

Maine Coastal News

Volume 32 Issue 6 June 2019 FREE

Farrin's Boat Shop Launches a Pair for the Nunan Family



Jonathan Nunan's new Calvin 42 BELLA MARIE during sea trials off South Bristol.

SOUTH BRISTOL – There are not many occasions when two family members are having a boat built at the same time. Last summer when doing boat yard news at Farrin’s Boat Shop in Walpole, I learned that a father and son from Cape Porpoise would each be having a lobster boat built by them over the winter. As the winter progressed, so did these two boats with the plan of launching them both at the same time. Unfortunately, that did not happen as the first hit the water at Gamage’s Shipyard in South Bristol on 1 May and the other on 9 May.

The first over was Jonathan Nunan’s Calvin Beal 42. This is not the first time that Jonathan has come to Farrin’s for a boat. When he started fishing in high school he came to them for a Rough Water 18. When the skiff got too small he came down and talked with Bruce Farrin, Sr. about used boats and Bruce knew that there was a Holland 32 owned by Sheldon Burnham available in Boothbay. He used this boat for a while and then obtained a Federal Permit and now he needed something bigger as he was now going quite a distance offshore. It was back to the Farrin’s and they steered him to a Calvin Beal 36 out on Vinalhaven. Bruce Farrin, Jr. and he went out to Vinalhaven and looked the boat over and Jonathan bought it. This time he wanted to go new with a Calvin Beal 38 and he said, “Well, I kind of just fell into the 42. I was supposed to have a 38 and something happened in the

planning and they didn't get the 38 made in time. I already had the spot in the shop and it just so happened a 42 was coming out of the mould a week later, so I talked to Bruce and figured out how much extra it might be to get the 42. It was a once in a lifetime upgrade. So, yeah I lucked into this boat.”

Jonathan did want some upgrades to make life a little easier and a little safer. He added, “When I first bought the 36, I started to fish offshore at a good distance so I put a trap rack on. That allowed me to shift gear in rougher weather. I didn't have a split wheelhouse, I just had a winter back so for comfort I knew I wanted a split wheelhouse. I wanted under deck tanks put in to settle me down when it is rough and carry an overflow of lobsters. Then just pretty much beefed up, you know everything times ten bigger. I wanted bigger hauler, more power, stronger davit. The one on the 36 I had bent and had to have it straightened out and welded a couple of times. I had all these ideas, and I sat up here with Bruce Sr., wrote it all out and then they built it.”

Down below there is a V-berth and an inverter. Another addition is a reflex stove down forward. Jonathan explained, “We don't have any place to tie up for shore power and the boat is raw water so I wanted to keep it warm, so it didn't freeze up or have to pickle it all the time.”

Up in the shelter there is a small galley for the coffee maker and microwave.



Richard Nunan's new Calvin 38 PRINCESS AND ANGEL during sea trials off South Bristol.

This boat is powered with a D13 700-hp Volvo. He was going to go with a Caterpillar, but it was too tall for the boat, which meant that it was going to have a large engine hatch. He said, “That is one thing that I had on the 36 was a massive engine box I had to step over or walk around and I knew that was one thing I didn't want.”

After a brief launching ceremony and the smashing of the bottle on the bow BELLA MARIE hit the water. Once everything was checked out she left the dock and sea trials were run. With that completed and everything working fine, Jonathan was given the okay by the engine company and Farrin’s

to head home and off for Cape Porpoise he sailed.

When asked how she performed he explained, “I put Humphrey interceptor trim tabs on, as a lot of guys have been raving about them, especially if you have a load of traps on, as you can get that boat to plane right. So I have been messing with them a little bit, I just had it on auto so cruising out without any load, no traps or anything I was getting, cruising at 65% load at 17 knots. I put a stack of traps on, not a huge load but 40 traps, five drums of bait, and the tank was

Continued on Page 20.

C o n t e n t s

Remembering Larry Ward	4	Wood's Hole News	8	Commercial Fishing News		Boat and Ship Yard News	14
Calendar of Events	4	U. S. Navy News	9	DMR News	10	Maritime History	
Port Safety Forum News	5	Waterfront News		DELA Director Report	11	Industrial Journal - 1882	25
IMOCA News	6	National Fisherman - PMM	10	Guest Letter	11	Classified Ads	28
70s Memories: Gator in the Lake	7			Miscellaneous News	12		
U. S. Coast Guard News	8						

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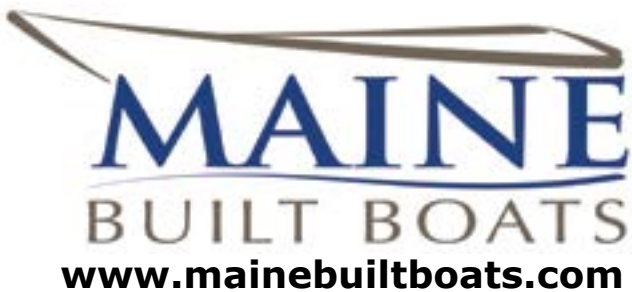
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Visiting hours were held on Monday evening at bracket Funeral Home, in Brunswick, on 22 April. The funeral service was held at the West Harpswell Baptist Church in Harpswell at 1100 on 23 April.

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MINUTES FROM THE PORT SAFETY FORUM

Minutes: Forum #117
17 April; University of Maine Hutchinson
Center, Belfast

Introductions and Administration
Introductions – The meeting was called to order at 10:00 by the Port Safety Forum Co-Chair Matt Burns representing the Maine Port Authority with Commander Jason Boyer as the Co-Chair representing the Coast Guard. A quorum was comprised of 21 individuals.

Review and Approval of the December 13, 2018 Port Safety Forum Meeting Minutes – Hearing no objections to the content of the December 13, 2018 minutes, Mr. Burns accepted the minutes as approved.

Port Activities Update
Submerged Lands Update – John E. Noll Submerged Lands Program, Bureau of Parks and Lands

Mr. Noll provided an informative outline of Maine’s Submerged Lands Program, which is administered by the Bureau of Parks and Lands Department of Agriculture, Conservation, & Forestry. Whether within an inland lake or coastal area, all land which is covered with water is publicly owned and is reserved as a public trust. This enables people to use waters over the submerged land or the land itself for "fishing, fowling (hunting), and navigation." Piers and other structures located on submerged lands may be privately owned; the land and water beneath them are not. These have been long considered essential public rights, which the State of Maine has retained.

Publicly Owned Submerged Lands - as defined by the State of Maine: Coastal region (including islands): All land from the mean low-water mark out to the three-mile territorial limit. Where intertidal flats are extensive, the shoreward boundary begins 1,650 feet seaward from the mean high-water mark. **Tidal Rivers:** All land below the mean low-water mark of tidal rivers upstream to the farthest natural reaches of the tides. **Great Ponds:** All land below the natural low-water mark of ponds that are 10 or more acres in size in their natural state. **Boundary Rivers:** Land lying between the banks of rivers that form Maine's border with Canada.

