he said "I'd like to build a play boat." He wanted to build one like the torpedo stern THOROBRED, because his grandfather had owned her at one time. I said I will help you. Why don't we scale this half-model and go from that. When he got it completed he brought it down and sit it down here on the bench and the owner of the torpedo boat I was building was here with his wife to see the boat and he thought it was pretty nice, so he ordered one just like it. That summer, William brought it down to deliver it to him and he stuck his hand out to me and said, “Congratulations on a fine boat.” and I said, “What do you mean?” He said, “Well, this boat is yours,”

I said, “No, it isn't. He built this for you.” He said, “No, this boat is yours. He's going to build me another one.” So I have got that in my collection so that is what I have used to make this model from, changed a little bit. The stern has a little bit more egg-shape to it, than the one that William did and a little bit here and there I changed, but not much. That made it a lot easier for me to copy that than it would be to go to work and do the whole thing over. The first play boat I did on this model went to Vermont.”

Willis, like Alvin, build their models just like a real wooden boat would have been built. “I've got a jig that I made to set it up, so I make the keel, stem and the stern, set in that jig,” explained Willis. “Then I am ready to put my timber spots in and cut slots, put the timbers straight across where I can and butt them together and nail them on to the top of the keel.”

There is no question building a model like this is challenging, but especially when it has a torpedo stern. If you want to make it more challenging then you plank around the stern, not up and down. When asked if he planked it around, Willis said, “Yes, I did.” However, on the real torpedo stern boat he built he added, “No, I planked them up and down with strips, nailed them through, individually caulked them, filled them with wood dough, sanded them out smooth and then I took a batten following the plank around the side, around the stern and scored it with a tool I made, so it looked like it was planked around. My father told me that he had one of these boats, an original Frost



Willis Beal standing next the torpedo stern model he is building this winter.

boat, and he said that they were very tender around the bottom part of the stern, and if a skiff should come up and strike it, it might make it leak. I thought planking up and down would be stronger, less leaks and a lot easier to do, especially if you don't have a lot of lumber with a crook in it.”

Just thinking how much of a crook there was in these planks so the grain is straight boggles the mind, but you still need to steam them so they will bend around the stern without breaking. To get the shape of the plank Willis used a piece of thin cardboard from a candy box and shaped it as a pattern. He added, “Alvin Beal used to get me to save the crooked part of the tree down by the root when I was building boats. I'd saw those edges off and bundle them up for him. That is what he'd use when he was planking his

boats, because they had that natural curve in them. Of course he had to steam them too.”

He added, “Alvin had saved the tops of the stems where he cut them off and threw them in a box and they were under his bench. He built one for me. The only boat I ever had built. I think he said it made, I am thinking 109 or something like that. After that he may have done another five.”

Willis knew that Alvin was not getting paid what he should have been for the time he was putting in on these models and wanted to pay \$800, instead of the \$600 Alvin was charging. Willis added, “I wanted to give him more, because I knew what it was worth it. He said, “Oh dear, you're a good friend of mine, I am not going to take it. Then I went

Continued on Page 25.

## Publisher's Note

Continued from Page 4.

as I was going out the door to pick up the car, Enterprise called and said they did not have any vehicles. I was not pleased as they should have been able to give a little better warning. I then called down to Enterprise in Belfast and they said they would have a vehicle that afternoon. This meant I would just have two and not the normal four days, so I could not go and hide in the Sawyer Public Library in Gloucester reading old newspapers for two days.

On Wednesday Goodwin Chevrolet called and said the GMC was done. After driving her for several days she is working perfectly and hopefully will go a few more

100,000 miles without a problem.

I enjoy the Maine Fisherman's Forum as it is a place to meet and talk to people you might only see once a year. Over the three days I got to talk to a number of fishermen in the booth. There are a lot of facets of maritime history that have not been adequately documented and getting this history captured should be on the top of my list. What I do in old newspapers and computerizing the vessels is already written down, but the history of our fishermen has not been documented adequately. Should the focus of my documentation look to those people who know what happened in the mid to late 1900s, YES!

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# News from Woods Hole Oceanographic Institute



WHOI's Iselin dock is the centerpiece of its waterfront facilities and home port to two research vessels along with test facilities, underwater vehicle labs, and shops. (Photo by Matthew Barton, Woods Hole Oceanographic Institution)

## WHOI, Falmouth Win Second Seaport Economic Council Grant

Members of the Massachusetts Seaport Economic Council (SEC) gave the green-light to a \$1 million grant proposal from the Town of Falmouth and Woods Hole Oceanographic Institution (WHOI). The SEC, chaired by Lieutenant Governor Karyn Polito, promotes economic growth in the maritime sector through competitive grants to municipalities and their partners.

The grant will support the next phase of planning to develop a state-of-the-art Complex for Waterfront Access To Exploration and Research (CWATER): a next-generation, world-class, sustainable waterfront marine research complex in Woods Hole, MA.

This is the second grant that WHOI

and Falmouth have received for the project. In 2017, the council approved a \$500,000 grant request to do a feasibility study for the replacement of the WHOI dock on Water Street in Woods Hole—the future site of CWATER.

“The WHOI dock is nearing the end of its engineering and economic life and needs to be replaced,” said WHOI Vice President for Marine Operations Rob Munier, who presented the grant proposal along with Falmouth Town Manager Julian Suso. “The first grant allowed us to develop a roadmap to help guide us through this project, which is a complicated undertaking. We were able to conduct a series of trade studies to consider the wide range of possibilities, and whittle those options down to a manageable few.”

Munier said one of the key outcomes

identified from the feasibility study was the importance of anticipating sea level rise. Designing a mission-critical waterfront complex that will be sustainable for the next 50 years or longer requires new thinking to manage uncertainty.

“One of the things we will do next is take a deeper dive into the sea level question, so that we have a better understanding, and use that understanding to inform the rest of the project,” he added. “What we learn during the sea rise analysis will be important and impactful for the town of Falmouth too. We want to take what we learn and share it with our community, so that we can all plan together.”

The new grant will also fund a dock and building adaptability assessment, site investigations, preliminary designs, and permitting consultation and application, which Munier expects to wrap up in June of 2020.

WHOI established a community advisory committee for the project comprised of representatives from neighboring research and oceanographic organizations—NOAA Northeast Fisheries Science Center, Marine Biological Laboratory,— as well as the Woods Hole Business and Community Associations to get input and also to keep the community up-to-date as the project progresses.

“It's a great project and going to be

something the entire community will benefit from,” Munier said.

Falmouth is a maritime community and home to a number of marine research centers, the largest of which is WHOI. Established in 1930, WHOI's Woods Hole waterfront facilities are a key asset for the Institution, the community, the state and the nation generating over \$30 million per year in economic activity.

“We are pleased that the Seaport Economic Council has again recognized the value of the partnership between the Town of Falmouth and WHOI with the award of this grant,” said Falmouth Town Manager Julian Suso. “The CWATER project will ensure that Woods Hole remains a center of excellence for marine research, benefiting the community and the nation for decades to come.”

*The Woods Hole Oceanographic Institution is a private, non-profit organization on Cape Cod, Mass., dedicated to marine research, engineering, and higher education. Established in 1930 on a recommendation from the National Academy of Sciences, its primary mission is to understand the ocean and its interaction with the Earth as a whole, and to communicate a basic understanding of the ocean's role in the changing global environment. For more information, please visit [www.whoi.edu](http://www.whoi.edu).*

## Olympic Medalists Graef and Bank to Battle Head-to-Head at 12 Metre Worlds

NEWPORT, RI – Brazil's Torben Graef and Denmark's Jesper Bank, who have eight Olympic sailing medals between them, will face off in the 2019 12 Metre World Championship, joining sailing royalty from around the globe for the largest-ever gathering of 12 Metres in the U.S. Scheduled for July 8-13 in Newport, RI, the 12 Metre Worlds is hosted by Ida Lewis Yacht Club, the International Twelve Metre Association (ITMA) America's Fleet and the 12 Metre Yacht Club and takes place on the same waters where the America's Cup was held in 12 Metres from 1958 to 1983, adding further historical significance to this fleet racing competition planned for two dozen teams representing seven countries in four divisions.

Graef, winner of five Olympic medals (two golds and two bronzes in Star class and one silver in Soling class) will skipper Italian Patrizio Bertelli's KA-12 Kookaburra II in the seven-boat Grand Prix Division while Bertelli's second boat, US-12 Nyala, will defend its World Title from Barcelona 2014 in the four-boat Vintage Division.

“I am looking forward to some action in these beautiful and historical boats and to sailing them in a special place like Newport,” said Graef, whose past 12 Metre experience includes winning the 1999 12 Metre Worlds in Saint Tropez with KZ-7 Kiwi Magic (also competing in the Grand Prix Division here) and sailing Nyala in the America's Cup Jubilee in Cowes in 2001.

And while Graef adds relevant 12 Metre experience to his accomplishment of being one of the most successful sailors in Olympic history, he nevertheless has enormous respect for Bank's sailing accomplishments. “I know Jesper well; we have sailed Solings against each other on many occasions. He is a great sailor.”

Bank has won three Olympic Medals (two golds and one bronze in Soling class). At the Worlds, he will serve as tactician aboard KZ-5 Legacy (formerly Laura) while his close friend Thomas Andersen (Kerpe-minde, Denmark) takes the helm.

“It was Thomas's idea to come,” said Bank, adding that Andersen crewed for him during the '84 Olympics and went on to

helm many campaigns. “We grew up sailing Optimist Dinghies against each other in Fredericia, so it is a long, tested friendship. His father owned a 12 Metre, so that was part of his childhood, and Newport for us is such a legendary place for 12 Metres...”

Bank has campaigned for the America's Cup twice, in 2003 with Victory Challenge and in 2007 with United Internet Team Germany. When asked which experience – America's Cup competition or Olympic sailing – will better serve his participation in the 12 Metre Worlds, he explained: “The way I see it is the fleet racing in Olympic competition is more tactical and valuable coming into the 12 Metre Worlds, whereas America's Cup match racing experience is not as relevant.”

Legacy has been chartered for the two weeks covering the 12 Metre Pre-Worlds Regatta (July 6-7) and the Worlds. “When we get here, it will be our introduction to sailing a Grand Prix 12 Metre. None of us has ever sailed one; it will be a steep learning curve.”

It is expected that Patrizio Bertelli, CEO of the Prada fashion group and primary backer of the Challenger of Record (Luna Rossa) for the 36th America's Cup, will join Graef's team aboard Kookaburra II. The rest of Graef's team will consist of sailors from past Luna Rossa America's Cup campaigns (2000 through 2015), while Mauro Pellascher, skipper of the Azzurra America's Cup campaign in '82, will skipper Nyala with some original Azzurra sailors and ex-Luna Rossa sailors aboard. Kookaburra II and Nyala will arrive in Newport near the end of June to compete in the Pre-Worlds and will sail in the “12 Metre Jubilee” at the New York Yacht Club's 175th Anniversary Regatta (July 15-20) after the Worlds. Competing 12 Metres (to date)

The 12 Metres are divided into divisions based on when they were built: Grand Prix (for 12 Metres built in 1987, winged keel), Modern (1967-1983), Traditional (1958-1966) and Vintage (1907-1958). Grand Prix, Modern and Traditional divisions mostly

**Continued on Page 21.**

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# Oceanco Delivers BRAVO EUGENIA

*Oceanco delivered the groundbreaking 109m/357ft yacht "Project Bravo" to her proud Owners on 20 December*

Bravo represents a new direction for Oceanco—the LIFE Design—which takes its acronym from the words “Lengthened, Innovative, Fuel efficient and Eco-friendly.” She has a single tiered engine room that allows for an optimized long and slender hull shape, resulting in a reduction in overall propulsion power demand. Furthermore, the hull form affords enhanced space for guest accommodations.

This unique vessel with naval architecture and engineering by Lateral, exterior design by Nuvolari Lenard and interior by Reymond Langton Design has been on fast track since she was launched on 17 November. She recently completed successful sea trials in winter conditions—meeting, and exceeding performance expectations and predictions. Following her holiday delivery, Bravo is expected to return to Oceanco after the New Year for some final touches.

“The excellent sea keeping and performance demonstrated during Bravo’s sea trials confirmed that the LIFE Design qualities are indeed embedded in Bravo’s DNA,” says James Roy, Managing Direc-

tor of Lateral. “Coupled with her hybrid propulsion system, Bravo delivers exceptional performance and is configured to offer multiple operational modes, each matched to the variable operating profile of a yacht designed to adventure autonomously across the world’s oceans.”

Despite the extensive size of Bravo, Nuvolari Lenard created a stunning low profile with exquisite proportions reminiscent of a sport yacht rather than a superyacht. “This new style will certainly create a new design stream,” says Carlo Nuvolari, partner in Nuvolari Lenard.

The sleek and sporty yacht also offers many special features, including a heli-landing platform, on both the foredeck and the aft deck, a large tender garage and dedicated equipment stowage, providing plenty of space for a large selection of water toys. She also has a large spa that includes a sauna, steam room, massage room, plunge pool and rain shower. Also, on the lower deck are a complete gym and a generous and luxurious Beach Club.

The interior is a sophisticated elegant contemporary design that features light maple wood and white pearl lacquer with contrasting accents of walnut and ebony.



“We worked very closely with the Owner to find the perfect artisans and craftsmen in creating bespoke artworks, fabrics and signature furniture pieces that reflect the Owner’s style and essence and combine to create a warm, inviting environment for all on board,” says Pascale Reymond, partner in Reymond Langton Design.

“Oceanco credits the success of this extraordinary new benchmark yacht to the dedicated team effort of all individuals at Oceanco, Lateral, both design studios, Burgess, and the Owner’s team”, says project director Edske Smit.

We are confident Bravo will be seen as a standout yacht in the Superyacht Industry.

## Castine Classic Yacht Race

*Castine Classic Yacht Race to Celebrate Herreshoff - 31 July - 1 August 2019*

Please join us for the 20th annual Castine Classic Yacht Celebration, sponsored by the Castine Yacht Club, which will honor the iconic designs of Nathanael G. Herreshoff.

On July 31 noted examples of Herreshoff craft will be on exhibition at the Castine, Maine, town dock, followed by a Symposium at the Maine Maritime Academy with

a panel of distinguished Herreshoff experts and sailors, chaired by Bill Lynn, Executive Director of the Herreshoff Marine Museum/America’s Cup Hall of Fame. The Castine Yacht Club will host a reception following the symposium.

We will welcome at the exhibition--and discuss at the Symposium--some of the

**Continued on Page 8.**

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# U. S. COAST GUARD NEWS



COAST Guard cuts ribbon on new command center in Maine.

14 February

### Coast Guard Air Station Cape Cod holds memorial for crew of Aircraft 1432

BOSTON — The crew of Air Station Cape Cod held a 40th anniversary memorial service Wednesday for the crew of Aircraft 1432 who gave the ultimate sacrifice on Feb. 18, 1979.

Coast Guard Lt. Cmdr. Jim Stiles, Royal Canadian Air Force Captain George Burge, Petty Officer 2nd Class John Tait, Petty Officer 2nd Class Bruce Kaehler and Petty Officer 2nd Class Mark Torr launched 40 years ago to rescue a fisherman from the Japanese fishing boat KAISEI MARU. The weather was severe: winds in excess of 30 knots, seas over 20 feet, and reduced visibility from snow. This was the third attempt to medevac the crew member, the other attempts proving unsuccessful due to weather conditions and not knowing the exact position of the fishing boat. At 5 AM, the boat was located and the rescue basket lowered. During the rescue, the HH-3F Pelican experienced a sudden loss of power and fell into the turbulent seas, claiming four out of the five lives. Torr was the sole survivor.

The crew of Air Station Cape Cod, family, friends, and past shipmates gathered to honor the memory of this fatal accident, where four crew members gave their lives.

15 February

**Coast Guard assists good Samaritan vessel to rescue five people from sunken fishing vessel near Dutch Harbor, AK**  
KODIAK, AK - Two Coast Guard Air Station Kodiak helicopter aircrews searched and assisted the good Samaritan fishing vessel KONA KAI with locating five people in a life raft from the sunken commercial fishing vessel PACIFIC 1, approximately 40 miles west, southwest of Dutch Harbor, Alaska, Friday.

The KONA KAI safely recovered all

five people from an inflatable life raft that was deployed from the PACIFIC 1 upon sinking. All five people were safely transported to Dutch Harbor and were reported to have been in good condition.

Seventeenth District command center watchstanders received notification from Communications Detachment Kodiak of a distress relay from the KONA KAI regarding the fishing vessel PACIFIC 1, which was reported to be taking on water and listing heavily with five people aboard.

After a loss of communication, the KONA KAI transited to the last known position of the PACIFIC 1 to assist. The Coast Guard directed the launch of an Air Station Kodiak MH-60 Jayhawk helicopter crew from forward-operating location Cold Bay, Alaska, to search. The district also directed the launch of an Air Station Kodiak MH-65 Dolphin helicopter crew from Dutch Harbor to assist.

After arriving on scene, the Coast Guard aircrew was able to locate the raft with all five people aboard, but due to an inflight problem, deployed a data marker buoy to mark the location and then returned to base.

“Through the coordinated and diligent efforts of the Coast Guard and the Good Samaritan vessel KONA KAI, we were able to successfully locate and bring home all five people from the sunken vessel,” said Petty Officer 1st Class Thomas Kotrba, an operations specialist and supervisor at Communications Detachment Kodiak. “We are extremely thankful for the local assistance in this case. This rescue is a testament to the teamwork it takes to save lives in Alaska, and we are extremely grateful.”

Weather on scene was 10 mph winds, 7 miles visibility and an air temperature of 45 degrees.

20 February

### COAST Guard cuts ribbon on new command center in Maine

BOSTON — Coast Guard Sector Northern New England officially opened a new 24-hour command center Wednesday in South Portland, Maine.

Sen. Susan Collins, Atlantic Area Commander Vice Adm. Scott Buschman, and First District Commander Rear Adm. Andrew Tiongson were all on hand for the ribbon cutting ceremony. The command center is the hub for all Coast Guard operations across Maine, New Hampshire, Vermont and parts of New York.

Located at Coast Guard Base South Portland, the command center's exterior remained the same, but the interior is completely new. At approximately 1100 square feet, the space is able to receive alerts of distress any time day or night. The updates to the command center cost nearly \$400,000 and were part of a larger \$2.3 million dollar upgrade to the base. The command center updates included new furniture, electronics, central air conditioning, a generator, and improved Rescue 21 reliability to continue assisting mariners across the area.

Acting as central command and control for operations across four states, the command center, along with its staff and equipment, are essential to Coast Guard missions such as search and rescue, marine environmental protection, and port and waterway security.