Publicly Owned Submerged Lands - do not include: Beaches or other shoreland that is covered by water only at high tide. Land that has been flooded by dams. Land beneath

ponds that are less than 10 acres in size, or Land beneath non-tidal rivers that do not border Canada.

The Submerged Lands Program: Provides limited use leases and easements to allow piers and other structures to be built on and over Public Submerged Lands. Offers opportunities for qualified companies and individuals to salvage sunken logs from publicly owned submerged lands. Funds (through leasing and log salvage proceeds) support to municipal harbor planning and public access improvements. The Submerged Lands Program provides hundreds of thousands of dollars annually to improve public docks and wharfs as well as boat ramps to enhance public access to the water.

Cruise Maine Season Forecast
Jon Nass, CEO, Maine Port Authority
CruiseMaine promotes the State of Maine as a whole to the cruise ship industry. The organization is run by the Maine Office of Tourism and is affiliated with the Maine Port Authority. Cruising is growing as an industry. In 2017, 25 million people took a cruise. By 2030, experts expect that number to be 50 million cruisers / year. World-wide the cruise ship fleet expansion between 2017-2026 is estimated to be over 100 vessels. Cruise ships currently under construction world-wide are summarized below:

- 4,000 passengers: 34 vessels
- 1,000 - 4,000 passengers: 25 vessels
- < 1,000 passengers: 47 vessels

In Maine, the following are the projected cruise ship arrivals for 2019: Portland: 100 (approximately); Bar Harbor: 170 (approximately); Rockland: 35; and the other 7 ports combine for 115 (approximately) calls with most ranging from 18 to 32 each.

These cruise ship calls will infuse Maine’s economy with approximately 657,000 visitor days resulting from combined passenger and crew visits from a total of 432 port calls across the State of Maine.

International Ferry Operation – Evan MacDonald, Bay Ferries, LTD
Mr. MacDonald is the Designated Person ashore and Company Security Officer for Bay Ferries; he provided a pre-season briefing detailing the new operating model for the high-speed ferry Alakai (marketed as *The Cat*). Bay Ferries will shift their

international ferry operation from Portland to Bar Harbor commencing in June of 2019. Operations will include daily ferry service between Bar Harbor and Yarmouth, NS, Canada. *The Cat* is a U.S. flagged high speed ferry and is crewed with 22 American seafarers. The vessel is capable of carrying 866 passengers and 228 automobiles at speeds up to 43 knots (51 MPH).

Bay Ferries and *The Cat* participate in Green Marine which is a voluntary environmental certification program that offers a detailed framework for maritime companies to first establish and then reduce their environmental footprint (exceeding regulatory requirements). The program has a strong Canadian following but is making in-roads in the American/international fleet. Green Marine is a continuous improvement system that establishes environmental performance categories with associated targets to drive down waste and reduce environmental impact.

The seasonal operation will commence approximately June 21, with pre-season route trials occurring before the inaugural voyage.

Recommended Route Extension for Frenchman Bay
Captain David Gelin, Penobscot Bay and River Pilots Association – Captain Gelin briefed the group on an initiative to extend existing recommended routes for deep draft vessels (accessing Frenchman Bay) on NOAA Chart 13312 as follows:

1. Eastern Route: Extend the existing route approximately 3 additional miles along the same bearing. The NE corner of the route would be 44°13.5’ N, 067-52.6’ W and the SW corner of the route would be 44° 13.50’ N, 067°52.74’ W. This extension is 400 yards wide and corresponds with the

existing route.
2. Southern Route: Add a new section to the existing route, extending 12.04 NM from the existing route so as to remain just outside of the 3-mile limit of Mount Desert Rock. The terminal coordinates of the proposed extension would be: 43° 52.77 N 068°17.00 W (SE corner) and 43° 52.86 N 068°17.20’ W (NW corner).

The request is made in an attempt to avoid entangling propellers, rudders, stabilizers and other hull appurtenances by cruise ships in lobster and other fishing gear. A longer recommended route as depicted in beige in the chart above, may help keep more deep draft traffic further to the East and away from popular lobster fishing grounds.

Possible Format/Schedule Change
Brian Downey, Port Safety Forum Coordinator – Mr. Downey briefly explained to the group that the Port Safety Forum and the Area Maritime Security Committee may attempt a pilot project to combine the two meetings one or more times per year as a method to streamline the number of similar meetings attended by port stakeholders.

Coast Guard Update
CDR Jason Boyer, Chief of the Coast Guard’s Prevention Department provided a general overview of Prevention operations followed by topic specific briefings as follows:


- **Marine Event Season Outlook – LT Matt Odom, USCG Waterways Management Division** – Marine Event Permitting - The Sector is now ramping up for its rigorous marine event season. In 2018, the Waterways Management division processed

Continued on Page 24.


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IMOCA News



Sébastien Simon, leader at Fastnet

25 IMOCAs competing in the 2019 Rolex Fastnet Race 2019: a record number of entrants

On Saturday 3rd August, 25 double-handed crews will set sail from Cowes (Isle of Wight) aboard IMOCAs for the start of the 48th Rolex Fastnet Race, an ocean racing classic which sees hundreds of boats competing every other year. There has never been such a huge number of IMOCAs sailing this 608-mile course to Plymouth via the Fastnet Rock.

Included in the Globe Series, the Rolex Fastnet Race will enable sailors to earn points in the championship and to clock up more miles to be selected for the Vendée Globe. We can look forward to some closely fought battles throughout the fleet. Who will follow in the footsteps of Paul Meilhat

Photo © David Branigan/Oceansport/IMOCA and Gwénolé Gahinet, the winners back in 2017? We'll find out in early August

4 minutes and 37 seconds. That was how long it took on 7th January to fill up all 340 places available in the IRC fleet in the famous Rolex Fastnet Race. This number proves just how attractive this biennial event created in 1925 really is. The IMOCA class negotiated with the Royal Ocean Racing Club (RORC) to obtain twenty places with the possibility for skippers to sign up until 15th February. There will in fact be 25 double-handed crews setting sail from Cowes on Saturday 3rd August. To ensure a fair playing field within the framework of the Globe Series, the boats will be measured and given a weighting and checks will be carried out on their safety gear. To avoid any risk of collision, these boats, which accelerate

away so incredibly quickly, will have their own start time, setting sail before most of the fleet.