26 February

**Coast Guard medevacs man from fishing vessel 70 miles north Cold Bay, AK**  
KODIAK, AK — A Coast Guard Air Station Kodiak MH-65 Dolphin helicopter crew, forward deployed aboard the Coast Guard Cutter JOHN MIDGETT, medevaced a man from the fishing vessel VAERDAL approxi-

mately 70 miles north of Cold Bay Monday.

Coast Guard 17th District Command Center watchstanders in Juneau received notification from Alaska Maritime Physicians Monday evening. They relayed communications for the fishing vessel VAERDAL for a crew member that was reportedly suffering chest pains.

Watchstanders briefed the duty flight surgeon and requested the launch of the helicopter crew.

The man was transported to local emergency medical services personnel in Cold Bay.

"This case demonstrates the importance of having helicopters deployed onboard cutters patrolling Alaskan waters," said Chief Warrant Officer Joseph Ayd, command duty officer for the case. "Affecting timely response to medevacs and search and rescue is why we deploy a major cutter to the Bering Sea."

On-scene weather at the time of the hoist included 25-mph winds.

### Coast Guard conducts second medevac in two days near Cold Bay, AK

KODIAK, Alaska — A Coast Guard Air Station Kodiak MH-65 Dolphin helicopter crew, forward deployed with the Coast Guard Cutter JOHN MIDGETT, medevaced a man from the fishing vessel OCEAN PEACE approximately 115 miles north of Cold Bay, Alaska, Tuesday.

Coast Guard 17th District Command Center watchstanders in Juneau received notification from Discovery Health Force Partners Tuesday morning that a 24-year-old male crewmember was displaying symptoms of appendicitis. Watchstanders briefed the duty flight surgeon and requested that OCEAN PEACE make way toward Cold

Continued on Page 21.

## Maine Maritime Museum Symposium

"Changing Environments"

*Saturday, April 6, 9 am to 6 pm*  
Long Reach Hall at Maine Maritime Museum

This year's symposium takes an interdisciplinary look at the issue of changing environments through a variety of lenses. These lenses include changing visual and cultural interpretations of the sea, Maine's changing roles in international trade, the changing role of literary figures in marine conservation, and the ways that climate change impacts fisheries. This year's topics include:

### The "Liquid, Mystic Theme" in American Art: Shifting Perceptions of the Sea

Katherine Manthorne, Professor of Art History, City University of New York

### From Guangzhou to Augusta: The Influence of the Delano Family of Maine on the Changing Environment of the Early-U.S. Sino Trade

Thomas H. Cox, Associate Professor of History, Sam Houston State University

### Creating a Hurricane? The Double Life of Marcus Mote's Shipwreck at Sea, 1883

Julia Stephens May, Assistant Professor, University of Virginia

### Fish Tale: A Hemingway Marlin in Maine

Susan F. Beegel, Former Editor of The Hemingway Review

### The Future of Fishing in a Rapidly Warming Gulf of Maine

Marissa McMahan, Senior Fisheries Scientist, Manomet  
Anne Hayden, Program Manager, Sustainable Economies Program, Manomet

**Members \$40; nonmembers \$45; students \$15**

*Tickets include continental breakfast and one drink ticket for the reception's cash bar. Advance registration is required, tickets will not be available at the door. An optional boxed lunch can be ordered during registration; attendees are also free to go off-site to enjoy Bath's restaurants for lunch. Boxed lunches must be ordered in advance.*

## Castine Classic Yacht Race

Continued from Page 7.

smaller Herreshoff classes, such as BB 25s, BB 15s, Herreshoff 12½s and Herreshoff Coquinas. Please notify the Committee below if you plan to have such a boat in Castine.

On August 1 a fleet of over 40 classic yachts will race a 19.6 nm course from Castine to Camden, followed by the Camden to Brooklin Race on August 2 and the

Eggemoggin Reach Regatta on August 3. For Race Notice, Registration and other information, please refer to our website, [www.castineclassic.com](http://www.castineclassic.com).

Your registration for this race may now be completed on this website.

Please contact us if you have any questions. We look forward to seeing you in Castine this summer.

## Thank You

*I want to express my appreciation to all of you who made the 44th annual Maine Fishermen's Forum a huge success. We had record attendance on both Friday and Saturday. We are very grateful that so many continue to support the Forum. On behalf of the Board, our exhibitors, our presenters, our staff and the Samoset Resort - Thank You!*

Sincerely,

Stephen Train  
Forum President



# U. S. NAVY NEWS

### Michael Monsoor Welcomes New Skipper

By Lt. Colleen Coombes, USS Michael Monsoor (DDG 1001) Public Affairs  
SAN DIEGO (NNS) -- Zumwalt-class destroyer USS Michael Monsoor (DDG 1001) held a change of command ceremony aboard ship, March 4, welcoming the crew's second commanding officer after the ship was commissioned in January.

Capt. James W. Edwards relieved Capt. Scott M. Smith while the ship was moored in is San Diego homeport. Rear Adm. Alvin Holsey, commander, Carrier Strike Group 1, presided over the ceremony and Rear Adm. William Galinis, Program Executive Officer for Ships, was the honorary guest speaker.

"The most important task we charge our commissioning commanding officers with, is building and training the ship's first crew. Captain Smith has done exactly that; where he is a shining example of servant leadership. He empowered his team to take ownership of every aspect of their pre-commissioning unit, which set a rock solid foundation for future Monsoor Sailors," said Galinis. "He was the right leader at the right time to command the USS Michael Monsoor."

The ship honors Petty Officer 2nd Class Michael Monsoor, a Navy SEAL who was posthumously awarded the Medal of Honor for his heroic actions in Ramadi, Iraq, Sept. 29, 2006. Smith discussed how the crew strived to embody the legacy of the ship's namesake during his tenure.

"Mike [Monsoor] demonstrated that with our families behind us, our friends beside us, and faith in the future, we can accomplish even the most difficult undertakings. These Sailors have proven that," Smith said before turning over command.

Having served as Smith's executive officer, Edwards assumed all duties and responsibilities after his official orders were read and thanked Smith.

"It is an absolute privilege and honor to assume command of such a motivated and capable crew that endeavors daily to serve in a manner which honors our namesake, Michael Monsoor," said Edwards. "Under Capt. Smith's leadership, this crew has met every expectation with vigor and zeal and it is a testament to his leadership that we are a cohesive team with mission accomplishment as our cornerstone."

USS Michael Monsoor was commissioned Jan. 26 at Naval Air Station North Island, California. The 16,000-ton ship is 610 feet in length, has a beam of 87 feet, and a navigational draft of 27 feet. It can sail at speeds of up to 30-plus knots.

Zumwalt-class destroyers are the most lethal and sophisticated destroyers ever built. They provide deterrence and forward presence by bridging today's innovation with future technology.

### Sully H.W. Bush Has a New Job at Walter Reed Medical Center

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- Sully, late President George H.W. Bush's service dog, embarked on a new job as a hospital corpsman in the U.S. Navy as the Walter Reed National Military Medical Center (WRNMMC) welcomed him.

At the welcome aboard ceremony Feb. 27 at the United Service Organization (USO) Warrior and Family Center at Naval Support Activity Bethesda, Sully had a personalized oath of enlistment.

"Sully H.W. Bush, do you affirm, or pant, as a hospital corpsman in the United States Navy that you will support, comfort and cheer our warriors and their families, active duty and retired?"

He was asked to provide "unconditional love and solace, especially on busy days," and acknowledge that the responsibility came "without any promise of treats or tummy rubs."

U.S. Navy Capt. Dr. Mark Kobelja, director of WRNMMC shook Sully's paw following the oath.

The yellow Labrador retriever, a service dog from America's VetDogs, joined the Walter Reed Bethesda (WRB) Facility Dog Program, which provides interactive care for patients and staff using innovative Animal Assisted Interventions. Its mission is to help reduce stress and increase overall feelings of well-being among patients and staff.

WRB facility dogs average 2,500 contacts and over 200 working hours per month, collectively, according to the medical center. Sully, will be one of seven dogs working at the facility in Bethesda, Maryland.

"Through program tracking and monitoring, we determined that for every hour that a facility dog and their trained handler works, they have the opportunity to create positive patient experience for an average of 12 patients and their families," the center's news release said.

Sully had made headlines with a photo of him resting near the late president's casket inside the U.S. Capitol Rotunda on Capitol Hill in December last year. He was named after Chesley "Sully" Sullenberger, a retired airline captain, who landed a U.S. Airways passenger jet in the Hudson River after both engines lost thrust when the aircraft hit a flock of geese shortly after taking off from LaGuardia Airport in New York City.

### Harrison Talks About 'Not Quite Dead' Ships

By Brooke Marquardt, Naval Surface Warfare Center, Carderock Division Public Affairs

WEST BETHESDA, MD (NNS) -- James Harrison, the director of the Expeditionary

Warfare Ship Division at Naval Sea Systems Command (NAVSEA), was at Naval Surface Warfare Center, Carderock Division on Feb. 13 presenting a brown-bag lecture on damaged ships that just were not ready to sink. Titled "I'm Not Quite Dead Yet," the lecture focused on ships that sustained large amounts of damage and kept operating. In addition to the presentation being interesting and humorous, Harrison hoped that it would also highlight why survivability is an important factor to consider in naval ship design.

One of the first ships Harrison discussed was USS Squalus (SS 192). A submarine commissioned in the late 1930s, she was running test dives off the coast of New Hampshire in 1939. Before submerging, they did not close the main induction valve, which ultimately flooded half of the submarine, including compartments like the torpedo room, the engine room and the battery shop. One of the Sailors who was closing the door recalled that they saw a close friend of his coming towards the door, but they had to close the door before he got there to prevent further flooding. Out of the crew of 59, 26 Sailors were lost.

The sub bottomed out in 243 feet of water, where her sister ship saw the emergency buoy and had enough information to know that there were survivors. USS Falcon (AM-



**BETHESDA, Md. (Feb. 27, 2019) Capt. Mark Kobelja, left, director of the Walter Reed National Military Medical Center, appoints Sully H.W. Bush to the honorary rank of Hospital Corpsman 2nd Class during his welcome aboard ceremony at the USO Warrior and Family Center, Feb. 27, 2019. (U.S. Navy photo by Mass Communication Specialist 3rd Class Julio Martinez Martinez/Released)**

**Continued on Page 23.**



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# News from the Department of Marine Resources



Terry Alexander Receives 2019 DMR Andy Mays Award of Excellence.



Brian Brodie Receives 2019 MLA Officer of the Year Award.

### Important Notice Regarding the Waiting Lists for Limited Entry Lobster Zones

The Department of Marine Resources (DMR) is periodically required by law to contact individuals currently on the Limited Entry Zone Lobster License Waiting Lists, to determine if they wish to remain on the waiting list, or if they no longer want a lobster license, and wish to be removed from the waiting list. DMR is now in the process of contacting all individuals who are currently on the lobster license waiting lists for each of the seven Limited Entry Zones (A, B, C, D, E, F and G).

The Department has mailed out a form to each individual on each of the seven apprentice waiting lists, to the most current address they have provided to the Department. Individuals who wish to remain in their current position on the waiting list MUST return the completed form by April 9, 2019. If an individual does not respond within the timeframes provided in the law, the Commissioner is required to remove that person's name from the waiting list.

If you are currently on an apprentice waiting list, please watch your mail for the form, and return it to the Department at your earliest convenience. If you have a friend or family member on a waiting list, please advise them to do the same.

If you did not receive your form or misplaced your form, please download the printable form (below) that can be completed and mailed into the Department (address is on the form) no later than April 9, 2019. For waiting lists and more information about Maine's lobster limited entry and apprentice program, please visit <https://www.maine.gov/dmr/science-research/species/lobster/limitedentry.html>.

### Maine Commercial Landings Top 600 Million Dollars for Only the Third Time

The value of Maine's 2018 Commercially harvested marine resources increased by more than \$60 million over 2017, and for only the third time in history exceeded \$600 million. At \$637,174,944, the overall value represents the second highest on record, according to preliminary data from the Maine Department of Marine Resources.

"The best seafood in the world comes from Maine," said Maine Governor Janet T. Mills. "This industry is the cornerstone of Maine's coastal economy, and the value of this year's catch reflects the dedication and sacrifices of the men and women who work on the water and those who make sure this quality product gets to market."

Maine's lobster harvesters saw another strong year in 2018, landing 119,640,379 pounds, which was an increase of nearly 8 million pounds over 2017. 2018 was only the seventh time in history that more than 110 million pounds of Maine lobster were landed.

At \$484,543,633, the value of Maine's lobster fishery climbed by more than \$46 million over 2017 on the strength of a boat price that increased from \$3.92 per-pound in 2017 to \$4.05 in 2018.

According to data published by NOAA, American lobster was the most valuable single species harvested in the U.S. in 2015, 2016, and 2017, with Maine landings accounting for approximately 80 percent of that value each year.

Despite a season shortened because of illegal sales which put the state in jeopardy of exceeding its allotted quota, elver harvesters pocketed \$21,747,190 in 2018. The total was an increase of \$9.5 million, or 78 percent, over 2017 and ranked the fishery as Maine's second most valuable.

A record per-pound price for Maine elvers of \$2,366 resulted in an overall value that makes 2018 the third most lucrative in the fishery's history, behind only 2012 and 2013 - years in which there was no quota for elvers.

The value of Atlantic Herring placed it third overall at \$16,565,907, notwithstanding harvest levels that were 3.6 million pounds lower than 2017.

Softshell clam harvesters earned an additional \$514,768 over 2017 due to an increase over 2017 of 258,642 pounds harvested. At \$12,854,545, the fishery was Maine's fourth most valuable in 2018.

Sea urchins and scallops ranked fifth and sixth, respectively in value of harvested resources. Harvesters landed 2,041,633 pounds of urchins valued at \$6,201,621. Maine scallop harvesters landed 239,428 pounds less in 2018 than in 2017 which, combined with a decrease of \$1.20 per pound, resulted in a decline in value from 2017 of \$3,488,936 for a total of \$5,935,639.

Underscoring the importance of commercial fishing to Maine is the most recent data from the Atlantic Coastal Cooperative Statistics Program which reveals that Maine commercial harvesters took more than twice the number of commercial fishing trips than any other state on the east coast. In 2017, Maine harvesters reported 447,523 trips while harvesters from Virginia, the next highest state, reported just 217,940.

"Maine's commercial fishing industries remain a critically important driver for our state's economy and identity," said DMR Commissioner Patrick Keliher. "However, there are challenges we must tackle to sustain our marine resources and the communities they support."

"We must continue to look at adapting to a changing Gulf of Maine while facing related challenges that include a pending bait shortage and whale rules. Working directly with these industries to find creative solutions that maintain their economic viability remains the focus of the Mills Administration."

### Terry Alexander Receives 2019 DMR Andy Mays Award of Excellence

DMR Commissioner Pat Keliher presents Harpswell fisherman Terry Alexander with the 2019 DMR Andy Mays Award of Excellence at the Fishermen's Forum banquet, Friday, March 1, 2019. The award is named for the first recipient of the award, Andy Mays, who lost his battle with cancer last year. Commissioner Keliher honored Terry for his contributions and dedication to the industry.

### Brian Brodie Receives 2019 MLA Officer of the Year Award

Marine Patrol Officer Brian Brodie, who serves in the Eastport-Calais patrol, receives the 2019 Maine Lobstermen's Association Maine Patrol Officer of the Year Award. The award, presented Saturday night at the Fishermen's Forum in Rockport, is an annual recognition of Marine Patrol Officers who provide outstanding service in support of the Maine lobster industry. Pictured with Officer Brodie are MLA Board President Kristan Porter (left), Governor Janet T. Mills, Marine Patrol Colonel Jon Cornish, DMR Commissioner Pat Keliher, and MLA Executive Director Patrice McCarron (right).

### ASMFC Seeks Proposals for Regional Pilot Projects in Support of Sustainable Aquaculture - Proposals Due April 15, 2019

ARLINGTON, VA - The Atlantic States Marine Fisheries Commission (Commission), in partnership with the National Oceanic and Atmospheric Administration (NOAA), is seeking proposals to develop regional pilot projects in support of sustainable aquaculture. Specifically, pilot programs should partner with industry to develop techniques and business models to grow domestic seafood production. A priority are projects that consider promising but less commercially developed technologies for species managed by the Commission or those species that contribute to healthy marine habitats, including finfish, shellfish and seaweed.

The NOAA Fisheries FY19 budget contains the "Regional Pilots in Sustainable Aquaculture" provision that authorizes the funding. In addition to this specific item, the budget also focuses renewed interest on maintaining and further developing existing aquaculture capabilities at NOAA Fisheries.

NOAA Fisheries, through the Commission, is making \$525,000 available for the funding period of July 1, 2019 to June 30, 2020. Individual proposals should fall within a range from \$50,000 to \$200,000. Any investigator seeking support for this period must submit, as a single file, an electronic proposal by email no later than 5:00 p.m. EST on Monday, April 15, 2019. Awards and start dates for successful projects will be announced by May 20, 2019. Please see the Request for Proposals (RFP) for complete proposal details, qualifying requirements, and submission instructions. The RFP is available online.

The Gulf and Pacific States Marine Fisheries Commissions have also issued similar RFPs seeking proposals relevant to their respective regions. For more information, please contact Dr. Louis Daniel at [ldaniel@asmfc.org](mailto:ldaniel@asmfc.org) or 252.342.1478.

## US-Canada Lobstermen's Town Meeting

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**157 High Street, Portland, Maine**

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**Quality Control - Global Markets**

**5 April**  
**0900-1600: Sessions**  
**1700: Seafood reception and cash bar**

**6 April**  
**0800-1130: Sessions**

**For further information: (207) 581-4095**  
**For reservations: 1-855-811-0043 and mention**  
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Commercial Fishing News

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

From the Director -

Well, here we are with snow piled up to the eaves of the house and spring just about ten days away. I checked social media this morning and saw that they arrested Punxsutawney Phil, our infamous groundhog, for lying to us on February 2<sup>nd</sup>! It is a fun story, but I guess we just have to bite the bullet and hope for green grass sometime soon.

We had a successful Maine Fishermen’s Forum this year. I’d like to thank Hilton, Ethan, Bob and Mike for helping with the booth this year. It was good to see members and all of our friends that we only see once a year. This is a great venue for connecting with Associate members and folks that all have the same common reason for being there, the fishing industry.