Practically all of the IMOCAs competing in the Transat Jacques Vabre will be competing in the Rolex Fastnet Race. In short, only a few brand new boats will be missing. The number of IMOCAs registered for the British classic is quite impressive. In comparison, there were nine in the previous edition in 2017. The fact that the event is part of the Globe Series, the class's world championship, has a lot to do with this enthusiasm. The winner of this race given a weighting of two will earn themselves a precious 50 points. Sailors who are involved in the selection process for the Vendée Globe will want to complete the race to clock up some valuable qualifying miles for the Vendée Globe.

Everyone will be closely watching the performance of two brand new IMOCAs from the latest generation, as they will be taking part in their first race. Alex Thomson will be trying out his new Hugo Boss, which we imagine will be absolutely incredible, while the duo formed by Sébastien Simon/Vincent Riou will be competing aboard the brand new Arkea-Paprec. The Rolex Fastnet Race will also offer a baptism of fire in the IMOCA class to Kevin Escoffier (PRB) and Clarisse Crémier (Banque Populaire), who will be able to count on some precious support from Armel Le Cléac'h.

We won't give you the names of everyone registered here, but there are certainly some top class duos competing: Sam Davies/Paul Meilhat (Initiatives-Cœur), Jérémie Beyou/Christopher Pratt (Charal), Yannick Bestaven/Roland Jourdain (Maître CoQ), Isabelle Joschke/Morgan Lagravière (MACSF), Alan Roura/Sébastien Audigane (La Fabrique), Fabrice Amedeo/Eric Péron (Newrest-Art & Fenêtres)... Just to mention a few.

In this closely fought contest, the outcome will be down to details. This strategic race means they have to deal well with the currents and local effects along the south coast of Britain. There is also an offshore phase, as they head up to the emblematic Fastnet Rock off the south of Ireland, where the wind and sea conditions can be quite nasty. This ocean sprint will offer no respite to the competitors. Two years ago, Paul Meilhat and Gwénolé Gahinet won the race after 2 days, 16 hours and 14 minutes after a hard fought battle.

With the solo Bermuda 1000 Race taking place in early May, the Rolex Fastnet Race will be the major double-handed event before the Transat Jacques Vabre. That is why Sylvie Viant, the Race Director for the transatlantic race between Le Havre and Salvador da Bahia, will be closely watching the British race: "We know that the sailors competing have a lot of experience, but the double-handed crews need to work well together and put up with each other. The Transat Jacques Vabre is a long and complicated race. We have already seen some pairs that just don't get on and have thrown in the towel in Brest. It is very important that they have already sailed together before on shorter yet demanding courses. For some crews, the Rolex Fastnet Race will be their first reference race. This will be an important event for them, as will the Azimut Challenge in September. The more the double-handed crews sail before the Transat Jacques Vabre, the more likely they will do well and the better the race."

is able to look at the current state of play, and determine what direction to take while sharing more technical details.

Antoine Mermod, in place now for two years, was reappointed as President of the IMOCA until 2021. He summarised the work done by his team over the latest period. "We are putting in place measures in three areas. The first involves establishing a positive and constructive relationship with the members. We work with the aim of always being available, listening and sharing ideas. Everyone needs to be involved in the discussion process. We apply the same approach with our external partners, starting with race organisers. The second area we are working on concerns how to develop the programme with the creation of the IMOCA Globe Series, the new world championship, which adds value to the races that take place between two editions of the Vendée Globe and to ensure large fleets set off in each of them. The class proposes two or three major events each year. This busy schedule offers our partners more regular and stronger feedback. The third area we are working on concerns the internationalisation of the class. Getting close to The Ocean Race throws the spotlight on the IMOCA class internationally. New projects are being launched outside of France and we are in the process of developing something with a huge potential."

As planned, there are five races scheduled in the Globe Series between now and the next Vendée Globe. In 2019, there will be the Bermuda 1000 Race (which starts on 8th May), the Rolex Fastnet Race (3rd August) and the Transat Jacques Vabre (27th October). 2020 will be a busy year with two solo transatlantic races (The Transat and the New York-Vendée) before the big event, the Vendée Globe, which starts from Les Sables d'Olonne on 8th November. Always wishing to plan ahead, the IMOCA class is already thinking about ideas for the calendar for the 2021-2024 period. Antoine Mermod: "Within the next year, we will have defined the races in the circuit up to 2024. That will enable the racers to get organised and offer their sponsors the opportunity to continue their partnership after the solo round the world race."

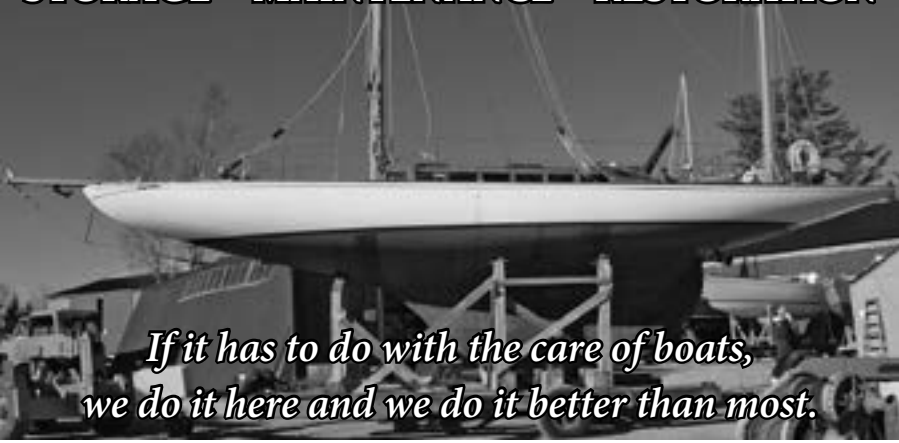
Last year, the IMOCA class decided to support the appeal driven by the sailor, Catherine Chabaud, to promote the Ocean as a common good for mankind (www.OceanAsCommon.org). In 2019, the class is continuing its support and shifting up a gear by offering a programme based around sustainable development. Wishing to preserve the natural environment in which they sail and directly witnessing the worsening situation for the oceans, the sailors are getting involved, as we see with Paul Meilhat. "We must be exemplary and lead the way in this major debate about the future of our planet, without preaching in a patronising way," he explained. "Firms increasingly wish to represent this change, and we must work with them in this movement. Many IMOCA skippers are already committed with educational and scientific programmes. Facing this challenge that concerns us all, we need to act together, discuss what to do with each other and with organisers. We will be putting in place some concrete measures to limit the environmental impact and make people who follow us aware of the problem."

Antoine Mermod added that the class wishes to move quickly towards zero emission boats, which are self-sufficient in their energy production. "It may even become a rule in 2021 for The Ocean Race. The technical committee is seriously thinking about

Continued on Page 22.

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70s Memories: Gator in the Lake!