Things are a little tense this year, as everyone is very concerned about having enough bait this year. The quota has been cut drastically. We may have to use a little less bait this year and hope that the alternatives work well. Some are planning on setting their own nets and going for menhaden (porgies), and some are talking about hide bait. There will be more attention paid to the alewives this year. They are talking about Asian carp that is out in the Midwestern rivers, checking to see if they are invasive and not tainted for Maine use. We are also using Bruneaux Bait, which is all biodegradable and accepted by the DMR standards. The more relaxed method that we’ve heard is to simply string crabs on to attract lobsters and keep crabs out of the trap. There is also talk about hanging the ole’ table talk pie tins and white coffee cups...tried and true! The basic conclusion is that we will survive one way or another. We always have.

The next big topic is the Whale Rules that is getting closer to us all of the time. We are so glad to see that they have confirmed seven new calves this year, so far. Perhaps

Mother Nature is helping us along the way.

Now, there is also evidence that military sonar systems is also a threat to the whales. This goes right along with the ship strikes that happen quite frequently. There is a connection with whales and sonar that has nothing to do with lobstermen. Some organization out there will probably land a large sum of grant money to study this, while the fishermen are fighting to survive. I just hope that the ones that have the true knowledge step forward and help us out before it is too late. I can’t imagine trying to haul 800 traps by using ropeless traps with GPS tracking. It would take quite a while to get the entire haul in plus the expense would be astronomical.

The 15<sup>th</sup> Annual Canadian/U. S. Town Meeting is set for April 5-6<sup>th</sup> at the Western Harborview Hotel in Portland. It is a rare opportunity to bring lobster industry members from both sides of the border together for frank and open discussions with scientists and fishery managers about the lobster industry that we share. For more information, call 207 581-1443 or lobsterinstitute@maine.edu.

On April 6<sup>th</sup>, we are working with John McMillan of McMillan Safety and members of MLA to raise funds for the MLA Legal Fund to work together to try to save our industry from the threats that we are all facing. This will be at Bowen’s Tavern in Belfast, with some of John’s cajun cooking as well as menu choices. There will be drawings, Lotta Moxie and an open microphone, so bring along your instruments and voices. Paul Anderson and his group has graciously offered to play at the occasion as well. Thank you, Paul! Let’s make this a success so we can do it again next year and show how we can do the best that we can to join together and “survive” these challenges. Please put it on your calendar.

We lost a Stonington village “gem” this

weekend and may he rest in peace. Capt. Cary Holland passed after a brave battle with diabetes and cancer. Capt. Cary was my first cousin, along with a large family of cousins on the Holland “side.” We will miss him at Stonington Fishermen’s Day, as he always came along and kept us company at the booth. Cary was a pretty colorful character in his day, with a lot of stories that went along with him. We need to keep some of these stories going, along with the stories

of fishermen that are still here to share them. If you have memories, Jon of Maine Coastal News would love to hear from you!

We will notify your of the next meeting, which I believe is planned for April. Please stay tuned. I will let you know on our Facebook site.

Feel free to contact us at any time, we are always available: dassatt711@yahoo.com; or (207) 322-1924

Take care, Sheila



A lobsterboat/dragger moored in Center Harbor during the cold snap.



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2018 - “Working together”

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PHONE NUMBER: \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

Type of membership:

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( ) Lobsterman – age 70 & over (\$50)

( ) Student (\$56) yearly

( ) Business associate (\$113) yearly

( ) Avid supporter (\$132) yearly

( ) Friend of DELA (\$100)

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\*Downeast Lobstermen’s Association is a qualified tax exempt organization under section 501 ( c ) (6) of the Internal Revenue Code

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA and USFWS Release Atlantic Salmon Recovery Plan

NOAA Fisheries and USFWS released a joint Atlantic Salmon Recovery Plan today. The Recovery Plan is the primary tool for guiding the species recovery process. The plan outlines needed actions, criteria for determining when the necessary level of conservation has been achieved, and time and cost estimates for meeting these criteria.

Atlantic salmon were once found in North American waters from Long Island Sound in the United States to Ungava Bay in northeastern Canada. Atlantic salmon are anadromous fish, spending the first half of their life in freshwater rivers and streams along the East Coast of North America and the second half maturing in the seas between Northeastern Canada and Greenland. Today, the last remnant populations of wild Atlantic salmon in U.S. waters exist in just a few rivers and streams in central and eastern Maine.

Atlantic salmon have been listed as “endangered” under the Endangered Species Act since 2000, having declined from hundreds of thousands returning to New England rivers to around 1,000 individuals returning in 2017.

Through this recovery plan, NOAA Fisheries together with the U.S. Fish and Wildlife Service, is committed to giving Atlantic salmon their best chance to recover.

The recovery plan and a web story that explain more about Atlantic salmon conservation and our role in their recovery are available on our website.

As 2019 is the International Year of the Salmon, this Recovery Plan comes at the perfect time.

ME, NH & MA Schedule Hearings on Atlantic Herring Draft Addendum II Draft Addendum Considers Measures to Protect Spawning Herring in Inshore Gulf of Maine

ARLINGTON, VA – The States of Maine and New Hampshire, and the Commonwealth of Massachusetts have scheduled their hearings to gather public input on Draft Addendum II to Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring. An additional hearing will also be conducted via webinar. The details of the hearings follow.

Maine Department of Marine Resources  
March 6, 2019 at 5 PM  
ME DMR Augusta Office  
Room 118  
32 Blossom Lane  
Augusta, Maine

Contact: Pat Keliher at 207.624.6553

New Hampshire Fish and Game

April 2, 2019 at 7 PM  
Urban Forestry Center  
45 Elwyn Road  
Portsmouth, New Hampshire  
Contact: Doug Grout at 603.868.1095

Massachusetts Division of Marine Fisheries

April 1, 2019 at 6 PM  
MA DMF Gloucester Office  
Annisquam River Station  
30 Emerson Avenue  
Gloucester, Massachusetts  
Contact: Cate O’Keefe at 617.626.1512

Webinar Hearing

March 26, 2019 at 6 PM  
Webinar link – <https://global.gotomeeting.com/join/121211557>  
For Audio, dial 1.888.585.9008 and enter the passcode: 853-657-937  
Contact: Kirby Rootes-Murdy at 703.842.0740

The Draft Addendum proposes options to strengthen spawning protections in Area 1A (inshore Gulf of Maine). The Draft Addendum responds to the results of the 2018 benchmark stock assessment, which show reduced levels of recruitment and spawning stock biomass over the past five years, with 2016 recruitment levels the lowest on record.

Currently, the Board uses a series of closures to protect spawning aggregations in the Gulf of Maine. These closures, which were implemented through Amendment 3, use biological samples to annually project the start of spawning. The closures are initially implemented for four weeks but can be extended by two additional weeks if samples indicate the continued presence of spawning herring. Recent analysis by the Atlantic Herring Technical Committee found that while the current spawning closure system was significantly improved under Amendment 3, the protocol could continue to be strengthened by considering when, and for how long, a closure is initiated. Specifically, the analysis showed, under the current protocol, spawning closures are initiated when there are approximately 25% spawners in the fishery; greater protection could be provided by initiating a closure when a lower percentage of the population is spawning and extending the closure for a longer time. As a result, Draft Addendum II considers extending the length of the spawning closures as well as

altering the point at which closures are triggered in order to provide greater protection to the stock.

Fishermen and others interested in Atlantic herring management are encouraged to provide input on the Draft Addendum by attending state public hearings, participating in the webinar hearing, or providing written comment. The Draft Addendum is available at [http://www.asmfc.org/files/PublicInput/AtlHerringDraftAddendumII\\_PublicComment.pdf](http://www.asmfc.org/files/PublicInput/AtlHerringDraftAddendumII_PublicComment.pdf). It can also be obtained via the Commission website ([www.asmfc.org](http://www.asmfc.org)) under Public Input. Public comment will be accepted until 5:00 PM (EST) on April 4, 2019 and should be forwarded to Kirby Rootes-Murdy, Senior FMP Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at [comments@asmfc.org](mailto:comments@asmfc.org) (Subject line: Herring Draft Addendum II). For more information, please contact Kirby Rootes-Murdy at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

ASMFC Seeks Proposals for Regional Pilot Projects in Support of Sustainable Aquaculture Proposals Due April 15, 2019

The Atlantic States Marine Fisheries Commission (Commission), in partnership with the National Oceanic and Atmospheric Administration (NOAA), is seeking proposals to develop regional pilot projects in support of sustainable aquaculture. Specifically, pilot programs should partner with industry to develop techniques and business models to grow domestic seafood production. A priority are projects that consider promising but less commercially developed technologies for species managed by the Commission or those species that contribute to healthy marine habitats, including finfish, shellfish and seaweed.

The NOAA Fisheries FY19 budget contains the “Regional Pilots in Sustainable Aquaculture” provision that authorizes the funding. In addition to this specific item, the budget also focuses renewed interest on maintaining and further developing existing aquaculture capabilities at NOAA Fisheries.

NOAA Fisheries, through the Commission, is making \$525,000 available for the funding period of July 1, 2019 to June 30, 2020. Individual proposals should fall within a range from \$50,000 to \$200,000. Any investigator seeking support for this period must submit, as a single file, an electronic proposal by email no later than 5:00 p.m. EST on Monday, April 15, 2019. Awards and start dates for successful projects will be announced by May 20, 2019. Please see the Request for Proposals (RFP) for complete proposal details, qualifying requirements, and submission instructions. The RFP is available at [http://www.asmfc.org/files/RFPs/ASMFCAquacultureRFP\\_March2019.pdf](http://www.asmfc.org/files/RFPs/ASMFCAquacultureRFP_March2019.pdf).

The Gulf and Pacific States Marine Fisheries Commissions have also issued similar RFPs seeking proposals relevant to their respective regions. For more information, please contact Dr. Louis Daniel at [ldaniel@asmfc.org](mailto:ldaniel@asmfc.org) or 252.342.1478

Northeast Summer Flounder and Atlantic Striped Bass Assessments Completed

In the northeast, new stock assessments of summer flounder and striped bass are ready for use by fishery managers in the region. Both are “benchmarks,” which are the most complex and thorough form of assessment.

Two new stock assessments are ready for use by fishery managers in the region. Both are “benchmarks,” which are the most complex and thorough form of assessment. They are also peer reviewed by external experts prior to release.

The assessment results indicate that summer flounder are not overfished and overfishing is not occurring, and that Atlantic striped bass are overfished and overfishing is occurring. The results for summer flounder include the stock component in Atlantic waters from North Carolina to the US/Canada border. The results for Atlantic striped bass apply to the stock component found in the coastal and most estuarine waters of all states and jurisdictions from Maine through North Carolina.

Summer Flounder  
The summer flounder assessment was presented to the Mid-Atlantic Fishery Management Council Science and Statistical Committee in February. The striped bass assessment is with the Atlantic States Marine Fisheries Commission. Each body creates fishery management plans for fisheries in the region. The council focuses on fisheries in federal waters. The commission focuses on fisheries in interstate waters.

The summer flounder stock assessment process was completed by scientists from NOAA’s Northeast Fisheries Science Center, the Mid-Atlantic Fisheries Management Council, state agencies, the fishing industry, and academia.

The summer flounder assessment benefits from one of the most comprehensive data sets in the region. It includes data from state surveys, federal surveys, recreational surveys, and data from the commercial fishing industry. Fishermen’s data and input were used through vessel trip reports (logbooks), biological samples from commercial catches, data taken during commercial fishing trips by fishery observers, and recreational interviews and catch samples. Fishermen also had input into this assessment through research projects that focused on catchability: how efficiently flatfish species like summer flounder are caught in the NEFSC scientific bottom-trawl survey.

New data in the summer flounder assessment included updated estimates of rec-



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# MISCELLANEOUS COMMERCIAL FISHING NEWS

reational catch. The new estimates increased recreational catch, which increased estimates of numbers of fish in the stock. These data come directly from recreational anglers through interviews and mail surveys. Another new element was the evaluation of several sex-specific models, attempting to account for size differences between males and females. The model selected for this combined sexes, but the review allowed for significant discussion on building sex-specific models for this species.

### Atlantic Striped Bass

The Atlantic striped bass assessment was led by the Atlantic States Marine Fisheries Management Commission and involved a number of state, federal, and academic researchers. New estimates of recreational catch were included in the assessment. This resulted in higher estimates of biomass and new young fish entering the population in comparison to the last assessment (2016), but did not change the overall population trend, which has been declining since 2003. For more on the Atlantic striped bass assessment visit the Atlantic States Fisheries Commission.

**New Management Measures Mitigate Shortfin Mako Overfishing**  
*Amendment 11 to the Atlantic HMS fishery management plan outlines measures for both recreational and commercial fishermen.*

NOAA Fisheries this week implemented final measures to help end overfishing of the Atlantic shortfin mako shark stock while ensuring fishing opportunities for recreational and commercial fishermen.

Beginning March 3, recreational fishermen with the appropriate authorizations must release all male shortfin makos measuring less than 71 inches in a straight line from snout to tail. For females, that minimum size is 83 inches. And regardless of their location in the Atlantic, including the Gulf of Mexico and Caribbean Sea, all federally permitted fishermen must use only circle hooks when fishing recreationally for sharks.

For commercial fishermen who meet permit, gear, and reporting requirements, the final measures authorize keeping only shortfin makos found dead at haulback.

These management measures are implemented in the final rule for Amendment 11 to the Consolidated Atlantic Highly Mi-

gratory Species Fishery Management Plan, which published in the Federal Register on February 21.

Amendment 11 is the latest action from NOAA Fisheries' Atlantic Highly Migratory Species Management Division to address overfishing of shortfin makos.

"The United States' fishery management process is designed to provide an optimum yield for our fishermen while preventing overfishing," said Alan Risenhoover, director of NOAA Fisheries' Office of Sustainable Fisheries. "This dynamic approach fosters the significant contribution fisheries make to our national and local economies and helps keep our coastal communities vibrant."

Shortfin mako are known for their high-quality meat and are often caught by commercial fishermen targeting swordfish and tuna. They are also a common target for sport fishermen thanks to their ability to swim at speeds around 45 mph.

In 2017, the International Commission for the Conservation of Atlantic Tunas (ICCAT)—the regional fishery management organization charged with managing tuna and tuna-like species—conducted a stock assessment that declared the North Atlantic shortfin mako stock overfished and subject to overfishing. ICCAT adopted a measure requiring all member nations fishing on the stock to end overfishing and take steps to begin rebuilding.

NOAA Fisheries responded in March 2018 with short-term emergency measures to reduce the number of sharks killed in the United States during fishing while more comprehensive measures consistent with ICCAT requirements could be researched, proposed, and made available for public comment.

Amendment 11's final long-term measures, which replace those in the short-term emergency rule, are also grounded in science. The new minimum size requirements for recreational fishermen, for example, allow shortfin mako sharks to reach maturity before they're fished and keep more females of reproductive age in the population.

In addition, the Atlantic HMS Management Division is supporting actions at the international level to end overfishing of this species.

"Amendment 11 will help establish a foundation for rebuilding the shortfin mako shark stock, but international collaboration

is vital to the long-term sustainability of not only shortfin mako populations but all highly migratory species," said Risenhoover.

For complete details on the management measures, visit [www.fisheries.noaa.gov/action/amendment-11-2006-consolidated-hms-fishery-management-plan-atlantic-shortfin-mako-sharks](http://www.fisheries.noaa.gov/action/amendment-11-2006-consolidated-hms-fishery-management-plan-atlantic-shortfin-mako-sharks).

### Curious about Atlantic sturgeon? Ask Jolvan Morris!

Jolvan Morris coordinates our Students Collaborating to Undertake Tracking Efforts for Sturgeon (SCUTES), a collaboration between NOAA Fisheries, sturgeon researchers, teachers, and informal educators to bring more awareness about sturgeon and the Endangered Species Act into schools and classrooms.

At least once a year, someone reports a strange "sea monster" washed up on an East Coast beach or riverbank. Often, these "monsters" are actually Atlantic sturgeon, prehistoric-looking fish that can grow to be 14 feet long and weigh 800 pounds. Instead of scales, these fish have five rows of bony "scutes" or modified diamond-shaped armored scales, along the length of their bodies. These primitive fish were alive during the Cretaceous period, alongside dinosaurs. Jolvan Morris coordinates our Students Collaborating to Undertake Tracking Efforts for

Sturgeon (SCUTES), a sturgeon outreach program that takes its acronym from the sturgeon's bony plates. The SCUTES program is a collaboration between NOAA Fisheries, sturgeon researchers, teachers, and informal educators to bring more awareness about sturgeon and the Endangered Species Act into schools and classrooms.

Jolvan supports teachers as they integrate SCUTES curriculum into their classes or programs, working with K-12 instructors and informal educators across the nation and in Canada. She says, "It's always great when teachers are excited about the materials we've developed. Seeing that enthusiasm passed on to students is exciting, and receiving feedback and photos is very rewarding."

Part of this curriculum includes a SCUTES Adopt-A-Sturgeon program in which students 'adopt' and track specific fish. Tracking a fish is not as easy as it sounds -- researchers have to catch fish and insert tracking tags under the fatty skin layer of the fish. Then, as the fish swims near one of the acoustic receivers, the receiver records the number, date, and time the fish swam by. These acoustic receivers, which are about the size of a 1 liter bottle, and are deployed up and down the coast in coastal waters as well as in rivers and estuaries. Researchers go to

Continued on Page 20.



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# Boat And Ship Yard News



Cleaning up a newly built hull at Brion Rieff's shop in Brooklin.



The Norman Hodgdon cabin cruiser being totally rebuilt at Rockport Marine in Rockport.

**C. W. Hood/Lyman-Morse Thomaston**  
Lyman-Morse in its partnership with CW Hood Yachts and Stephen Waring Yacht Design is taking a different approach to building a 57-foot custom motor yacht. Two interesting new techniques are

being utilized in the construction of this 57' high-performance cruiser. First, to achieve the expected 39 knots from the Volvo Penta's IPS 1350 integrated propulsion system, the yacht is engineered with weight-control and strength as a priority. Stephens Waring provided innovative composite construction details that hybridize wood and fiberglass

into a contemporary build method. For custom projects, this approach delivers substantial value and cost savings over exotic molded methods with materials like carbon and aramid fibers. Second, Lyman-Morse is employing a new overhead crane system to facilitate an ergonomically efficient building environment for the crew. Taking the mod-

ule-building practice employed on *Anna* to the next level, they will build the hull in four separate parts: The bottom module which is about 50 feet in length by 15 feet in width that includes the stem of the boat; both topsides sections, port and starboard that run from the stem aft to the transom; and the curved transom section. This innovative modular wood-composite process, developed in partnership with Stephens Waring Yacht Design, is supported in part by a grant from the Maine Technology Institute, which recognized the potential efficiencies and improved workforce ergonomics that could be achieved through its implementation on the Hood 57 and other yachts.