By Lee S. Wilbur

Right shoulder's been bothering me this winter. Let's me know there's still a serious appendage location. Quite painful at times with a continuing hangover of a numbed index finger. Figured perhaps I'd try to get some strength back one afternoon in spite of gusting wind and large intermittent rain drops. Perhaps relieve some pain with exercise other than daily round of pushups. What doctor could prescribe better limited motion than a bit of fly fishing and most especially since AJ and I have a calendar entry calling for first day of June and some trout fishing upcountry Maine.

One neat thing about Florida and us old guys, we bring all our old rods down, thinking we'll need them and perhaps do use them for a while until things like "Golf" or "Bridge", or too many "Tea" (kind that comes in a bottle) parties take over. Few years pass by and the bride of many years says she'd love to have that space in your closet for a few more of her yard sale dresses and goodies. Being gentlemen we are, and despairing of upsetting afternoon tea or her good cooking, agree that perhaps since that "group" of rods in the shed haven't been used for some time perhaps we should just part with a few. Few leads to several and an "ad" soon appears online or in the local rag of this great "yard sale" and at the bottom a notation... "Fishing rods"

Now over the years, I've done my part to relieve perhaps more than a few of my compatriots of this burden. Often, towards the end of a sale when few takers have been aroused, said sportsman may wonder what he'll do having to face the good woman or... take the lot to "Goodwill" and give them away. This is another reason I've discovered late morning "yard sales" can yield

some outstanding values. Fishing gear and picture frames for what passes as my artistic work (even those containing mundane paintings) can be scooped for little or an "Oh here, throw these in as well..."

Consequently, I've had to bring several rods and gear back to Maine as well as also building an overhead rack at a mobile home I'd purchased several years ago as accommodation. Said racks now getting a bit overpopulated, I've had to pass up a few golden opportunities this winter. Not many, just a few. And, the rewards are worth the storage.

Today was a bit overcast most of the day. Not enough to stay inside, just enough to know that dropping over to one of our neat fly casting ponds might yield a damp shirt but rewards could justify the momentary discomfort. By later afternoon, deciding the book I'm reading, "Ike and Dick" by Jeffery Frank, could stand an intermission, I went out to the shed, took down a few fly rods (rigged) from this winter's "sales" selected a couple, hopped into this Hyundai "Santa Fe" of questionable age I drive, and went on over to see what might be lured to the surface.

Took a while to separate the tangles, take out a knot in the leader, and do a few false casts on the grass before the arm was ready to present any combination to what might lurk below the surface. There were a few small fish jumping, probably Sunfish or perhaps one of my favorites, Bass. Started feeding some line out after a few casts remembering not to follow the rod and no bending the elbow when who shows up, "one of the resident alligators". He/she...I did not inquire....sort of just lay there in amongst the flora and greens "contented watching" look on its face like it might just

be daring this boy to fish in "it's" lake. I made two more casts, once inadvertently taking a slipping step forward.

Now I'm of the opinion as with most situations in my short life...just passing 75... "Live and Let live." This was the gator's "bailiwick" and he's in charge. Those big eyeballs were telling me something I needed to heed. Not a few days previous we'd been talking to a golfer friend where "gators and crocs" were prevalent on the course and how fast they could move when aroused. I decided perhaps I'd take the smarter move, leave Mr. A. to other pursuits and move to another pond.

Glad I did. No fish and no Gators and some challenge from the wind. Just what I wanted. I worked the arm for some 45 minutes. Reclaimed a fairly decent throw, even had a few small bass hookup to my honest delight. Bass are a breed most fly fishermen are quick to pass up for the favorites, Trout and Salmon. For my money as the saying goes I just plain enjoy fishing and catching fish. Don't mind returning those we won't use for food, which aren't many, but there's a lot to be said for working the banks, be they streams or lakes and just having a fish

strike with the ensuing blood pressure factor on the climb.

Probably not much different than shutting off a cove full of herring except you guys get paid in real money, and my payoff is simply enough an enjoyable "free dinner."

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U. S. Coast Guard News



U.S. Coast Guard releases new Arctic Strategic Outlook

WASHINGTON – The U.S. Coast Guard released its newest strategy to address its expanding role in the Polar Regions.

As the Arctic region continues to open, and strategic competition drives more actors to look to the Arctic for economic and geopolitical advantages, the demand for Coast Guard leadership and presence will continue to grow.

As the Nation’s primary maritime presence in the Polar Regions, the Coast Guard advances national interests through a unique blend of polar operational capability, regulatory authority, and international leadership across the full spectrum of maritime governance. The Coast Guard will continue to work with our allies and partners on the mutual goal of ensuring a safe, secure, and cooperative Arctic, even as our aspiring

near-peer competitors maneuver for strategic advantage in the area.

“The Arctic Strategic Outlook reaffirms the Coast Guard’s commitment to American leadership in the region through partnership, unity of effort, and continuous innovation.

We understand the significant investment required to secure the Arctic, and we appreciate and embrace the trust the American people have placed in the U.S. Coast Guard. We will remain vigilant in protecting our national interests in the Polar Regions,” said Admiral Karl L. Schultz, Commandant of the U.S. Coast Guard.

Since the release of the Coast Guard Arctic Strategy in 2013, the resurgence of nation-state competition has coincided with dramatic changes in the physical environment of the Arctic, which has elevated the region’s prominence as a strategically competitive space. The United States is an

Arctic Nation, and the U.S. Coast Guard has served as the lead federal agency for homeland security, safety, and environmental stewardship in the Arctic region for more than 150 years.

Polar Security Cutter contract awarded to recapitalize nation's Arctic capabilities

WASHINGTON — The U.S. Coast Guard and U.S. Navy, through an Integrated Program Office (IPO), awarded VT Halter Marine Inc., of Pascagoula, Mississippi, a fixed price incentive (firm) contract for the Detail Design and Construction (DD&C) of the Coast Guard’s lead Polar Security Cutter (PSC).

The initial award is valued at \$745.9 million and supports non-recurring engineering and detail design of the PSC class as well as procurement of long lead-time materials and construction of the first ship. The contract also includes options for the construction of two additional PSCs. If all options are exercised, the total contract value is \$1.9 billion. PSCs support a wide range of Coast Guard missions including search and rescue, maritime law enforcement, environmental response, and national defense missions.

The U.S. Coast Guard is the nation’s lead agency responsible for providing assured surface access in the polar regions. This contract award supports the United States’ ability to recapitalize heavy polar icebreaker capabilities that are vital to our nation’s ability to conduct national missions, respond to critical events, and project presence in the polar regions.