The process starts with the jig that was precisely cut by a Haas GR-712 CNC machine from direct digital inputs provided by the project's engineers. Once assembled, the jig yields such a perfect form that the wooden sheathing for the bottom along with the curved transom can be installed. Meanwhile, the tricky internal longitudinal structural stringers using CNC machined foam formers that have their structural epoxy laminate completed are constructed simultaneously with the bottom sheathing. To eliminate the ergonomically difficult work of working on an upside-down part, the bottom is lifted off the jig using the overhead crane, rotated to the upright orientation and placed in a cradle which then has the inner structural laminate installed and epoxy infused. Next the pre-made internal longitudinal stringers are lifted and placed in reliefs that have been machined into the jig which perfectly locate them in the hull. Now the bottom with its inner skin installed is lifted, rotated back to the inverted orientation and put back on the jig. An epoxy adhesive is used to bond the longitudinals to the hull bottom. Next the topside planking occurs which finishes up with a structural epoxy impregnated laminate as their outer skin for even distribution and incredible strength. After the hull is rotated to the upright position and the jig removed, the topsides will have their structural inner skin vacuum bagged in place and the joints between the four separate parts will be joined together creating a structural monocoque assembly.

Perfect for weekend cruising and entertaining, the Hood 57 will feature custom titanium hardware and a titanium spiral stairs leading to the flydeck. These elements will be constructed at Lyman-Morse Fabrication. The yacht's unique open-format cockpit with direct access to the water and dock, and well-founded accommodations for four.

A 2020 delivery is expected for this 57-foot power yacht.

**PRINCIPAL DIMENSIONS**

LOA: 57 feet – 3 inches; LWL: 49 feet

**Continued on Page 25.**



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# Boat And Ship Yard News

## Marine-Industry Veterans Acquire Cape Charles Yacht Center



*An expansion is planned for the Cape Charles, Virginia, shipyard.*

CAPE CHARLES, VA — Cape Charles Yacht Center in Cape Charles, Virginia, is now under new development. Starting this month, boatyard operations are controlled by long-time industry professionals JB Turner, president and co-owner of Front Street Shipyard in Belfast, Maine, and Nicole Jacques, owner of Rhumbline Communications in Belfast, Maine. The new principals of Cape Charles Yacht Center intend to expand the Chesapeake Bay shipyard into a premier superyacht refit and service facility.

Cape Charles Yacht Center was established in 2013 by South Port Investors with the expectation of developing it into a superyacht facility. The shipyard is located off the mouth of Chesapeake Bay where it meets the Atlantic Ocean. An 18-foot-deep channel leads into a modern marina with 1,000 feet of face dockage, a 75-ton boat hoist, and 30/50-amp single-phase and 100-amp three-phase power. The property is located in a Foreign Trade Zone (FTZ), eliminating many duty costs for visiting vessels. The shipyard is a short walk to downtown Cape Charles where owners and crews find stores, restaurants, shopping, and entertainment. Cape Charles Yacht Center customers have access to a golf course and resort nearby.

“We identified Cape Charles Yacht Center as an ideal location for superyacht services because it’s central for vessels

traveling along the East Coast between New England and Florida,” said JB Turner. “For years we’ve encouraged our customers at Front Street Shipyard to stop into Cape Charles when traveling south, and their feedback has been very positive about the location, quality of service, and amenities.”

Turner and Jacques are developing a multi-year expansion plan with the support of investors, which includes a 30,000-square foot facility, 600-ton mobile hoist, and additional floating docks. Currently a new service facility is under construction.

“We intend to maintain Cape Charles Yacht Center’s great reputation for service among their existing customers throughout Chesapeake Bay,” said Jacques. “Our first initiative is to grow the yard’s talented workforce and equip them with more modern equipment so we can attract additional international vessels seeking service and major refits.”

Turner and Jacques have more than half a century of combined first-hand experience growing shipyards and attracting vessels. Turner is the president and general manager of mid-coast Maine’s Front Street Shipyard, a yacht construction and repair yard with a superyacht marina. Along with his partners, JB founded Front Street Shipyard in 2011, beginning with nothing but flat land, deep water, and a vision for a world-class

Continued on Page 22.



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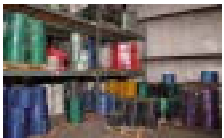
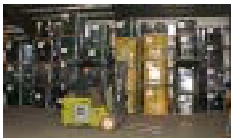
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# IMOCA News



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**The Ocean Race: how sailors and organisers are preparing**

The Ocean Race, the crewed round the world race with stopovers raced for the first time on IMOCAs with foils, will start in Alicante in October 2021. With just over two and a half years to go to the start, the organisers and sailors are already busy preparing behind the scenes for this new event on the IMOCA calendar. We look at the state of play with Johan Salén, co-President of The Ocean Race, and with three IMOCA skippers, who are very tempted to take part in this adventure...

The race is still a long way off, but the clock is certainly ticking. In October 2021, or in other words eight months after the first Vendée Globe competitors finish one round the world IMOCA race, it will be time to set sail from Alicante (Spain), this time with a crew for The Ocean Race (ex Volvo Ocean Race). The race is due to include between

seven and nine legs on a course that will be revealed next summer. The Ocean Race will feature two classes: the IMOCAs with foils (launched after 2010 and sailed by five people + 1 media man) for the overall title and the VO65 one-design boats for a trophy rewarding the best young competitors. While it is still too early to give precise details about the line-up, the organisers would like to see between ten and fifteen IMOCAs at the start of this maiden edition.

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“We are talking to everyone and the potential teams can be divided into three major groups,” explained Johan Salén, co-President of The Ocean Race. “We are in contact with existing IMOCA teams, a majority of which are French, but also with teams from the last Volvo and some other teams that are completely new. The teams that are interested come from France, Spain,

Germany, Italy, Mexico, the United States, Brazil, Sweden, the Netherlands, New Zealand, Australia, China, South Africa... And we have some other important countries we need to get involved. The goal is to bring together highly professional international teams that are well organised and structured with active sponsors.”

For Johan Salén, it is clear that bringing together the ex-Volvo Ocean Race and the IMOCA class is very welcome. “Working with a class that has shown what it can do helps our sport to be less fragmented. It means we can look forward to more feedback with the same platform,” he said. What do the sailors already involved in the IMOCA class think about this? We talked to three of them.

**Boris Herrmann: “An adventure that complements the Vendée Globe”**

In 2020, Boris Herrmann, skipper of Malizia 2, is set to become the first German

to take part in the Vendée Globe, but Boris is already looking further ahead. “The Ocean Race interests me a lot,” he told us. “The idea is to ensure our project continues with the same boat (a VPLP-Verdier design from 2015, ex Edmond de Rothschild). This crewed adventure complements perfectly the Vendée Globe. In my opinion, there are four big dreams for sailors: the Olympic Games, the America’s Cup, the Volvo Ocean Race and the Vendée Globe. Now, two of these four events are raced on the same boat. That is very inspiring.”

Already supported by the Monaco Yacht Club, Boris Herrmann is confident he will be able to attract German firms to complete his budget for The Ocean Race. “The crewed round the world race means a lot to Germans. In 2001-2002, a German crew won the Volvo Ocean Race, Illbruck Challenge. There was a huge event organised at the finish in Kiel, which was absolutely incredible. Since then, no major projects have appeared in Germany. This is a great opportunity to get one going again.” If he manages to find the required funding, Boris believes that he will set off with an eclectic crew: “The idea isn’t to set up a team that is 100% German. In my team at the moment there are as many different nationalities as there are people involved! I love that diversity.”

**Louis Burton: “I’m waiting to see the course to position myself”**

Skipper of Bureau Vallée 2, another VPLP-Verdier design launched in 2015, Louis Burton is also very interested in the idea of taking part in The Ocean Race. “I’m entirely in favour of bringing the two elements together. It’s fantastic that the IMOCA class is at the centre of ocean racing. It’s a chance to ensure our boats have a good life and to diversify our projects. We can now look forward to taking people with whom we work around the world with us,” he stressed. “The race is all the more interesting as my partner is starting to develop abroad. The only drawback is that we don’t yet have the

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# IMOCA News

race and so it is hard to plan for, as we don't yet know where the stopovers will be held. What sort of budget will be necessary? Will the countries involved interest our partners? I'm waiting to see the race course before positioning myself. We already have the sponsor, the boat and the team. However, to perform well, we will have to come to a decision this summer. After the Vendée Globe, a lot of work will need to be done on the boat to adapt her to ensure she can be sailed well and is comfortable for six people."

If he decides to jump in, Louis will set sail with an experienced co-skipper, "to have two pillars." Very keen on the training aspect, he would like to complete the crew with youngsters from the six years of the "Youth Selection" created in Saint-Malo in 2013, with the aim of introducing one young talent each year to the world of ocean racing.

Paul Meilhat: "Wider communications for a budget which is not that much higher"

Winner of the 2018 Route du Rhum and currently looking for partners, Paul Meilhat is planning to start work in the coming months on the construction of an IMOCA to take part in the 2020 Vendée Globe, The 2021 Ocean Race and the 2022 Route du Rhum. "I always loved sailing with a crew," he told us. "To start off with, I was probably more interested in the Volvo Ocean Race than in the Vendée Globe. The fact that the crewed round the world race now takes place aboard IMOCAs has opened up more doors for me. I believe I have what it takes to run a project. I know this kind of boat and sail them well."

In terms of money, Paul Meilhat is convinced that it is a good idea to have the solo round the world race followed by the crewed race: "By talking part in The Ocean Race, we add in an international dimension and wider communications with a budget that is not that much higher than if we simply took part in the Vendée Globe. We can therefore offer a wide ranging programme." Paul recently visited Alicante to meet the organisers and confirm his pre-registration. He is currently in talks with potential partners. The timing is getting tight to get his hand on a brand new IMOCA, but this is the vital element to ensure the project lives up to his ambitions. "I am convinced that with the same boat, we can take part in both events. In my crew, I'll include sailors with a wide range of backgrounds from Figaro and IMOCA racing."

**No plan B for Thomas Ruyant: "I will be there at the start of the 2020 Vendée Globe"**

Early this week, Thomas Ruyant visited the Persico yard in Bergamo (Italy) to see how work was going on his future IMOCA, a Verdier designed boat that is due to be transferred to Lorient in June before she is launched in late July. At the same time, the skipper from the North of France continues to search for more or one headline partners to accompany him during his second attempt at the Vendée Globe

Winner of major events in Class40 (2010 Route du Rhum), in Figaro racing (2018 Transat AG2R with Adrien Hardy) and in Mini 6.50 races (2009 Mini Transat), Thomas is also very experienced in the IMOCA class and is developing a very strong project. He has a lot going for him. We met up with the skipper to find out more.

Last Monday, in the Persico yard, you saw for the first time the hull and deck of your future IMOCA. What were your impressions?

"Fantastic! We've been thinking about this boat with the designer Guillaume Verdier for a year. It was great to compare what she really looks like with what we saw in the designs months ago and to be able to

share that with my team and the workers in the yard. I am not a specialist in composite materials, but I could see that the quality was remarkable. The level of expertise and technical know-how is extremely high and everything has gone to schedule. This visit confirmed that Persico leaves nothing to chance. Everything is perfectly clean and tidy in the yard and when you enter, it feels like a laboratory. That is very reassuring when you know what this boat will be going through. Persico is one of the best composite yards in the world, so it is logical that today they are building one of the world's fastest monohulls!"

However, this yard has so far only ever built one IMOCA before – Pieter Heerma's former No Way Back (which was later bought by Fabrice Amedeo)...

"That's true, but they have made boats for the America's Cup, the Volvo and big monohulls like the TP 52s. The expertise in this yard is well-known. They aren't used to building round the world boats, but we asked them to work on a composite 'box' with deck and structure. For the rest, our team will take over."

"We're pushing the designers to the limit"

Can you tell us about how work is progressing?

"The hull has been finished and that will shortly be the case for the internal structure of the boat. Meanwhile, the deck is currently being finished. The foils are being built by Persico. I saw the moulds and it was quite impressive. The keel and mast, one-design parts, are being manufactured in France. We are working with a lot of different suppliers: North for the sails, Karver for the deck hardware, Mad Intec for the electronics and autopilots... All of the parts are ready or under construction and the pieces of the puzzle will shortly all come together. Fitting the systems and deck hardware will partly be done at the Persico yard to save time. During the month of June, the boat will be transferred to Lorient. It will then take a month or so to fit the keel, mast and the final details before her launch, which is planned for late July or early August at the latest."

What can you tell us about the architectural choices for this IMOCA?

"It's not surprising, but she was designed around the foils. We designed a sturdy boat with a strong structure. The goal is not to be the fastest in the currents off the island of Groix, but to have a good all-rounder to keep up a good average speed around the world. What I can say is that the

hull has tighter lines than the IMOCA from the previous generation and that the foils are aimed at getting a good VMG downwind."

Stability has become a crucial component on these boats built around the foils...

"Yes indeed. The boat needs to be stable to ensure you can bear living on her. You can see that in the design of the hull Guillaume Verdier came up with. IMOCAs have become extreme and can be violent. The skipper is the weakest link. You have to increase their ability to get the most out of this type of boat. You have to look after the sailor and that's why we worked on the ease of sailing her in the cockpit and inside the boat."

For the moment, only one new generation IMOCA has been launched - Jérémie Beyou's Charal. Based on what you are saying, your boat appears to be quite different...

"Yes, there are huge differences in terms of the shape of the hull and foils, since the philosophy behind the boats is different. In the last Vendée Globe, all of the new IMOCAs were designed by the same combination of architects (VPLP-Verdier). The boats were of course not identical, but there were obvious similarities. It is going to be a very different situation in 2020, as four designers are working on new prototypes. They have been giving a lot of thought to the design of the future IMOCAs and they have been pushed to the limit. There are going to be some real differences between the boats, so each launch is going to be a surprise."

Particularly as you're not giving much away and everyone has their own little secrets...

"That's true. We are not going to reveal everything about our prototypes, as there is a lot at stake in terms of the competition, the technology and the financing. We have an idea of the way these boats will work with Charal and we can see how tricky they are going to be to sail. What is certain is that everyone will have large foils. The closest IMOCA to mine is likely to be Charlie Dalin's Apivia, which was designed by the same architect, using the same basic draw-

ing."

"Sailing is no longer the boss's little pet hobby"

For the moment, you are busy looking for partners and that takes up a lot of your time...

"Yes. That is the main thing for me at the moment. We have changed the order of tackling this problem by starting work on the construction of the boat (thanks to some investors) before finding the headline partner or partners. We didn't have the choice, if we wanted to get a good performing boat from the latest generation. We can offer a unique turnkey project which has a huge potential. The team is already together and we have a superb boat. You just need to push the button to join us in this adventure. Everyone knows how much feedback is possible with the IMOCA circuit and the Vendée Globe. The return on investment for a firm no longer needs to be explained. Sailing used to be seen as the boss's little pet hobby, but that is no longer the case. There are some real strategic projects behind this now. To accompany us right up to the 2020 Vendée Globe, we need 4 or 5 million euros spread over three years."

Will we be seeing you in all of the events in the IMOCA Globe Series?

"Looking at the timing, it is going to be very tough to compete in the Rolex Fastnet Race (start on 3rd August). But there's no way I'm going to miss out on the Transat Jacques Vabre. There is going to be an incredible line-up. It will be the ideal opportunity to get to know the boat and fine tune her sailing double-handed, but also a chance to qualify for the Vendée Globe. I shall also be lining up in the two transatlantic races in 2020, The Transat and the New York-Vendée."

What deadline have you given yourself to find a headline partner?

"I haven't given myself a firm date, as I'm confident it will happen. There is no plan B, just plan A. I will be there at the start of the next Vendée Globe!"

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

**Continued from Page 13.**

their receivers periodically and download all of the data. They can have thousands of data points for several different fish. It can take a long time for busy researchers to find 10 to 20 data points that really capture the "adopted" sturgeon's migration. Jolvan notes that getting up-to-date migration tracking data from the scientists to share with students can take some time, but it's always worth the wait.

To get to where she is today, Jolvan interned twice in our Protected Resources Division, while she was in graduate school and then again afterwards. As the SCUTES program was being developed, she compiled information for teachers as they designed sturgeon-centric lesson plans for SCUTES and also created some activities herself. Jolvan earned a Ph.D. in Environmental Science at Florida A&M University, and six years after her second internship, she was hired as our permanent SCUTES Coordinator.

"It's been awesome to see how the program has evolved since being an intern and

since Atlantic sturgeon were listed under the Endangered Species Act."

In her spare time, you can see Jolvan riding her Harley Davidson motorcycle named Louisa, after her home state of Louisiana.

**ASMFC & MAFMC Recommend Approval of Summer Flounder Commercial Issues Amendment  
Amendment Implements New Commercial Quotas**

VIRGINIA BEACH, VA – The Atlantic States Marine Fisheries Commission's Summer Flounder, Scup, and Black Sea Bass Management Board (Board) and the Mid-Atlantic Fishery Management Council (Council) recommended approval of the Summer Flounder Commercial Issues Amendment. The Amendment revises the management program's goals and objectives specific to summer flounder and implements new state-specific commercial allocations.

The Amendment was initiated in December 2013, with joint work on the Amendment by the Board and Council beginning in 2014. Initially, the Amendment was to consider changes to both commercial and

recreational summer flounder fisheries, but over time was refocused to address commercial issues and Fishery Management Plan (FMP) goals and objectives.

The revised management program's goals and objectives focus on ensuring biological sustainability of the summer flounder resource, supporting and enhancing development of effective management measures, and optimizing social and economic benefits from the resource. These revisions were made to reflect current priorities in sustainably managing the resource.

The new state commercial allocations are based upon a 9.55 million pound trigger point. When the annual coastwide commercial quota is at or below 9.55 million pounds, the formula for allocating the quota to the states will remain status quo, i.e., the same state-specific percentages that have been in effect since 1993. When the annual coastwide quota exceeds 9.55 million pounds, additional quota above 9.55 million pounds will be distributed as follows: 0.333% to the states of Maine, New Hampshire and Delaware and 12.375% to the remaining states (see table below). As a result, state allocations will vary over time based on overall stock status and the resulting coastwide commercial quotas. For 2019-2021, the Board and Council approved an annual coastwide commercial quota of 11.53 million pounds. Depending on the timing of final rule-making by NOAA Fisheries, the new state allocation strategy could go into effect as early as January 2020.

In considering requalification criteria for federal permit holders, the Board and Council made no changes to the current permit qualification criteria, which were established via Amendment 2 to the FMP (1993) – namely, any commercial landings of summer flounder in the management unit between January 26, 1985 and January 26, 1990. The Council also moved to not add commercial landings flexibility as a framework issue in the Council's FMP at this time. The Board currently has the flexibility to implement landings flexibility policies without a full amendment process, and landings flexibility can be considered through state level agreements without Council action.

As next steps, the Council will forward its recommended approval of the Amendment to NOAA Fisheries for final consideration and implementation. The Commission will consider final approval of the Board-approved Amendment at its Spring Meeting in late April/early May of this year.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org).

**ASMFC & MAFMC Set Summer Flounder 2019-2021 Specifications**

The Atlantic States Marine Fisheries Commission (Commission) and the Mid-Atlantic Fishery Management Council (Council) approved revised specifications for the 2019 fishing season and set new specifications for 2020 and 2021. The revised specifications are based on the results of the 2018 benchmark stock assessment, which found the stock is not overfished and overfishing is not occurring. The new limits are consistent with the recommendations of the Council's Scientific and Statistical Committee. The Commission's actions are final and apply to state waters (0-3 miles from shore). The Council will forward its recommendations for federal waters (3 – 200 miles

from shore) to NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval. The table below summarizes commercial quotas and recreational harvest limits (RHL).

The Council and Commission decided to set commercial quotas and RHLs for all three years, with the intent to maintain regulatory stability. The revised commercial quota was approximately a 49% increase over the previously set 2019 quota.

While the revised RHL represents an approximate 49% increase over the previously set 2019 RHL, the Commission chose to maintain status quo recreational measures, which are projected to achieve a harvest level close to the revised RHL based on the calibrated recreational harvest data from the Marine Recreational Information Program (MRIP). As a result, regions established under Addendum XXXII may submit proposals to make minor adjustments to their 2019 recreational measures, such as adjusting the start and end dates of the season, but must hold projected 2019 harvest at 2018 levels. These proposals will require Technical Committee review and Board approval. Additionally, the Commission and Council approved the use of conservation equivalency, allowing state measures to be extended into federal waters, pending acceptance of final state measures by the Regional Administrator.

Based on the findings of the 2018 Benchmark Stock Assessment and Peer Review, the stock was not overfished nor experiencing overfishing in 2017. Spawning stock biomass (SSB) in 2017 was estimated to be 98 million pounds, approximately 78% of the biomass target of 126 million pounds. The fishing mortality rate was estimated to be 0.334 in 2017, below the fishing mortality threshold of 0.448.

Recruitment in 2017 was estimated at 42 million fish at age 0, below the time series average of 53 million fish at age 0. Recruitment has been below average since 2011.

Data analyzed by the Northeast Fisheries Science Center for the assessment indicate increasing relative abundance of older fish and an expanding age structure. However, the data also indicate a decrease in relative total abundance since the late 2000s, as well as decreasing trends in average lengths and weights at age for both sexes, suggesting slower growth and delayed maturity which impacts the biological reference points. The assessment shows current mortality from all sources is greater than recent recruitment inputs to the stock, which has resulted in a declining stock trend. Additionally, the assessment found the spatial distribution of the resource is continuing to shift northward and eastward.

A key attribute of the assessment is the incorporation of revised recreational catch data. In July 2018, MRIP revised the previous recreational catch estimates with a calibrated 1982-2017 time series that corresponds to the new MRIP survey methods. For comparison with the previous estimates, the revised estimates of 2017 recreational landings and discards are over three times the previous estimates. The revised recreational catch estimates increased the 1982-2017 total annual catch by an average of 29 percent, ranging from 11 percent increase in 1989 to 43 percent increase in 2017. The increase in estimated removals resulted in an increased population estimate compared to previous assessments.

For more information about please contact Kirby Rootes-Murdy, Senior FMP Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org).



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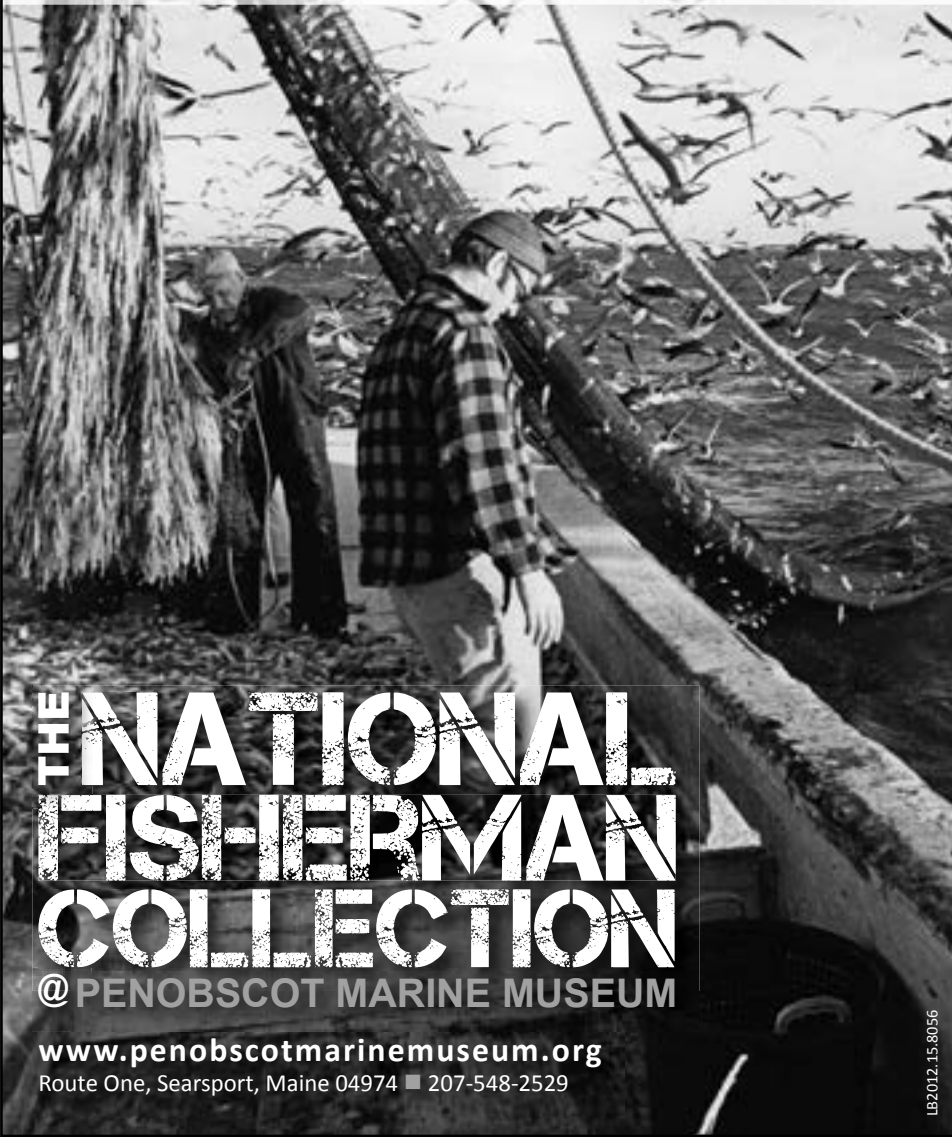
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# U. S. COAST GUARD NEWS

## Continued from Page 8.

Bay.

The helicopter crew was still in Cold Bay after transferring a patient Monday. The crew launched from Cold Bay and landed aboard the Cutter JOHN MIDGETT to refuel. The aircrew then flew to the fishing vessel and hoisted the patient, then landed back aboard the cutter to refuel again before transporting him to Cold Bay. He was placed in the care of an aircrew contracted by Discovery Health for transport to Anchorage.

"This is the second case in two days that the crew aboard Cutter JOHN MIDGETT and the helicopter crew with them responded in the Bering Sea," said Lt. Cmdr. Orion Bloom, command center chief for Tuesday's medevac. "Cutters with helicopters in the Bering Sea are essential due to the vast distances they travel to complete a mission."

On-scene conditions at the time of the hoist included 6-foot seas and 12-mph winds.

28 February

**Fire breaks out on nation's only heavy icebreaker 650 miles north of Antarctica**  
ALAMEDA, CA — The 150-member crew of the U.S. Coast Guard Cutter POLAR STAR fought a fire at approximately 9 p.m.

## Olympic Medalists Graef and Bank to Battle Head-to-Head at 12 Metre Worlds

### Continued from Page 6.

represent 12 Metres built for America's Cup competition, while the Vintage division represents those built prior to the Cup's 12 Metre era and when 12 Metres held a place in Olympic history.

#### Grand Prix Division

US-42 America II, New York Harbor Sailing Foundation, New York, NY. US-46 America II, New York Harbor Sailing Foundation, New York, NY. KZ-7 Kiwi Magic, Johan Blach Petersen, Aarhus, Denmark. KA-12 Kookaburra II, Patrizio Bertelli, Porto Santo Stefano, Italy. KA-15 Kookaburra III, Maurizio Vecchiola, Morrovalle Macerata, Italy. KZ-5 Legacy (nee Laura), Jesper Bank, Denmark. KZ-3 New Zealand, Gunther Buerman, Highland Beach, Fla./Newport, RI.

#### Modern Division

KA-5 Australia, Sydney, NSW, Australia. KA-10 Challenge XII, Jack LeFort, Jamestown, RI. US-26 Courageous, Ralph Isham/Steve Glascock/Alexander Auer-sperg/Ward Marsh/Arthur Santry, Newport, RI. US-33 Defender, US Merchant Marine Academy, Kings Point, NY. US-30 Freedom, Charles Robertson, Guilford, CT. US-22 Intrepid, Jack Curtin, Toronto, Ontario/New York, NY. K-18 Lionheart, Harry Graves, Grand Isle, VT. K-22 Victory '83, Dennis Williams, Hobe Sound, Fla./Newport, RI.

#### Other potential competitors:

US-27 Enterprise – likely. US-24 Valiant – possible.

#### Traditional Division

US-21 American Eagle, Bob Morton/Cindy DeLotto, Newport, RI/Edgartown, MA. US-16 Columbia, Kevin Hegarty, Boston, MA. US-18 Easterner, Scott Bernard, Annapolis, MD. US-19 Nefertiti, Sears Wullschlegel, Sarasota, FL. US-17 Weatherly, Jay Schachne, E. Greenwich, RI.

#### Vintage Division

K-17 Blue Marlin, Henrik Andersin, Kotka, Finland. US-12 Nyala, Patrizio Bertelli, Porto Santo Stefano, Italy. US-6 Onawa, Earl McMillen, Newport, RI. N-11 Vema III, Vema Syndicate, Oslo, Norway  
During the Worlds and the Pre-Worlds,

PST Feb. 10 that broke out in the ship's incinerator room about 650 miles north of McMurdo Sound, Antarctica.

After initial response efforts using four fire extinguishers failed, fire crews spent almost two hours extinguishing the fire. Fire damage was contained inside the incinerator housing, while firefighting water used to cool exhaust pipe in the surrounding area damaged several electrical systems and insulation in the room. Repairs are already being planned for the POLAR STAR's upcoming maintenance period. The incinerator will need to be fully functional before next year's mission.

No injuries were reported, and the cause of the fire is under investigation.

"It's always a serious matter whenever a shipboard fire breaks out at sea, and it's even more concerning when that ship is in one of the most remote places on Earth," said Vice Adm. Linda Fagan, commander of the U.S. Coast Guard's Pacific Area. "The crew of the POLAR STAR did an outstanding job – their expert response and determination ensured the safety of everyone aboard."

Commissioned in 1976, the 43-year old ship is operating beyond its expected 30-year service life. The POLAR STAR crew recently completed Operation Deep Freeze, an annual joint military service mission in

support of the National Science Foundation, the lead agency for the United States Antarctic Program. Since 1955, U.S. Indo-Pacific Command has assisted in providing air and maritime support throughout the Antarctic continent.

This year marks the 63rd iteration of the annual operation, and the POLAR STAR crew departed their homeport of Seattle Nov. 27 for their sixth deployment in as many years and travelled more than 11,200 miles to Antarctica.

Upon arrival, the POLAR STAR broke nearly 17 miles of ice, six to ten feet thick, in order to open a channel through McMurdo Sound. Once complete, the crew refueled at McMurdo Station, the United States' main logistics hub in Antarctica. The ship also provided a six-hour familiarization cruise in McMurdo Sound to 156 randomly selected station personnel.

On Jan. 30, the POLAR STAR escorted the container ship Ocean Giant through the channel, enabling a 10-day offload of nearly 500 containers with 10 million pounds of goods that will resupply McMurdo Station, Amundsen-Scott South Pole Station and other U.S. field camps.

The Feb. 10 fire was not the first engineering casualty faced by the POLAR STAR crew this deployment. While en-route to Antarctica, one of the ship's electrical systems began to smoke, causing damage to wiring in an electrical switchboard, and one of the ship's two evaporators used to make drinkable water failed. The electrical switchboard was repaired by the crew, and the ship's evaporator was repaired after parts were received during a port call in Wellington, New Zealand.

The ship also experienced a leak from the shaft that drives the ship's propeller, which halted icebreaking operations to send scuba divers into the water to repair the seal around the shaft. A hyperbaric chamber on loan from the U.S. Navy aboard the ship allows Coast Guard divers to make external emergency repairs and inspections of the ship's hull at sea.

The POLAR STAR also experienced ship-wide power outages while breaking

ice. Crew members spent nine hours shutting down the ship's power plant and rebooting the electrical system in order to remedy the outages.

Presently, the U.S. Coast Guard maintains two icebreakers – the Coast Guard Cutter HEALY, which is a medium icebreaker, and the POLAR STAR, the United States' only heavy icebreaker. If a catastrophic event, such as getting stuck in the ice, were to happen to the HEALY in the Arctic or to the POLAR STAR near Antarctica, the U.S. Coast Guard is left without a self-rescue capability.

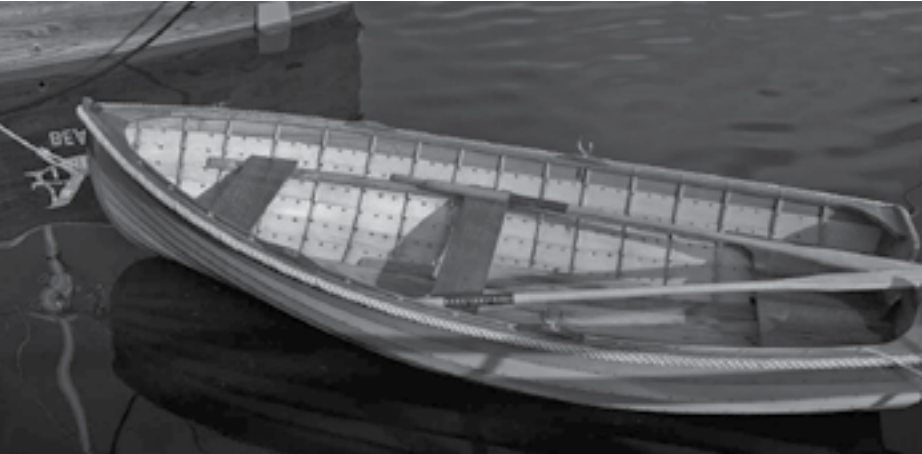
By contrast, Russia currently operates more than 40 icebreakers – several of which are nuclear powered.

Reserved for Operation Deep Freeze each year, the POLAR STAR spends the Southern Hemisphere summer breaking ice near Antarctica, and when the mission is complete, the POLAR STAR returns annually to dry dock in order to complete critical maintenance and repairs in preparation for the next Operation Deep Freeze mission. Once out of dry dock, the ship returns to Antarctica, and the cycle repeats.

The Coast Guard has been the sole provider of the nation's polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with six new polar security cutters in order to ensure continued national presence and access to the Polar Regions.

"While we focus our efforts on creating a peaceful and collaborative environment in the Arctic, we're also responding to the impacts of increased competition in this strategically important region," said Adm. Karl Schultz, commandant of the U.S. Coast Guard. "Our continued presence will enable us to reinforce positive opportunities and mitigate negative consequences today and tomorrow."

After leaving Antarctica, the POLAR STAR crew arrived in New Zealand for a port call, and they are presently en route to their homeport of Seattle.



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# U. S. COAST GUARD NEWS

1 March  
**Coast Guard issues largest fine for operating illegal passenger vessel service to Chicago mariner**

CHICAGO — Representatives from Coast Guard Marine Safety Unit Chicago announced that the owner of two recreational pleasure boats has been fined \$80,000 for operating as an illegal passenger vessel business on Lake Michigan for at least the past two years.

Robert Glick of Chicago, owner of the 35-foot boats ALLORA and FUN, was charged with violating three separate federal regulations for each boat while operating a business that involved transporting paying passengers.

The fine represents the largest civil penalty ever handed down by the Coast Guard to a recreational boat owner for operating as an illegal commercial passenger vessel business. The original recommended fine was \$214,000.

In April 2016, after receiving information that Glick was operating an illegal charter business, the Coast Guard notified him that he was suspected of carrying passengers for hire, and provided information to help him come in compliance with regulations. The Coast Guard also warned him that failure to comply with federal regulations could lead to civil penalties.

Between June 3, 2017 and June 30, 2018, ALLORA and FUN were stopped multiple times by members of Coast Guard Station Calumet Harbor and Illinois Department of Natural Resources, and were found to be operating a commercial passenger vessel service without the required documentation and safety equipment. In total, the ALLORA was boarded or witnessed underway with passengers 10 times on 10 different days.

During the investigation, evidence collected by Coast Guard Investigative Service confirmed that Glick knowingly advertised the two boats for commercial service, and that he continued operating a commercial vessel business after repeatedly being told to cease operations, including after a passenger was injured on the ALLORA on June 16, 2018.

Civil penalties include: \$44,000 for operating without certificates of inspection, \$22,000 for operating without having crew members chemical tested, and \$14,000 for failure to have stability letters issued before his boats were placed in service.

Operators who take on more than six paying passengers are considered to be a commercial passenger business and are required to carry a Coast Guard Certificate of Inspection and a mariner's license. If caught, the operator could be subject to criminal or civil liability.

"Regulations are in place to help ensure the safety of passengers," said Cmdr. Zeita Merchant, commanding officer of Coast Guard Marine Safety Unit Chicago. "The Coast Guard's ultimate goal is to ensure the safety of the boating public through full compliance with the minimum safety standards required in law and regulation."

Any boat owner who needs information on operating a legal passenger vessel business, or anyone who wishes to verify a captain's license or certificate of inspection, or who wishes to report a vessel suspected

of operating illegally, can contact the Coast Guard Marine Safety Unit Chicago at 630-986-2155 or email at [MSUChicago@uscg.mil](mailto:MSUChicago@uscg.mil).