“Against the backdrop of great power competition, the Polar Security Cutter is key to our nation’s presence in the polar

regions,” said Admiral Karl L. Schultz, Commandant of the Coast Guard. “With the strong support of both the Trump Administration and the United States Congress, this contract award marks an important step towards building the nation's full complement of six polar icebreakers to meet the unique mission demands that have emerged from increased commerce, tourism, research, and international activities in the Arctic and Antarctic.”

The acquisition of Polar Security Cutters is being jointly managed across the U.S. Navy and U.S. Coast Guard through an IPO that leverages the expertise and utilizes best practices across each enterprise to deliver a fleet of highly capable, multi-mission ships in the most cost-efficient and timely manner possible. NAVSEA is the lead contracting authority.

"This contract award reflects the great benefit achieved by integrating the incredible talents of U.S. Coast Guard and Navy acquisition and shipbuilding professionals to deliver best value at speed," said James Geurts, Assistant Secretary of the Navy for Research, Development and Acquisition. "Working with our industry partners, the team identified approximately \$300 million in cost avoidances and accelerated the schedule for delivery of this capability to the nation by almost three years. This reflects the urgency in which we are operating to ensure we deliver capabilities necessary to support the U.S. Coast Guard and the nation’s missions in the polar regions.”

Construction on the first PSC is planned to begin in 2021 with delivery planned for 2024; however, the contract includes financial incentives for earlier delivery.

Continued on Page 24.

WOODS HOLE OCEANOGRAPHIC INSTITUTE NEWS

Microbes May Act as Gatekeepers of Earth’s Deep Carbon

Two years ago an international team of scientists visited Costa Rica’s subduction zone, where the ocean floor sinks beneath the continent and volcanoes tower above the surface. They wanted to find out if microbes can affect the cycle of carbon moving from Earth’s surface into the deep interior. According to their new study in *Nature*, the answer is affirmatively—yes they can.

This groundbreaking study, published in *Nature*, shows that microbes consume and – crucially – help trap a small amount of sinking carbon in this zone. This finding has important implications for understanding Earth’s fundamental processes and for revealing how nature can potentially help mitigate climate change.

At a subduction zone there is communication between Earth’s surface and interior. Two plates collide and the denser plate sinks, transporting material from the surface into Earth’s interior. Showing that the microbes at the near-surface are playing a fundamental role in how carbon and other elements are being locked up into the crust provides a profound new understanding of Earth processes and helps researchers model how Earth’s interior may develop over time.

“What we’ve shown in this study is that in areas that are critically important for putting chemicals back down into the planet – these big subduction zones – life is sequestering carbon,” said Chris Ballentine, Head of the Department of Earth Sciences at the University of Oxford and a co-author of the paper. “On geological timescales life might be controlling the chemicals at the surface and storing elements like carbon in the crust.”

This is the first evidence that subterra-

nean life plays a role in removing carbon from subduction zones. It has been well established that microbes are capable of taking carbon dissolved in water and converting it into a mineral within the rocks. The research showed that this happens on the large scale across a subduction zone. It is a natural CO₂ sequestration process which can control the availability of carbon on Earth’s surface.

“We found that a substantial amount of carbon is being trapped in non-volcanic areas instead of escaping through volcanoes or sinking into Earth’s interior,” said Peter Barry, WHOI marine chemist and lead author of the paper. Barry carried out the research while at the Department of Earth Sciences, Oxford University.

“Until this point scientists had assumed that life plays little to no role in whether this oceanic carbon is transported all the way into the mantle, but we found that life and chemical processes work together to be the gatekeepers of carbon delivery to the mantle.”

During the 12-day expedition, the 25-person group of multi-disciplinary scientists collected water samples from thermal springs throughout Costa Rica. Scientists have long predicted that these thermal waters spit out ancient carbon molecules, subducted millions of years before. By comparing the relative amounts of two different kinds of carbon – called isotopes – the scientists showed that the predictions were true and that previously unrecognized processes were at work in the crust above the subduction zone, acting to trap large amounts of carbon.

Following their analyses, the scientists estimated that about 94 percent of that carbon transforms into calcite minerals and microbial biomass.

The researchers now plan to investigate other subduction zones to see if this trend is widespread. If these biological and geochemical processes occur worldwide, they would translate to 19 percent less carbon entering the deep mantle than previously estimated.

The research is part of the Deep Carbon Observatory’s Biology Meets Subduction project. The interdisciplinary team included 25 researchers from six nations belonging to each of the Deep Carbon Observatory (DCO) Science Communities: Deep Life, Extreme Chemistry and Physics, Reservoirs and Fluxes, and Deep Energy.

News tip: Study of Fishermen, Scientists Partnerships Published

A review paper recently published in the journal *Annual Review of Marine Science* highlights the value of collaboration between researchers and fishing fleets in monitoring ocean conditions in New England and beyond.

“There is a dire need for more data from the world’s ocean environments and ecosystems, and collaborative research is key to addressing this ever-growing demand,” said Glen Gawarkiewicz, a physical oceanographer at Woods Hole Oceanographic Institution (WHOI) and coauthor of the paper.

The paper analyzes the mutual benefits of this type of citizen science, which engages the commercial fishing industry in the development, implementation, and application of fisheries science.

“Fishers are extremely motivated to collect data, and in many instances are more knowledgeable than academics about ocean conditions in specific regions and how oceanographic conditions are changing over time,” Gawarkiewicz added.

The paper also discusses the components needed to make such collaborative efforts successful.

Featured case studies of collaborative efforts going on around the world are: Engaging Fishers to Address Data Deficiencies for Lobster and Jonah Crab in the Northeast United States; Using a Fishing Fleet to Understand Continental-Shelf-Scale Oceanographic Dynamics During a Time of Rapid Change: The Shelf Research Fleet in the Northeast United States; Collaborative Research That Enables Adaptive Fisheries Management in the Falkland Islands; The Coastal Community Ocean Observing Program in Alaska.

Key results from these studies include identifying important ocean processes such as Warm Core Ring intrusions onto the continental shelf south of New England and fluctuations in squid populations off the Falkland Islands.

“The case stories illustrate in a compelling way how their successes could be replicated on a large scale through partnerships like the Shelf Research Fleet in Rhode Island,” said Anna Malek Mercer, coauthor and former director of the Commercial Fisheries Research Foundation (CFRF) that helps partner and train members of the research fleet. The fleet has collected more than 420 water column profiles since its launch in 2014. “We predict these types of collaborations will continue to grow in importance as climate change increasingly impacts ocean ecosystems, commercial fisheries, and the global food supply.”

This work was supported by the MacArthur Foundation, the van Beuren Charitable Foundation, the Woods Hole Oceanographic Institution, and the Link Foundation.

U. S. NAVY NEWS



STUTTGART, Germany – Senior Chief Mark Malia, a native of Guilford, Maine and who has served 17 years in the Navy, is a master-at-arms and is the U.S. European Command (EUCOM) Navy Element’s senior enlisted leader. As the senior enlisted leader, his job is the link between the enlisted community and the senior leaders. He represents his commander and communicates the commander’s goals and direction for the command to the enlisted workforce while simultaneously representing the enlisted personnel’s views and concerns to the commander. “My favorite part of being in the Navy the interaction with different people and different cultures,” says Malia. “It opens your eyes to different perspectives of life.” EUCOM is one of two U.S. forward-deployed geographic combatant commands whose area of focus spans across Europe, portions of Asia and the Middle East, and the Arctic and Atlantic oceans. The command is comprised of more than 60,000 military and civilian personnel, and is responsible for U.S. defense operations and relations with NATO and 51 countries. EUCOM continues to strengthen existing relationships and build new ones in response to evolving threats and complex challenges.

USS Fitzgerald Leaves Dry Dock, Continues Repairs Pierside in Pascagoula
From NAVSEA Office of Corporate Communications Public Affairs
PASCAGOULA, Miss. (NNS) -- The guided-missile destroyer USS Fitzgerald (DDG 62) took another step toward returning to the fleet as a fully ready, combat-capable ship. The ship achieved a milestone in its complex repair and restoration as it successfully launched and moored pier-side at Huntington Ingalls Industries (HII) - Ingalls Shipbuilding shipyard, April 16.

The launch reflects more than a year’s worth of effort in restoring and modernizing one of the U.S. Navy’s most capable

warships. Since the ship’s arrival in Pascagoula in January 2018, work has focused on restoring the integrity of the hull and topside structures that were damaged during a collision in 2017 that claimed the lives of seven Sailors.

"The complexity of this overhaul has been challenging, but our planning team at Bath Iron Works and waterfront team at HII is executing repairs and installing upgrades so that Fitzgerald returns to our Sailors lethal and mission-ready," said Rear Adm. Jim Downey, deputy commander for surface warfare and commander, Navy Regional Maintenance Center. "We're excited to have the ship back in the water where we can begin outfitting and testing efforts in support of getting the ship and crew back underway."

To restore the impacted spaces to full operations and functionality, various Hull, Mechanical and Electrical (HM&E), Combat System (CS) and Command, Control, Communications, Computers and Intelligence (C5I) repairs are being conducted. These repairs range from partial to complete refurbishment of impacted spaces to replacement of equipment such as the radar and electronic warfare suite. The ship is also receiving HM&E, Combat System and C5I modernization upgrades. Due to the extent and complexity of the restoration, both repair and new construction procedures are being used to accomplish the restoration and modernization efforts.

Throughout this restoration period, the U.S. Navy has made it a priority to ensure Fitzgerald returns to a peak state of warfighting readiness to contribute to an agile and dynamic fleet.

Naval Sea Systems Command is the largest of the Navy’s five systems commands. NAVSEA engineers, builds, buys and maintains the Navy’s ships, submarines and combat systems to meet the fleet’s current and future operational requirements.

Navy Christens Guided-Missile Destroyer Lyndon B. Johnson

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy christened its newest Zumwalt-class guided missile destroyer, the future USS Lyndon B. Johnson (DDG 1002), during a ceremony April 27, at General Dynamics-Bath Iron Works shipyard in Bath, Maine.

The third ship in the Zumwalt-class, DDG 1002 is named in honor of late President Lyndon B. Johnson, who served in office from 1963-1969, and will be the first ship to bear his name.

Lynda Johnson Robb and Luci Johnson, the two daughters of the former president, will serve as the ship’s sponsors. In a time-honored Navy tradition, the sisters will christen the ship by breaking a bottle

of sparkling wine across the bow. Robb will also serve as the principal speaker.

Johnson served as a U.S. Navy Reserve officer before being called to active duty after the attack on Pearl Harbor. He requested a combat assignment and served in the Pacific theater. After returning from active duty, Johnson reported to Navy leaders and Congress what he believed were deplorable living conditions for the warfighters. He continued to fight for better standards for all military members.

Johnson’s time as president was marked by the passage of programs that greatly influenced and affected education, healthcare and civil rights for generations to come. He signed the Civil Rights Act of 1964 into law, enacting comprehensive provisions protecting the right to vote and prohibiting racial discrimination by employers. His work on civil rights continued with the passage of the Voting Rights Act, which guaranteed voting rights for all people, regardless of race.

The multi-mission Zumwalt-class destroyers will be capable of performing a range of deterrence, power projection, sea control, and command and control missions while allowing the Navy to evolve with new systems and missions. Zumwalt ships are 610 feet long, have a beam of 80.7 feet, displace almost 16,000 tons, and are capable of making 30 knots speed.

Prospective U.S. Naval Academy Superintendent Nominated

From U.S. Naval Academy Public Affairs
ANNAPOLIS, Md. (NNS) -- Secretary of the Navy Richard V. Spencer and Chief of Naval Operations Adm. John M. Richardson have nominated Rear Adm. Sean S. Buck (USNA Class of 1983) for appointment to the rank of vice admiral and assignment as the next superintendent of the U.S. Naval Academy, Annapolis, Maryland.

Buck is a career naval flight officer and is currently serving as commander, U.S. Naval Forces Southern Command and U.S. 4th Fleet in Mayport, Florida. He has an extensive operational background to include command of Patrol and Reconnaissance Wing 11, and recently served as the chief of staff to the plans and policy director for the Joint Staff in Washington, D.C.

The date of the change of command is yet to be determined, pending confirmation by the U.S. Senate. Additional details will be provided as they become available.

MSC to Welcome New Class of Tugboats to Fleet

By Shevonne Cleveland, Military Sealift Command Public Affairs

Continued on Page 21.