9 March  
**46 rescued from ice floe in western Lake Erie**

CLEVELAND — The U.S. Coast Guard and local agencies rescued 46 ice fishermen from an ice floe that broke free near Catawaba Island, Saturday.

An additional estimated 100 people were able to self-rescue themselves from the ice floe either by swimming or walking on ice-bridges that were still connected to the floe initially.

At 8:13 AM, Coast Guard Station Marblehead received notification from an Ohio Department of Natural Resources representative that there were approximately 100 people stranded on an ice floe and that there were an additional 30 to 40 people in the water. Coast Guard District 9 Command Center launched two 20-foot Special Purpose Craft—airboats from Station Marblehead, two MH-65 Dolphin helicopters from Air Station Detroit, and two MH-60 Jayhawk helicopters from Air Station Traverse City to respond for a mass rescue.

Catawaba Island Fire, Put-in-Bay Fire and Southshore Towing also responded with airboats, while ODNR, North Central EMS and Danbury EMS assisted in the search and rescue efforts.

Coast Guard Station Marblehead arrived on scene at approximately 8:50 AM. and there were no persons in the water. Those who had fallen in or intentionally entered the water to try to swim to land were all back on the ice or land.

Approximately 100 people were able to walk to shore via portions of ice that were still unbroken; however, as the temperature continued to rise, the ice broke into multiple separate ice floes. The remaining fishermen were rescued by the airboat crews and helicopter crews.

By approximately 11:15 AM, all persons who had been stranded on the ice were rescued.

As temperatures begin to rise, the Coast Guard strongly urges people not to go out onto ice. Ice may look safe but it is difficult to determine the thickness visually and the increase in warm weather will continue to melt and weaken the ice.

## Cape Charles Yacht Center

Continued from Page 15.

shipyard. He quickly grew FSS into one of New England's most-capable superyacht facilities. Jacques is the owner and marketing strategist of Rhumbline Communications, a marine-focused marketing agency specialized in launching new marine businesses into the international marketplace, as well as boosting market share for established companies. Her clients include shipyards, trade shows, manufacturers, suppliers, and trade associations. Jacques has managed the marketing efforts for Front Street Shipyard since the yard's inception. Both Turner and Jacques will maintain their existing roles in their respective businesses as they also partner to operate Cape Charles Yacht Center.

Cape Charles Yacht Center remains in full operation as the expansion plans continue to develop and construction of the service facility begins. Turner and Jacques encourage yacht owners, captains, crews, and prospective employees to contact them

for more information or to offer feedback on the expansion via email at [info@ccyachtcenter.com](mailto:info@ccyachtcenter.com).

Cape Charles Yacht Center in Cape Charles, Virginia, is a well-appointed destination for regional and international vessels visiting the Chesapeake Bay region. The yard is under development as a full-service shipyard for vessels of all sizes including superyachts, recreational boats, and commercial vessels. The yard's channel is just inside the mouth of Chesapeake Bay, and has an 18-foot draft. The harbor easily accommodates yachts up to 200 feet, and the Mid-Atlantic location and year-round temperate climate are ideal for all types of ship service and boat manufacturing. Cape Charles Yacht Center offers a modern marina with 30/50-amp single-phase and 100-amp three-phase power, as well as crew amenities like showers, laundry, and lounge areas. On-site storage is available. More information is available online at [www.ccyachtcenter.com](http://www.ccyachtcenter.com).

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# U. S. NAVY NEWS

Continued from Page 9.

28) was rushed from Groton, Connecticut, and set up a rescue effort with a McCann Submarine Rescue Chamber, a bell-shaped chamber that was lowered to the submarine and attached. The first ride brought up seven Sailors, the second and third brought up nine, but on the fourth run, the line partially parted and the chamber sank back down. The crew of the Falcon then hand-over-hand pulled this chamber back to the surface and rescued the final eight survivors, including the commanding officer (CO).

The concern then became that one of the U.S. Navy’s newest submarines was sunk just off the coast of New Hampshire, and the Navy launched a salvage effort. The first effort involved attaching pontoons to the submarine and bringing her to the surface, but once on the surface, the pontoons detached and she sank again. It took 628 dives to get her back to dry dock. She was recommissioned in 1940 as USS Sailfish (SS 192), and the CO later made it a punishable offense to use the name Squalus, although the nickname for the ship among the fleet was “Squailfish.”

“Arguably, it is one of the most successful rescues of submariners from a sunk submarine, and one of the reasons we keep the submarine-rescue research efforts going. It is one of the international standards that we have, not only with our Allies, but also our enemies; everyone agreed on how you would get submariners out of a submarine that sank,” Harrison said.

In addition to U.S. Navy ships, Harrison also discussed German navy ships like the Schamhorst and Gneisenhau. For these two battlecruisers, the primary mission was for them to act as commerce raiders, not to fight other battleships. Harrison compared the lives of these ships to video games: once you get past the introductory level, the levels get harder and harder. The British ship HMS Rawalpindi was a converted ocean-liner, had eight six-inch guns, completely unarmored and was in the Iceland gap between the Norwegian Sea and the Atlantic Ocean on blockade duty in November 1939 when she came across these ships. The Rawalpindi

CO’s final message was, “We’ll fight them both, they’ll sink us and that’ll be that. Good-bye.”

The ships later suffered structural damage due to rough seas and were repaired. They went on to take torpedo damage and need repairs. When they were sent on missions in seas near France, they took on bomb after bomb from air raids, continually needing repairs. In February 1942, they were called back to Germany, where they could be better protected. This was Operation Cerberus, also known as the “Channel Dash,” and despite numerous attacks from aircrafts and ships, the British and their Allies caused no further damage to these passing ships. “Not their best day,” Harrison said of the Allied forces.

Once the Schamhorst and Gneisenhau made it out of British danger, they promptly ran into mines. Both damaged, they needed to be repaired yet again. A cautionary tale emerged from the attempted repair of the Gneisenhau: do not go into dry dock with the magazines loaded. A bomb went off in one of the magazines and finally ended Gneisenhau’s career. Both of these ships spent more time damaged than not during the course of their careers. The Schamhorst was then sent to Norway alone and was again damaged by the rough seas and repaired. Here she entered her final action, the Battle of North Cape. She fought a battleship, a heavy cruiser, three light cruisers and nine destroyers in a blizzard over three engagements. The first engagement knocked out her radar; she survived the second engagement, but did not survive the third. Out of a crew of 1,968 Sailors, only 36 were picked up by the enemy.

Also during World War II, the U.S. Navy’s USS Enterprise (CV 6) was attacked in six separate events over the course of three-and-a-half years, and the Japanese reported her sunk four or five of these times. Enterprise sustained bomb damage from multiple battles, to include the Battle of Santa Cruz in October 1942, where the Japanese were introduced to new technology the U.S. Navy had—radar-fused anti-aircraft shells. These were designed to sense when they were approaching something and when it was at

the right distance, it exploded.

“This is one of the greatest secrets that the U.S. Navy had during World War II. This set the stage for U.S. anti-aircraft efforts from then on, as surface ships became able to largely defend themselves in a way that they were incapable of before,” Harrison said.

The Enterprise was damaged a few more times before March 1945, when she was damaged again by friendly fire. In May 1945, off the coast of Okinawa, Japan, she was hit with two kamikazes and was taken out of service two months before the end of the war. She earned 20 battle stars, more than any other battleship. The success of this ship left a lasting legacy, even today. First, her namesake lives on in Starship Enterprise from the Star Trek movie franchise. When NASA created their first space shuttle, Star Trek fans created a campaign that it be named after the Enterprise and so it was. Jack C. Taylor, founder of the Enterprise car rental company, was a World War II veteran

who had served on the Enterprise.

The name Enterprise will live on as the third aircraft carrier of the Ford Class, CVN 80, which is scheduled to be operational by 2027. It will be the ninth U.S. Navy ship to bear the name Enterprise.

**Navy Chooses Key West for Commissioning Future USS Billings**

From Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

SAN DIEGO (NNS) -- Secretary of the Navy Richard Spencer has approved Key West, Florida as the site for the commissioning of the future USS Billings (LCS 15). The event will take place in August 2019. The specific date has yet to be announced.

The future USS Billings is the 17th littoral combat ship (LCS) to be delivered to the Navy and the eighth of the Freedom variant to join the fleet. The Navy accepted delivery of the future USS Billings (LCS 15) during a

Continued on Page 24.



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# U. S. NAVY NEWS

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ceremony Feb. 1 at the Fincantieri Marinette Marine (FMM), shipyard, Marinette, Wisconsin. Delivery marks the official transfer of the ship from the shipbuilder, part of a Lockheed Martin-led team, to the Navy. It is the final milestone prior to commissioning.

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The Freedom-variant LCS integrates new technology and capability to affordably support current and future mission capability from deep water to the littorals.

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

### Navy Returns to Flying Union Jack

From Chief of Naval Operations Public Affairs

WASHINGTON (NNS) -- The Navy on Feb. 21 released a NAVADMIN 039/19 directing the display of the union jack instead of the first Navy jack aboard Navy ships and craft.

U.S. Navy ships and craft will return to flying the union jack effective June 4, 2019. The date for reintroduction of the union jack commemorates the greatest naval battle in history: the Battle of Midway, which began June 4, 1942.

"Make no mistake: we have entered a new era of competition. We must recommit to the core attributes that made us successful at Midway: integrity, accountability, initiative and toughness," said Chief of Naval Operations Adm. John Richardson. "For more than 240 years, the union jack, flying proudly from jackstaffs aboard U.S. Navy warships, has symbolized these strengths."

The union jack is a flag consisting of 50 white stars, representing each of the 50 states, on a blue background. A version of this jack first flew in 1777 and was updated as new states joined the union.

"The union jack is deeply connected to our heritage and our rise as a global nation with a global Navy," said Richardson. "The Navy is a symbol that projects American values to the world. Just as the Navy embodies the values and principles that we hold dear, our very appearance in port and at anchor communicates important messages."

The Navy will re-establish the custom in which the commissioned ship in active status having the longest total period in active status, other than USS Constitution, will display the first Navy jack until the ship is decommissioned or transferred to inactive status. As of June 4, 2019, the only warship authorized to fly the first Navy jack is USS Blue Ridge (LCC 19).

This policy change does not affect the wearing of the first Navy jack patch as an optional uniform component on TYPE II/III Navy Working Uniforms.

### USS Tulsa Commissioned as Navy's Newest Surface Combatant

By Mass Communication Specialist 1st Class Woody Paschall, Littoral Combat Ship Squadron 1 Public Affairs  
SAN FRANCISCO (NNS) -- The littoral combat ship USS Tulsa (LCS 16) was commissioned as the Navy's newest surface combatant in a ceremony in San Francisco Feb. 16.

The Independence-variant LCS is the Navy's second ship to be named for the city of Tulsa, Oklahoma.

"She truly is an amazing ship and an amazing addition to the fleet, but as impressive as she is, she would be nothing without the Sailors you see lining her deck this morning," said Cmdr. Drew Borovies, Tulsa's commanding officer. "And as much as they have already accomplished, they know their true greatness lies ahead as Tulsa enters the fleet and stands ready to answer her nation's call. They are the finest Sailors our Navy has to offer. They are tough, able and ready to take our nation's newest warship to sea."

Indeed, in little more than three years, the ship has progressed from its keel laying in Mobile, Alabama, to its commissioning. Kathy Taylor, ship's sponsor and former Tulsa mayor, was present for both events and many in between.

Current Tulsa Mayor G.T. Bynum emphasized the bond between the people of Tulsa and the Sailors who serve aboard the Navy's newest ship.

"Wherever you are in the world, whatever day it might be or whatever hour in that day, we hope you know that there are hundreds of thousands of your fellow Tulsans who are thinking of you, and who are honored to be associated with you and are so proud of you," said Bynum.

The crew visited the city little more than a year ago to learn more about it and its people. Oklahoma Sen. James Lankford recounted some of the characteristics of the city and its people beginning at the city's founding as the destination of a forced migration of Native American people, through booming growth and cultural turmoil and into a city renowned for its diversity and beauty.

"When you arrive at any port of our nation or any port around the globe, you will bear all of our names and all of our history," said Lankford. "You are capable of operating in all environments. Your mission is to protect our seas and deter aggression, but when deterrence fails, we also know you are fully capable of restoring the peace. Your actions, your words, your faith, your discipline and your power will reveal to a curious world just who we are as Americans. You are our ambassadors for freedom and you bear the name Tulsa and the United States of America."

Tulsa will join the fleet at a time of expansion of capability as well as increased demand on the Navy forces.

Assistant Secretary of the Navy James Guertz noted Tulsa is the fifth ship the Navy has commissioned in the past 50 days and one of 13 ships slated to be commissioned this year – up from eight a year ago – as part of broader efforts to ensure the nation's maritime freedom.

"Having the right mix of ships with the right number of ships, to include Tulsa, makes us ready to execute prompt and sustained combat operations at sea to fight and win against any adversary," said Adm. John C. Aquilino, commander of U.S. Pacific Fleet. "Let there be no doubt, that is what Tulsa is ready to do."

After the ceremony, the ship will transit to San Diego to join Littoral Combat Ship Squadron 1 and eight other littoral combat ships currently homeported at Naval Base San Diego.

Tulsa is the 15th littoral combat ship and the eighth of the Independence variant.

Littoral combat ships are high speed, agile, shallow draft, mission-focused surface combatants designed for operations in the littoral environment, yet fully capable of open ocean operations. As part of the surface fleet, littoral combat ships have the ability to counter and outpace evolving threats independently or within a network of surface combatants. Paired with advanced sonar



WASHINGTON (Feb. 12, 2019) A file photo taken April 18, 1942 of the aircraft carrier USS Hornet (CV 8) launching U.S. Army Air Forces B-25B bombers at the start of the Doolittle Raid, the first U.S. air raid on the Japanese home islands. (U.S. Navy photo/Released)

and mine hunting capabilities, the littoral combat ships provide a major contribution, as well as a more diverse set of options to commanders, across the spectrum of operations.

### Final Resting Place of USS Hornet CV-8 Located in South Pacific

By Courtesy of Paul Allen/Vulcan Inc. & R/V Petrel,  
SEATTLE, WA (NNS) -- Wreckage of the World War II aircraft carrier USS Hornet rests on the floor of the South Pacific Ocean around the Solomon Islands, 5,400 meters (nearly 17,500 feet) below the surface as discovered last month by the expedition crew of Paul G. Allen's Research Vessel (R/V) Petrel.

Hornet was best known for its part in the fateful Doolittle Raid that was launched in April of 1942, which was the first airborne attack of Japanese homeland targets including Tokyo. Led by U.S. Army Lt. Col. James Doolittle, all of the 16 B-25 planes that were launched from Hornet were unable to land at their designated airstrip in China, but the raid provided a boost to American morale, and put Japan on alert about our covert air capabilities.

In June, Hornet was one of three American carriers that surprised and sunk four Japanese carriers at Midway, turning the tide of war in the Pacific.

The ship was sunk during the exceptionally vicious Battle of Santa Cruz Island that started Oct. 25, 1942. Hornet proved an especially determined ship over the next 24 hours. Enduring a relentless, coordinated attack by Japanese dive-bombers and torpedo planes, her crew was ultimately forced to abandon the ship due to damage and resulting fires. She then defied American efforts to scuttle her with 16 torpedoes and 369 rounds of 5-inch shells. When Japanese forces approached shortly thereafter and fired four torpedoes from two Japanese destroyers late in the evening of Oct. 26, Hornet finally succumbed and slipped beneath the surface. She lost 111 Sailors from her crew of nearly 2,200.

"With the loss of Hornet and serious damage to Enterprise, the Battle of Santa Cruz was a Japanese victory, but at an extremely high cost," said retired Rear Admiral Samuel Cox, director of Naval History and Heritage Command. "About half the Japanese aircraft engaged were shot down by greatly improved U.S. Navy anti-aircraft defenses. As a result, the Japanese carriers did not engage again in battle for almost another two years."

"Naval aviation came of age in World War II and American Sailors today continue

to look to and draw inspiration from the fighting spirit of ships and crews like USS Hornet (CV 8), Vice Chief of Naval Operations Adm. Bill Moran added. "Although her service was short-lived, it was meteoric."

"In the dark days following the Japanese surprise attack on Pearl Harbor, she and the Doolittle Raiders were the first Americans to punch back at Japan, giving hope to the nation and the world when things looked bleakest," Moran said. "She was there when the American Navy turned the tide in the Pacific at the Battle of Midway, and she was there when America started the long drive to Tokyo in the Solomon Islands. Mortally wounded during the vicious campaign at Guadalcanal and abandoned after all attempts to save her failed, she was finally sent below by the Japanese destroyers Akigumo and Makigumo."

"As America's Navy once again takes to the sea in an uncertain world, Hornet's discovery offers the American Sailor a timeless reminder of what courage, grit and commitment truly look like," Moran continued. "We'd be wise as a nation to take a long, hard look. I'd also like to thank the crew of Petrel for their dedication in finding and honoring her sacrifice."

The discovery of Hornet was made during R/V Petrel's first mission of 2019 after relocating from the Philippine Sea to the Solomon Islands to spend winter months in this arena. Operating out of Guadalcanal, the area is rich in history and prominence in terms of naval engagements.

"We had Hornet on our list of WWII warships that we wanted to locate because of its place in history as an aircraft carrier that saw many pivotal moments in naval battles," said Robert Kraft, director of subsea operations for Vulcan. "Paul Allen was particularly interested in historically significant and capital ships, so this mission and discovery honor his legacy."

The 10-person expedition team on the 250-foot R/V Petrel was able to locate Hornet's position by piecing together data from national and naval archives that included official deck logs and action reports from other ships engaged in the battle. Positions and sightings from nine other U.S. warships in the area were plotted on a chart to generate the starting point for the search grid.

In the case of Hornet, she was discovered on the first dive mission of Petrel's autonomous underwater vehicle, and confirmed by video footage from the remotely operated vehicle, both pieces of equipment rated to dive down to 6,000 meters.



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10 November

Page 8. EASTERN INDUSTRIES.

The first cargo of cut stone for the new Board of Trade building at Chicago, was shipped from Vinalhaven to Portland last week. It will be forwarded to its destination via the Grand Trunk railway.

A large block of granite weighing about 30 tons, requiring 14 pairs of horses and three pairs of oxen for its transportation, was hauled in Wednesday from the quarry to the works of the Hallowell Granite Company.