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Final Rollout for National Fisherman Project at PMM

After three years of processing the impressive photo archives of National Fisherman magazine, Penobscot Marine Museum has reached their goal: a comprehensive collection of high quality digital photos, along with the carefully preserved originals. This collection presents a visual timeline of American fisheries, whose many contributors managed to capture the drama, grit, expertise, and resourcefulness which characterize the industry. The scope of this resource has few rivals, as there were nearly 25,000 photographs to be digitized and cataloged. To view these images, visit <https://penobscotmarinemuseum.org/national-fisherman/>. This final rollout consists largely of 35mm negatives. Some of these images have been published previously on our collections website from silver gelatin prints. The difference here is that seeing the entire roll of film, digitized and inverted to positive, gives us a more comprehensive picture of a given series. We've taken the time to select what we feel are the most important or visually captivating frames, which, admittedly, is a pretty subjective process. While no new trends stood out from this final large group, there are many new examples of what makes this collection compelling. One theme that, as always, stands out most is the shots of people at work: hauling traps and nets, repairing trawlers, building aluminum hulls, setting Coast Guard buoys. Our team has changed shape over this period, but has always included a number of

volunteers whose persistent generosity has been instrumental in making this happen. Most recently, Dave Ruberti, Cathy Pollari, and PMM Administrative Assistant/Store Manager Gabriella Cantelmo clambered over the finish line in the race to create database descriptions for the digitized photos. This is the critical work that makes it possible for researchers and casual browsers to find and better understand images. Just as importantly, Erin Tokarz and Georges Nashan were instrumental in finishing the digitization. This mostly consisted of copy work with our pro digital camera setup, which results in even more crisp detail than one sees with silver gelatin prints. Maine's own *National Fisherman* magazine has always been a trade publication, with a readership that falls inside a particular sphere of interest and activity. At the same time, the publication's cultural importance shouldn't be underestimated. The *National Fisherman* photographic archive, entrusted to the Museum in 2012 for long-term preservation, tells a critical story, the rise of industrial fishing and its consequences for fish and fishermen. This was never the intent of the publishers; after all, *National Fisherman* is a periodical, always intended to keep fish harvesters and the interested public up to date about emerging practices and technologies, changes in regulation, and to relate the experiences of men and women who make their living at sea and in the fisheries. That being the case, the magazine was on the ground, more accurately, at sea,



Boatswain's Mate Stanley Metcalf from the Rockland Coast Guard station struggles to prep this casualty of a 1971 winter gale for towing. Once tethered, she started to sink and the rescue boat cut the line; she met her end after being dashed up against the granite breakwater in outer Rockland harbor.

during these crucial decades when technology changed the fishing industry. This project was funded in part by the National Maritime Heritage program, administered by the National Park Service, and by the Institute of Museum and Library

Services. Also thanks to all volunteers and staff who contributed to the project. It was a huge undertaking which we trust will continue to benefit the public for generations.

COMMERCIAL FISHING NEWS FROM MAINE'S DMR

Newest Marine Patrol Vessel Christened
SOUTHWEST HARBOR - The latest addition to the Maine Marine Patrol fleet has been christened and is now officially underway. The SERGEANT, a 46-foot Wesmac Super Wide will be based in Southwest Harbor and provide Marine Patrol a much-needed platform for off-shore details. "As more lobster fishing activity occurs off-shore, we needed a boat that we could use to safely get to and from gear that is as far as 50-60 miles from shore," said Marine Patrol Sergeant Troy Dow. The name Sergeant is a nod to Stanley "Cappy" Sargent, a commercial fisherman from Milbridge who was well known and liked by industry, and who collaborated on many projects with DMR science and policy staff. The SERGEANT replaces the CHALLENGE, a 46-foot lobster-style vessel that was sold to support the purchase of the newer vessel. Built by the Surry-based Wesmac Custom Boats, the SERGEANT is equipped with an 803 horsepower Caterpillar diesel engine, a hydraulic lobster trap hauler and a cradle for a rigid hull inflatable. With a beam of 17 feet 1 inch, it is 3 feet wider than the standard 46-footer. "This is a stable platform with plenty of power that will allow us to work in the rough seas we often encounter off-shore," said Sergeant Dow. The christening took place in Southwest Harbor with Cappy's wife Tina breaking the ceremonial bottle across the bow. Friends and family including Justin Richard, Bill Sargent, Denise Sargent, Whitney Sargent, Joan Height, Tina Sargent, Willy Sargent, and Mike Sargent were on-board for the maiden voyage up Somes Sound. Also on-hand were Wesmac Custom Boats owners Linda Greenlaw Wessel and Steve Wessel. "It was an honor to have Tina, Linda and Steve here for the christening," said Department of Marine Resources Commissioner Patrick Keliher. "The SER-

GEANT not only honors a special person to DMR and Maine's fishing community, it reflects the hard work and dedication to excellence of Wesmac Custom Boats." **Four Men Charged by Marine Patrol with Multiple Violations**
Augusta - Two lobster fishermen and two crew members have been arraigned in Hancock County District Court on multiple charges including molesting lobster gear after an investigation conducted by Marine Patrol Officer Rustin Ames. Walter Foster, 56 of Castine, and Nicholas Wood, 22 of Penobscot were issued summonses after Marine Patrol received a complaint from Stockton Springs harvester William Nichols that someone was cutting his traps. Also charged as a result of the investigation were Wood's crew members Samuel K. Stearns of Penobscot and Nicholas Jennings of Castine. An investigation followed the initial complaint and revealed that Foster, Wood and the two crew members had cut Nichols traps on numerous occasions between August 2018 and October 2018. Each was charged with molesting lobster gear, a Class D Crime that that could result in a \$2,000 fine and up to a year in prison. The violation also requires the court to order the person to pay the owner of the traps an amount equal to twice the value of the traps lost. According to the investigation, Nichols lost more than 71 traps valued at \$3,692 for a total restitution value of \$7,384. Wood was also charged with operating a motorboat with imprudent speed and distance, criminal mischief, criminal conspiracy, violation of a condition of release, littering, and lobster fishing without a proper license class. Foster was also charged with criminal conspiracy, criminal mischief and littering, while Stearns and Jennings were charged with criminal mischief and littering.

"These are major violations and I'm proud of Officer Ames for conducting a thorough investigation which took place over months," said Marine Patrol Colonel Jay Carroll. Both Wood and Foster have received notice that their licenses have been administratively suspended for three years. While Wood's took effect March 29, Foster's suspension is currently stayed until the completion of a hearing. **Troy Dow Promoted to Lieutenant of Maine Marine Patrol Division Two**
LAMOINE - Troy Dow, who has served as a Marine Patrol Sergeant in Downeast Maine for nine years, has been promoted to Lieutenant of Division II, which runs from Stockton Springs to the Canadian border. Lieutenant Dow takes over for Jay Carroll who was recently promoted to Colonel. Lieutenant Dow began serving as a Marine Patrol Officer in Machiasport in 1996 after graduating from Unity College with a degree in Environmental Studies, and the Maine Criminal Justice Academy's Basic Law Enforcement Training Program. He remained there for four and a half years until being promoted to Boat Specialist in 2001, when he relocated to the Mount Desert Island patrol. As specialist, Dow operated the Patrol Vessels Guardian and Dirigo II for nine years. In 2010, he was promoted to Sergeant in Section 4, which stretches from Stockton Springs to Lamoine, where he has remained since. Lieutenant Dow has received several prestigious awards including the Governors Teamwork Award in 2000, the Maine Lobstermen's Association Officer of the Year in 2006, and DMR Manager of the Year Award in 2016. In 2015, Lieutenant Dow completed the National Conservation Law Enforcement Leadership Academy, a national training