The Times says: Goss, Sawyer & Packard of Bath, are raising the frames for a four-masted schooner for J. H. Manchester and others of New York, of the following dimensions: Length of keel one hundred and eighty-five feet, beam thirty-eight feet, depth seventeen feet and six inches. Tonnage about twelve hundred, and is to be commanded by Captain Cheney.

17 November

Page 5. EASTERN INDUSTRIES.

There was shipped last week from Camden 1,305 casks of lime, 950 casks going to Boston, the remainder to Portland.

Work on the granite for the State and Navy Department Building at Washington, DC, has been commenced at Vinalhaven.

The Brewer Brick Company, have made about 4,000,000 of brick this season, 1,700,000 of which have been carried to West Great Works to be used in the building of the new fibre mill.

Ship CHARLES E. MOODY was launched at Bath last week at high water in the presence of a large crowd at Goss & Sawyer's yard. She measures 2,003 tons gross and is a fine vessel.

A clam-canning factory is in full blast at Pine Point near Saco. It is owned by Portland parties and a large number of hands — girls and men — are employed in this industry.

Captain D. Brewer has at his yard Knightville, near the Portland Smelting and Reduction Works, a new vessel, which he will complete during the winter. She will be one of about 650 tons capacity, and is intended for the West Indies trade. Captain Harding Tucker will command her.

The sawmills on the Penobscot are in active operation, and running on full time. The planing mills are also very busy, swing

large orders for shipment to Massachusetts and other New England States. The port is more lively than is usual at this time of the year. The fleet numbers about 80 sail. There is some foreign business.

Last week Mr. C. J. Hall shipped from the Belfast foundry another of his sawmills, this one going to Oliver Bowen, of Knox. These mills are popular in the South, and have only to be seen to be appreciated. Mr. Hall's granite business in that city is largely increasing. A permanent shed eight feet long has been erected, and a large crew will be worked all winter.

Frank W. Limeburner, of Belfast, has invented a snatch cleat to be used on vessels, and for which he has applied for a patent. It is more especially adapted for the boom tackle fall. Under the old arrangement the fall comes along the boom, passes over a snatch and belays to a cleat some distance away. Limeburner's invention is a snatch and cleat combined. It is of metal and lets into the boom. One end is used for the snatch over which the rope passes, and fastens to a belaying pin running through the cleat. A ring is also attached to one end in which to hook the boom tackle block when not in use. Shipmasters here say it is a good thing and it is being put on all of our new vessels.

The work on the Goss Iron Works at Bath is fairly underway. During last week Superintendent Reynolds has been actively pushing work on Rice's wharf, a crew of sixty-five men being engaged in preparing the foundations by removing the cross timbers, driving spikes, excavating, etc. The building formerly used as a drying house is being transformed late a temporary office, where clerk Thomas Nutter who takes Mr. Edward Kimball's place will hold forth. Tuesday, Dockendorf struck water on the south side of the wharf at a depth of forty-five feet. Also on Tuesday a large raft of spiles and building material was received from Varney's mills. The men in excavating the buried timbers of the wharf, which were laid we understand seventy-five years ago, found them to be as sound as if placed there last week. The timbers are removed to make place of spiles which will furnish a much more desirable foundation. The site presents a very lively and business-like appearance. The men are paid from \$2 to \$3 a day and are doing good work.

FISH AND GAME.

The Sullivan Bulletin says: Fish, which has always been considered a necessary part of the wholesome diet of working men, is likely to be considered a luxury. Fish is

Continued on Page 26.

Boat Yard News

Continued from Page 14.

— 10 inches; Beam: 17 feet — 6 inches; Draft: 4 feet — 10 inches; Displacement, ½ load: 60,000 lb.; Power: Twin Volvo IPS 1350 pod drives.

Rockport Marine  
Rockport, Maine

A 44-foot lobster yacht PERSEVERANCE, built by Norman Hodgdon of Boothbay, is being totally rebuilt. They have put in a new keel, forefoot portion of the stem, a lot of frame ends and floor timbers, engine beds, and then gutted the interior. They are now installing, a whole new interior. They have also installed new Cummins diesel engines and new systems. She is scheduled to go over this summer.

Outside they have a Concordia, which was being lifted back on her keel after they replaced her ballast bolts. They also replaced her forefoot, and some floor timbers.

They are getting ready to build a new 21 foot outboard boat, designed by Rockport Marine, for a customer from Texas. They have another 43 foot boat on their design table that they are hoping the prospective buyer will pull the trigger on this spring also. She will be a twin engine inboard cabin cruiser with all the bells and whistles.

The sardine carrier WILLIAM UNDERWOOD, which has been getting restored at the yard for several years is nearing completion and the plan is that she will be going overboard this summer. They are finishing out the interior and other joiner work and finishing up the systems. It will be a memorable day when she goes over.

Brion Rieff Boatbuilder  
Brooklin, Maine

Out in a heated building behind the main shop they are putting the interior structure in an Alerion 26, hull #4. The hull is still upside down and the will put as much of the interior they can while she is in this position. As Brion Rieff said, "You don't have to sweep the bilge or fix dents from tool and clamps falling in the bilge."

In the main shop they have a 34-foot daysailer under construction, which is

still upside down. They have removed the moulds and are cleaning her up so they can begin putting in the interior structure.

Just in behind her is an 8-meter, which they are close on finishing. She has been modified, by splitting the boat in half and widening it two feet at the transom. A new keel has been designed for her also and it has trim tab with wings, six feet tip to tip. They just have to pour the lead keel, put down a teak deck and then some painting. When done she will head to Lake Ontario to do some racing.

They are also close on a 28 footer that Brion designed for a San Francisco customer. She needs some paint and varnish and she will be going over for the summer. They hope she stays here for the Eggemoggin Reach Regatta the beginning of August, but the owner may want her before that.

Then there is another racing sailboat in the shop that had some modifications and repairs made. These included repairing the deck around the stanchions, fairing, adding a nose piece for a retractable bowsprit and then paint. She will be ready for the upcoming sailing series in Casco Bay.

Lobster Boat  
Racing

Continued from Page 14.

to-be, Steve Johnson, responded that the rumors were true and that it would be held in the club building right next door at 3:30, "be there or be square." A little after 3:30 Diana Teague and Steve Johnson took their vows to a packed house with Amy Tierney officiating. Brian's second question was since Galen Alley, who had passed away in an automobile accident in January had done so much for lobster boat racing over the 10 years that he raced, was there something we could do to dedicate the season to him? It is known that the Moosabec races will do something and others may do something as well. MLBRA decided to dedicate this year's poster to Galen.

With this the meeting was adjourned.

BOATBUILDER WILLIS BEAL



A bow quarter view of the model being built by Willis Beal of Beals Island.

Continued from Page 5.

and bought a variable speed drill I thought might be handy for him, he wouldn't use it and gave it back to me, saying "I don't need that." He was a good man, a good friend. He built a boat for my father in 1954, a lot like the MARIA, only the MARIA was thinner on the water and didn't flare up so much on the bow, above the name. They thought she'd go faster, being thinner. His boat was 34½ feet, and it was a nice boat. It went well with the power it had in it, good sea boat. Father sold that boat when it was seven years old. It went to Stonington, to Alvin Jones who was haking at the time, he and another fellow. He said it was a nice boat and really liked it."

Willis started on this model late in the fall while he was still lobstering. He would come in and do a little here and there when time permitted. He said, "I did not get to timbering it until after Christmas. I have been doing other things. I have been up to Peter Taylor's shop a few times, helping him with the 50 footer. Last I was up there, they had it all together and they were glassing the bulkheads in. When they get that ready they are going to haul it outdoors and put the engine in it. They want me to come up

and put the sheer on it. They have raised it up 15" above what Travis' RP 40-footer is. It looks good so far."

Willis has the hull of the model done and was working on the deck, putting in the corner knees for the rounded coamings. Then he will put down the deck and he said, "I cheat a little bit on that. I don't put separate guards on it, I make the deck go right out over, make the guards right into it. It is a lot easier and stronger and they won't break easily."

Once the deck is done he will put the spray hood on, engine box in, hook up the rudder and steering system, put on the propeller, and then the davit and snatch block will go on. He said this will take a little while, but he added, "I hope to get it done pretty soon. I want to get to work on my trap gear. I'm not hustling. I work along steady but I want to enjoy what I am doing. If I have to hurry on something, I don't enjoy it. This is a hobby and I want to do it that way.

Over the last couple of winters the backlog for lobster boats to be built has dwindled, but that is not the case for Willis. He presently has six on order and others wanting to place an order. With the quality of the work Willis does, he will stay as busy as he wants to.



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scarce, and held at a high price; but it will be of advantage to those who have year after year sent their vessels to “the Banks” without receiving very little returns for their investments. We hear that a vessel is to be built in Lamoine during the next season to be engaged in the Newfoundland Bank fishing.

**Page 6.**  
The statement that the Kennebec & Boston Steamboat Company has in contemplation the building of an 800 ton propeller to be placed on the route between the Kennebec and Boston is incorrect. The company is however considering the project of building another sidewheel boat.

Those who run boats from Harrison do not seem to think that their business will be seriously damaged by the railroad to Bridgton. It is thought that all of the freight to Harrison, Waterford, North Bridgton and Sweden will continue to be carried on the boats in the summer season. Jordan & Kimball are intending to put on an additional boat next season.

The Light House Board reply to the remonstrance of the Portland Board of Trade that the substitution of modern apparatus for the “two lights” off Portland Harbor is in the interest of economy and of progress, and no harm can possibly accrue to commerce on account of the change. The present lights were established in 1855, the system being adopted in early days when the only distinctions made were one and two lights. Now, remark the Board, we have the fixed white of several degrees of size and intensity; the flashing white of many degrees of length of flash and interval, ranging between five seconds and three minutes; the fixed red, the flashing red and the flashing giving first red and then white.

**24 November**  
**Page 2.**  
The Dominion Department of Marine and Fisheries has instructed Professor Macoun to proceed to the Maritime Provinces for the purpose of collecting marine algae, and rare birds and invertebrate, to be sent to the International Fisheries Exhibition.

The Canadian journals think the prospects for shipbuilding in the Dominion better than in many years past. Wooden ships, it is claimed, can be built as cheaply there as anywhere else, and the proportionate profit on wooden vessels, it is asserted, is larger than on iron steamers. The experience of Norway, with almost an exclusive list of wooden vessels, where the gross earnings of the mercantile navy were twenty-five million dollars, is quoted by the Canadians as showing what they may do.

Captain J. W. Norcross, of Boston, the newly elected Director in the Douglass Copper Company, has been in Blue Hill during the past week, making an examination of the mine and the district. We understand he is highly pleased with the outlook.

**Page 3.**  
**RAILWAY AND STEAMSHIP NOTES.**  
One of the useful boats on eastern waters is the steamer LILLIE, at Milbridge. She runs on the Narraguagus in connection with the Portland Line, and makes weekly tips to Harrington, taking freight, etc. Occasionally she makes trips to Eastport or elsewhere where business offers.

The Allan Line steamer ACADIAN arrived in Portland last week with 1,029 tons of coal for the company's steamers.

The NESTORIAN sailed from Glasgow on Thursday and the NOVA SCOTIAN, of the same line, on Saturday of last week, both bound for Portland. They will be followed by the CASPIAN and AUSTRIAN. Steamship BROOKLYN, of the Dominion Line, arrived at Portland from Liverpool on Friday, with twenty cabin and eighty steerage passengers, and a general cargo for Portland and the West. The cargo for Portland included 1,500 boxes tin plates to order; 14 packages earthen ware to True, Douglass & Company; 11 cases straw good to J. E. Prindle; 9 crates earthen ware to C. E. Jose & Company; and 3,203 bars of iron to J. H. Allen & Company. This was the first ocean steamer to arrive this season; the next will be the TORONTO, due on Tuesday of the present week.

**Page 6.**  
**EASTERN INDUSTRIES.**  
The steamship SARMATIAN brought out 300 pieces of machinery for the Halifax cotton factory.

It is reported that J. & W. Driscoll and others contemplate erecting a sardine factory in Lubec.

A schooner of 256 tons was launched from the yard of Isaac Carlton, at Columbia Falls, last week.

The Oakland Manufacturing Company, of Gardiner, will pay the Kennebec Steamboat Company about \$1,500 for freight this season. Its manufacture are bed slats, broom handles, etc.

A fine barkentine of 445 tons was launched recently from the yard of A. M. Nash, at Harrington. She is owned by A. M. Nash, Captain O. C. Cole, who will command her, V. L. Coffin and others.

The shook business in Canton has become quite extensive. H. G. Thayer has sent to market since the first of June, 8000 shooks, price received \$1.25, making the receipts \$10,000. The timber for these shooks was cut in Canton.

There is a prospect of having three vessels built at Columbia Falls next season. Isaac Carleton has a crew cutting a frame for a schooner of 300 tons; J. H. Crandon has some expectation of building next year, and parties are preparing to build a schooner of 200 tons for Captain Obed Crowley.

Among our local industries may be mentioned the manufacture of mast-hoops. Messrs. Milton McIntyre & Son have for several years made all these hoops used by the shipbuilders of Waldoboro, and they are now at work on hoops for six or seven three-masted schooners, requiring some two months’ labor. A three-master uses sixty-six mast hoops, forty-five topmast hoops and about thirty hanks, the last being the nautical name for the rings confining the sails to the stays. Native oak is used and the hoops sell at a cent and a half per diametric inch. [Bath Times]

Mr. A. B. Morrill lectured on Monday evening before the Portland Society of Natural History upon “A few microscopic and Marine Animals of Portland,” with illustrations upon a screen, by Mr. Fuller, Curator of the Museum.

**Page 7.**  
**FISH AND GAME.**  
There were 728,936 pounds of lobsters packed this season at Shediac; last year the quantity was 514,428 pounds.

Five schooners have landed 7,100 barrels of mackerel at Deer Isle. Schooner E. K. DRESSER heads the list with 2,000 bbls; she stocked \$13,000 and shared \$350.

The Boston Fish Exchange, a recently organized association composed of thirty-six prominent firms who sought to control the fish trade of New England, has dissolved owing to the opposition it has met and the refusal of the fishermen to sell to members of the “ring” upon any terms.

W. H. Rogers, Esq., Fishery Inspector of Nova Scotia, has received application from the United States Albumen Manufacturing Company, of Massachusetts, which wishes to obtain 40,000 barrels a year of the spawn of various kinds of fish. It is understood that the quantity can be furnished by the fisherman of Nova Scotia at the price offered.

The Dominion steamer LA CANADIENNE has just returned to Quebec after completing her summers work, the protection of the fisheries. The captain reports that the fishery on the whole has been a favorable one though on the Labrador coast it was almost a complete failure. The total catch of the salmon fishery will most likely show a decided improvement over that of either of the past two years.

Several fishing schooners have returned to St. John, New Brunswick, from the Grand Manan banks this week with fares of 150 barrels. The general catch is limited, but as the fishermen obtain 60 cents per hundred for salted fish from the smokers, or \$4.50 per barrel, they realize that they have no occasion to blaspheme. The industry of smoking fish is rapidly growing at St. John. The chief firms engaged are Stackhouse & Hamm, Henry Littlehale, Frank Noble, E. B. Colwell, George L. Abrams of the West Side, and G. Young of Lower Cove. They report doing a somewhat reduced but very profitable business this year.

**Page 8.**  
**EASTERN INDUSTRIES.**  
The Bay of Fundy Quarrying Company’s property was to be sold at Mary’s Point, Tuesday.

The total value of exports from the port of Portland during last week was \$18,406.04, including 14,000 feet of lumber.

Knowlton Brothers, of Camden, have contracted to build some new polishing machines for the Collins Granite Company of Blue Hill.

About twenty-three tons of paper are shipped weekly from the Brunswick paper mills to the New York Herald. This paper is rolled on spindles (as they are called), each of which weighs about 300 pounds.

Captain H. M. Bean, of Camden, has contracted to build at his shipyard a three-masted schooner for the owners of the ROBBIE L. FOSTER, recently lost. Work will be commenced on the new vessel at once, and she will be got off about the first of March.

Goss, Sawyer & Company launched at Bath, Maine, the 15<sup>th</sup> inst., a four-master steam schooner of 830 tons, named WALKER ARMINGTON. She is owned by John Bird & Company, Walker Armington, Jesse Smith & Company, and R. L. Smith, who will command her. She is designed for coasting. Her engine is 250-horsepower.

There is a lively deal trade in St John, New Brunswick, and some of the overload comes to Bangor. Several cargoes of deals and spool timber have lately been shipped from this port to the United Kingdom. The St. John dealers are pretty nearly out of spruce, and are buying Aroostook logs. One lot of spruce cut on American soil sold at \$9.70 per M. in St. John last week. Great preparations are making for the winter cut in Maine and the Provinces.

The first building of the Goss Iron Works at Bath is nearly ready for occupancy. It is the office, and has been remodeled from the old dry house of the Rice Steam Mill. In the east half of the building is the tool shop or rather a place for the present temporary storage of tools. The remainder of the building is divided into an office and a drafting room. The management of the Goss Iron Works will have a habitation and a home. On the wharf a week’s progress is very evident. The piles for the foundation are very nearly driven. The hand pile driver will soon be taken from the wharf. Seven hundred logs have been ordered. The steam donkey has been naturalized by the erection of a house for the protection from the rain and for better working.

**1 December**  
**Page 2.**  
The shipping of paving stones to New York and Western cities has within recent years become a notable feature of the granite business of Maine. Granite paving is more and more coming into use for the thoroughfares of our great cities and the demand is rapidly increasing. Within the past few years this branch of the granite trade has steadily augmented until it has now reached large proportions. The superiority of quarries and general accessibility to water communication has enable Maine firms to monopolize a large share of this business. The margin of profit is small, but conducted on a large scale it becomes quite remunerative; employment is given to large crews of workmen, and a considerable fleet of vessels is steadily engaged transporting the granite to New York. The New York and Maine Granite Paving Block Company, organized about one year ago, has met with great success and now supplies the Metropolis with nearly all the granite paving used on its streets. Within the past season this company had contracts to furnish 2,500,000 paving stones in that city. Up to the present time 2,000,000 of this amount have been furnished from Maine quarries. One half of this large quantity were furnished by the Mount Waldo Granite Works at Frankfort and the remainder have been supplied by quarries in Knox and Hancock counties. Since March last about fifty cargoes have been shipped by vessel to New York from Frankfort alone. The growing importance of the granite paving stone business among the industries of Maine is thus readily apparent.

**Page 3.**  
**EASTERN MINING NOTES.**  
Captain Sewall, of East Small Point, Phippsburg, is about to open and work the quartz quarry on Fuller Mountain.

The Piscataquis Observer says Captain John W. Bennett still keeps at work with a small crew at the Guilford silver mine. He says he has taken out lately some of the best ore that has ever been shown in Guilford or any place about here. He feels very much encouraged by his late discovery, and intends to keep at work during the winter months.



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RAILWAY AND STEAMSHIP NOTES.

Steamer NEW BRUNSWICK made her last trip for the season from Portland to Yarmouth, Nova Scotia, the present week.

The new boiler for the steamer LEWISTON will be 16 feet wide, 17 feet long, 21 feet high, and will weigh something over 50 tons. With this large steam generator the speed of the LEWISTON will be considerably increased.

The steamer QUEEN CITY has now been laid up for the season on the Marine Railway. The FLORENCE will for the present make trips from this city to Bar Harbor on the same days the QUEEN CITY has been going.

The Allan Line steamers NESTORIAN and NOVA SCOTIAN arrived at Portland this week, the former from Glasgow and the latter from Liverpool. It is probable that the Glasgow steamers sailing to Boston will touch at Portland during the winter and discharge freight.

The International Line steamers have commenced their winter arrangement of two trips per week, leaving Portland for Eastport and St. John on Mondays and Thursdays. A large force of mechanics are now at work upon the CITY OF PORTLAND fitting her up for the spring business.

The Maine Steamship Company's steamer ELEANORA, injured by running on the rocks at Hell Gate, arrived at Portland last week and went into the dry dock for repairs. Her injuries are not so severe as reported. The FRANCONIA of the same line, went into the dry dock on Thursday of last week, and had her bottom cleaned and painted.

Steamship TORONTO, of the Dominion Line, arrived at Portland, from Liverpool, on Monday of last week, and the DOMINION sailed on Thursday for the same port, to be followed by the SARNIA, which sails the present week. The BROOKLYN, of the same Line, sailed from Portland to Liverpool on Tuesday week, with four cabin passengers, thirty carloads of live stock, and a miscellaneous cargo, among which were 20,000 boxes of cheese and butter, 1,000

barrels apples, and 1,500 quarters fresh beef. This Line launched another elegant ship last week on the Clyde, named the OREON. She is about 4,000 tons register, first-class in all appointments, and will arrive at Portland during the winter.

The stockholders of the Bangor and Bar Harbor Steamboat Company held their annual meeting at the office of Laughton & Clergue, Tuesday afternoon, and a dividend of thirteen percent was declared, being the earnings for the past season. The stockholders voted to increase the capital stock of the company to \$37,000, as the business of the company demanded a new boat. The stock was formerly \$30,000, and the additional \$7,000 in stock will soon be offered for subscription, though it is supposed it will be mostly taken by those who are already stockholders. The officers for the coming year are as follows: S. Laughton, MD, President; F. D. Pullen, Secretary; S. M. Barbour, Treasurer; and S. Laughton, S. H. Barbour, F. D. Pullen, Edward M. Field, Noah Emery, directors.

The new steamer building in New York for the Portland Steam Packet Company will be known as the TREMONT. Work is being pushed upon her and she will probably be launched in January. The company expect to have her ready in time for their heaviest summer business. The Portland Argus says an experienced steamboat man, who saw her on the ways a day or two since, describes her model as a beauty of marine architecture and is confident that she will prove one of the fastest as well as finest steamboats on the Eastern waters. Her length is 260 feet, ten feet longer than the new steamer STATE OF MAINE. The TREMONT will measure about 1,700 tons, and she will have 100 staterooms. The saloon and general cabin accommodations will be in keeping with so fine a vessel. It is evident that the "old and reliable" Portland Steam Packet Company are determined to keep up with the times and afford the traveling public every accommodation as to comfort, speed, and, best of all, safety — for the new steamer is being built as strong as wood and iron can make her.

Page 4. FISH AND GAME. The Eastport Sardine factories continue

to get a few fish, but they are too scarce and high priced to pay them to run much longer, and they will soon close down for the winter. The season has been a fairly prosperous one for the factories.

The Laconia Company has appealed from the decision of the Fish Commissioners ordering the construction by the company of fish passages in their dams on the Saco River. Among the grounds of appeal is one that the burden imposed by these laws is unconstitutional and void.

Th St. John News says the work of preparing fishing implements for the Canadian exhibit at London is fast approaching completion. Patent fish traps warranted to take into camp anything from a half-pound lobster to a sea serpent are being made by Mr. Andrew Lameraux of Navy Island. Mr. Elijah Ross is superintending the construction of a miniature fish weir, which is being knit by Mrs. Beatty of Sand Point. The meshes of the weir are only ¼ inch across. Mr. George Clark of Sandy Point is preparing gasperaux and shad nets. In a few days the various articles named will be exhibited at the Custom House, previous to being shipped to London.

Page 6. EASTERN INDUSTRIES. The Journal says that the Hallowell Wire Company received eighteen tons of wire from Boston on the last boat.

The total value of exports from the port of Portland during last week was \$52,974.30, including 514,514 feet of lumber.

Eben Dow, of Portland, proposes to pack dry fish under a new process, and a company has been formed for that purpose.

The amount of mackerel landed and inspected at Portland this year will vary but little from that of last year, about 93,000 barrels.

The Portland Packing Company, at Wells, offer a liberal premium for the best acre of sweet corn during the packing season of 1883. There are some seventy canning

factories in the State, packing from twelve to fourteen thousand acres of corn every year. This goes to show that sweet corn is a profitable crop. During the past season at Fryburg, Harrison, and other places where there have been frequent showers, corn has paid the planters from forty to one hundred dollars per acre. One farmer in Norway planted five acres which averaged him over \$90 per acre, the best one producing 3,366 cans which brought him \$109.40.

SHIPBIULDING NOTES — William Fisk has nearly completed a three-masted schooner at Waldoboro. A fine schooner of over 400 tons was launched from the yard of Coombs & Day, at Camden, last week. She is designed for the coasting and southern trade. The builders will at once lay the keel of a 500-ton schooner for Captain Thomas French. E. Dyer, Milbridge, has commenced work on a schooner of 75 tons, to be off next May, for Captain Daniel Bunker and others, of Milbridge. At Camden, H. M. Bean has contracted to build four large schooners next year; one of 575 tons for Captain C. H. P. Rogers, of St. George; one of 550 tons for Captain Ellis Bickmore, of St. George; one of 500 tons for Captain Kenniston, of Rockland; and one of 600 tons for Captain Francis Hart, of St. George. The two first are to be off next February, and the other two next summer. A schooner of 253 tons (carpenter's measurement) was launched from the yard of D. W. Dyer of Belfast, last week. The vessel was intended for Captain S. G. Haskell, of Deer Isle, and the builder; but was sold to New York parties on the stocks. This is the first vessel built by Mr. Dyer in 25 years, he having confined himself exclusively to vessel repairing. McDonald & Brown, Belfast, have 35 men at work in their shipyard, and are rushing work on their vessel. T. J. Southard & Son, Richmond, will build a brig of 500 tons this winter; the oak and hard pine timber is already in their yard. B. W. & H. L. Morse, Bath, launched on Wednesday, the four-masted schooner AUGUSTUS HUNT, 208 feet long, 1,200.57 tons gross; owned by the builders, Captain Reuben Baker (who will command her) and others.

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18' Pioneer Islander Center Console 2016 SALE \$22,500 w/ F115 Yamaha and EZ Loader Galvanized Trailer Includes: Garmin GPS/Depth sounder, Bimini Top, etc.

21' Mako Center Console w/ T-Top 1987 SALE \$10,900 Yamaha 2 stroke 225 hp 2000, Galvanized Roller Trailer, Updates: New fuel tank, Garmin GPS/depth, Yamaha controls, Seastar hydraulic steering, etc.

24' Robalo Walkaround 1999 SALE \$36,900 New in 2017 F350 Yamaha; 3 Years of warranty still available! Galvanized tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.

23' Grady White Gulfstream 232 Walkaround 2005 SALE \$48,900 Twin F150 Yamaha Outboards, Shoreland'r Trailer, Lowrance electronics, loaded accessories, etc.

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MinnKota Model 65 MX w/ 28# thrust	\$50
2.5 hp 2007 Suzuki 4-stroke, s.s.	\$595
2.5 hp 2017 Suzuki 4-stroke, s.s.	\$595
6 hp 1986 Johnson, 2-stroke, s.s.	\$595
8 hp 1998 Evinrude 2-stroke, x.l.s.	\$595
9.9 hp 2015 Suzuki, 4-stroke, s.s.	\$1,890
15 hp 2004 Suzuki, 4-stroke, s.s.	\$995
50 hp 2015 Evinrude, 2-stroke, l.s.	\$3,995
75 hp 2005 Evinrude, 2-stroke, l.s.	\$3,500
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23' San Francisco Super Pelican, 2010, \$7,500.



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14’ BOSTON WHALER DAUNTLESS, 2000. With Mercury 50 hp outboard and 2000 single axle trailer. Asking \$9,500. Casco Bay Yacht Sales, Freeport, (207) 865-4103.



17’ SCOUT 175 SPORTFISH, 2019. With Yamaha F90LB Outboard, Shark Gray hull color, bimini top, bow cushion, under-seat cooler and new EZ Loader trailer. Call for price. Casco Bay Yacht Sales, Freeport, (207) 865-4103; www.cascobayyacht.com.



17’ SCOUT 175 SPORT DORADO, 2018. With Yamaha F90LB Outboard and EZ Loader trailer. Available in White or Rascal Blue. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, (207) 865-4103.



17’ SPORTSMAN ISLAND REEF

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CENTER CONSOLE, 2018. With Yamaha F70LA outboard, Light Blue hull color, bimini top and EZ Loader trailer. Call for price. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



18’POLARKRAFTSIDECONSOLE, 2015. With Yamaha F70 outboard, MinnKota bow-mount trolling motor, Bimini top, Livewell, Garmin EchoMap, Adjustable steering station, depth finder, fish finder and EZ Loader trailer. Asking \$15,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19’ CHRIS-CRAFT SUPER SPORT, 1969. With MerCruiser 502 I/O – Bravo 1 Outdrive, Stainless steel exhaust, 2018 Venture trailer. Call for more details. Asking price \$23,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19’ SCOUT 195 SPORTFISH, 2019. With Yamaha F115 outboard & EZ Loader trailer. Available in white or midnight blue. Call for details and pricing. Casco Bay Yacht Sales,

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19’ SCOUT 195 SPORT FISH, 2018. With Yamaha F115XB and EZ Loader trailer. Available in White or Shark Gray. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19’ SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$4,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



20’ GRADY WHITE 208 ADVENTURE, 1998. With 1998 Yamaha 225 hp Saltwater Series O/B. Bimini top, GPS and 2009 Venture trailer. Asking price \$18,500. Casco Bay Yacht Sales, Freeport, (207) 865-4103; www.cascobayyacht.com.



21’ CHRIS-CRAFT CARINA, 2018. With Mercury V8 6.2L 300 hp B3 DTS and EZ Loader trailer. Included upgrades: Midnight Blue gelcoat, Riviera Red gelcoat stripe, push button

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start, Heritage Trim Edition, bimini top, cockpit and bow covers. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21’ SCOUT 215 XSF CENTER CONSOLE, 2019. With Yamaha F150 outboard white hull color. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21’ SCOUT 215 XSF, 2019. With Yamaha outboard, Aristo blue hull color, powder coated t-top, rocket launchers, raw water washdown, folding transom seat, forward seating backrests, JL Audio Speaker upgrade and New EZ Loader trailer. Call for price. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21’ SCOUT 210 DORADO, 2018. With Yamaha F150 and EZ Loader trailer – Upgrades included: Shark Gray hull color, SeaStar hydraulic steering, cockpit cover, bow cover, bimini top, ski tow and full captain’s chairs. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



23’ HYDRA SPORTS 230 CENTER CONSOLE, 1999. With 1999 Johnson 200 hp 2 stroke outboard, t-top, New custom canvas enclosure, new cushions, new GPS and HD fish finder, stereo, washdown, downriggers, VHF, radio, trim tabs and 1999 Load Rite trailer. Asking price \$19,900. Casco Bay Yacht Sales, Freeport, (207) 865-4103; www.cascobayyacht.com.

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23’ SCOUT 235 XSF CENTER CONSOLE, 2019. With Yamaha F250 outboard. White hull color. Loaded with options and extras. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, (207) 865-4103.



23’ SAILFISH 2360 CENTER CONSOLE, 2008. With 2008 Yamaha F250 outboard. Fighting Lady Yellow hull color. Loaded with electronics and equipment. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.





25’ SEARAY CABIN CRUISER, 1997. Mercruiser 4.3L Alpha. New trailer – 2012 – Venture. Has full cabin enclosure, bimini top and mooring cover. Aftermarket GPS. Everything in good condition. Breaking my heart to sell. My husband passed away, too much boat for me to handle alone. Asking \$16,500 OBO. Serious inquiries only please. (207) 289-7525 or email deborahsfish@yahoo.com



25’ SCOUT DORADO DUAL CONSOLE, 2019. With twin Yamaha F150 outboards. Black hull color. Loaded with options and extras. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



25’ SCOUT 255 LXF CENTER CONSOLE, 2019. With Yamaha F300



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26' CHRIS CRAFT CALYPSO CENTER CONSOLE, 2019. With twin Yamaha F200 outboards. Black Pearl hull color. Loaded with options and extras. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



28' CHRIS CRAFT LAUNCH GT DUAL CONSOLE, 2019. With Yamaha F425 outboard. Midnight blue hull color. Loaded with options and extras. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

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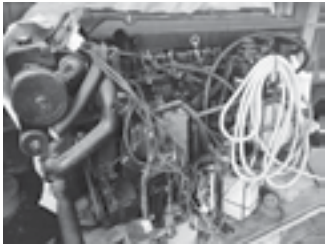
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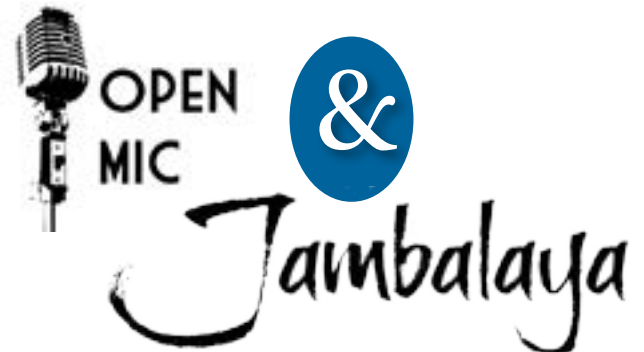
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High visibility yellow inflatable pillow, face mask and ankle adjustments. Articulated arms for easier donning.

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Three-fingered mitt, dual pull tabs and extra wide legs for quick donning.

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406 MHz with 6 Year Non-Haz Mat battery. 6 Year warranty. Features stainless steel antenna. USCG/GMDSS Approved.

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USCG Approved with reflective tape, light loop and whistle attachment.

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Produces extremely high output while consuming little power. High purity aluminum housings.

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The best rope and twine knife available. 3-1/4" high carbon stainless steel serrated blade with red nylon handle.

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6" x 13" or 7.25" x 22" Available in Orange, Red, Pink, White, Yellow or Green

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Stainless steel wire. Sold by the 10/pack.

Size	Length	Order#
Small, 8/0	4.5"	761648
Medium, 10/0	4.75"	761649
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**Fuzzy Rope**1/2" black. Sold in 1200 Ft coils. For use in mussel farming. AQC-FR50BK  
Order# 763256**Lantern Nets**

Aquaculture lantern nets, for use in scallop farming.

Description	Order#
4mm 5 Tier	763277
4mm 7 Tier	769870
9mm 5 Tier	763278
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**Hamilton Marine Lobster Buoy Paint**

Water based, extra tough and long lasting, flexible coating. UV/Weather resistant, low odor, fast drying, soap and water cleanup.

Available in Red, Orange, Yellow, Green, Blue, Black or White

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**\$14<sup>99</sup> qt** **\$49<sup>99</sup> GAL****SCAN THIS QR CODE!**  
See just how tough our new buoy paint is!  
Or watch on our website or Facebook page.**Anti-Fatigue Mat**

3' x 3' mat with 2-Sided Interlocking Design 1/2" thick.

**\$14<sup>50</sup>****SAVE \$9<sup>49</sup>**Reg 23.99  
HTV-179873  
Order# 754535**Fish Basket**

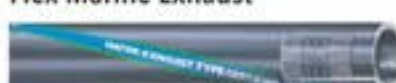
Plastic with handles and holes for draining. Approximately 1 bushel capacity.

**\$19<sup>99</sup> ea**Orange  
Order# 118243  
Green  
Order# 763280**PETTIT**

New Hybrid Reactive Technology is a high-density biocide that reduces yearly build-up, maintains color consistency and lowers weight while providing a smooth finish. Compatible over most bottom paints.

**Neptune HRT**  
Waterbased  
Antifouling  
Bottom Paint**Unepoxy HRT**  
Seasonal  
Antifouling  
Bottom Paint**Premium HRT**  
Multi-Season  
Antifouling  
Bottom Paint**Eco HRT**  
Copper-Free  
Antifouling  
Bottom Paint**PETTIT SeaGold Wood Treatment**

Protects the wood using UV stable resins combined with added UV inhibitors as well as transparent pigments to provide a long lasting finish. Quarts.

**\$31<sup>49</sup> EA**Finish  
Satin 762536  
Gloss 768654**Fuel Hose**SAE J1527-USCG Type A1-15  
Fuel Feed line  
Low perm and alcohol resistant  
Search# HMH-368SAE J1527-USCG Type A2  
Fuel Fill/Vent line  
Search# HMH-350**Series 250 Water/Exhaust Flex Marine Exhaust**Heavy wall with double helical wire between 4 spirals. Excellent flexibility and bend radius. Meets or exceeds USCG and ABYC recommendations.  
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12 volt, 1-1/2" inlet, 1 1/2" outlet. 3800 gallons per hour. Heavy duty commercial construction.

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17.75"W x 13.19"H x 16.75"D. Plastic base. 3/4" ID hose inlet. 1-1/2" discharge.

**JABSCO**  
a xylem brand**\$197<sup>99</sup>**JAB-29090-5000  
Order# 120325**BOMAR BOWNE****Cast Aluminum Commercial Hatches**

Flush, watertight, 4-dog system, opens from the outside only.

**15" x 24"**  
**\$549<sup>99</sup>****SAVE \$70**Reg 619.99  
BOM-C41524-0  
Order# 104612**24" x 24"**  
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BOM-C42424  
Order# 104619**BOMAR BOWNE****GSB Seabreeze Series Shade Screen**

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