program designed to prepare conservation law enforcement professionals for the challenges of leadership. "Lieutenant Dow has shown tremendous initiative and leadership throughout his career," said Colonel Carroll. "He is well respected within our coastal and fishing communities and among the Marine Patrol personnel. I am confident that he will maintain the high professional standards and commitment to positive relations our downeast communities have come to expect from Marine Patrol." "I look forward to serving as Lieutenant and building on the strong relationships Marine Patrol has with fishermen and community members," said Lieutenant Dow. **Elver Landings Reported as of 6 p.m. May 12, 2019**
DMR: Pounds Reported - 7,465.24; Overall Quota - 7,566.3; Remaining Quota - 101.06.
MALISEET: Pounds Reported - 99.02; Overall Quota - 106.6; Remaining Quota - 7.58.
MICMAC: Pounds Reported - 36.58; Overall Quota - 38.8; Remaining Quota - 2.23
PASSAMAQUODDY: Pounds Reported - 1,325.29; Overall Quota - 1,304.3; Remaining Quota - -21.12
PENOBSCOT: Pounds Reported - 609.37; Overall Quota - 620.0; Remaining Quota - 10.63
QUOTA TOTAL*: Pounds Reported - 9,535.616; Overall Quota - 9,636; Remaining Quota - 100.38.
*All 2019 data are preliminary and subject to change without notice. Dealers reported buying a total of 9,535.616 pounds with a reported value of \$19,971,198.00 for average price per pound of \$2,094.



Commercial Fishing News

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

From the Director -

Today is Mother’s Day, and the sun was out today, so it was a good day! I’d like to wish all of the Mother’s and those that have raised children to have a wonderful day. I sure miss my Mom. She has been gone 14 years now and it doesn’t seem possible that it has been that long. One of my favorite “Mom” stories is the one that Andy Gove told at Mom & Dad’s 50th Wedding Anniversary, back in 1998. They were camping for the weekend, My Dad rowed to shore from Eagle Island and left Andrew and the ladies on the island. He was supposed to be right back, but in the morning, he came rowing in. My mother met him at the shore with a clam hoe in her hand just waiting for him to land. I think she was upset with him! He turned around and started rowing in a hurry in the other direction. Mom’s nickname was Tiger

Lil, which stayed with her throughout her life. It was a good nickname, but actually, she was a very good mother and my best friend. She was always there for me.

We had a very good DELA meeting last Thursday night. It was held at the Tan Turtle in Ellsworth with good food and a full table of attendance. TRT representative, John Williams gave us his update on the recent TRT meeting that was held in Rhode Island on April 23 - 26th. These meetings are intensive and very important to the future of our industry. They are asking for a 60% reduction, marking on all gear and are pushing 100% reporting. They wanted ropeless fishing, but Maine said “No.”

The Commissioner wants to have State meetings over the next year and a half. The State does not want to change the structure of our fishery.

A lot of folks think that DELA does not have a TRT Representative, but we do. John has a dual membership and represents DELA as well as MLA and is doing a wonderful job, along with his wife Judy. She is right there along with him for moral support and a great care for our industry. We’d like to thank all of you for the sacrifice of giving up a week’s fishing and the hard work to just be there to represent all of us.

Sarah Cotnoir was also at our meeting to give us an update on the TRT along with John. She also gave us a bait report and legislative report. The DMR will be taking public comments up to 2021. This is a long process and carefully thought out for the safety and future for all of us.

There are a lot of questions concerning alternative bait sources right now. The big concern is that the bait needs to be safe for consumption of the lobsters and those of us that are eating the lobsters after it is consumed. We do not want to bring in a foreign bait and have it contaminate our Maine waters. Before you use a new bait, please make sure that it has been reviewed and approved by the DMR.

A lot of folks have asked about using menhaden (porgies). The state quota for menhaden is 2.4 million pounds. Episodic quota is 4.6 million pounds total share among 5 states. Quota based fisheries (state and episodic) have daily reporting. Monthly reporting is required. 7 days a week, 6,000 pound (17 barrels) daily allowance after the state and episodic quotas have closed - all

fish must be put in barrels or totes immediately. Last year, and estimated 12 million pounds were landed. It will help the herring situation, but doesn’t come close to filling the deficit.

We’d like to Thank Sarah for attending our meeting and giving us this information!

Mike Dassatt asked if they are going to address the recreational fishery. There are 2,000 recreational licenses which represent 10,000 vertical lines in the water. They should have some responsibility in this as well as the commercial fishermen.

Hilton asked about if you can lose your lobster license after three offenses and the answer is “Yes.” The law is a lot stricter than it used to be. It is a privilege to have a Maine Lobster License and should be respected and not taken for granted.

Let’s have a safe season and work together with all of the issues that we are dealing with. As I said in my last report, we made new friends over the winter fishery and we all looked out for each other. This has always been the way of the sea.

Please, consider joining an association such as DELA. A lot of people join both associations, DELA and MLA. We have a common purpose, even though we are not exactly alike. The good thing about it is that we can all work well together!

My contact is dassatt711@yahoo.com and our website also has a printable membership form. Our website is downeastlobstermen.org. We hope to hear from you soon!

Take care, Sheila

Guest Letter - Large Whale Issues

May 8, 2019

Dear Sheila and Mike,

I was pleased to have received prompt responses from Erin Summers, IFW, and David Morin of NOAA. It appears all the data to answer every question of historical large whale entanglements issues is available but it needs to be aggregated in a format that is both clear and concise and without any bias. Let the facts speak for themselves.

I would say that just from my initial anecdotal examination of the information it appears that Canadian snow crab fishermen and their gear is a major cause of Right Whale entanglements. That being the case and the fact they are not fishing in Maine or U. S waters, why would NOAA be looking to impose new regulations on Maine Lobstermen?

Here is what I’d like to see accomplished. DELA and all other associations supported by the lobster industry should

make a donation to the appropriate department of the University of Maine or COA under strict rules pertaining to the NOAA year by year research findings.

For the three species, Humpback, Right, and Minke, the parameters of the compilation should make it very clear who, when, where and how the individual species are impacted by entanglements. Only then can the lobstermen defend themselves.

As I said in my open letter in 1997, whales are only a surrogated for the real target “Lobstermen who toil in the waters of the Gulf of Maine.”

Here is something I believe and have experienced myself since 1983. The industry (fishery) cannot compromise its way to success in any endeavor. That means they cannot have their hand out from any entity of government, federal, state, or local.

Continued on Page 25.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

AMERICAN LOBSTER MANAGEMENT BOARD (APRIL 29, 2019)

Meeting Summary

The American Lobster Management Board met to review a number of issues, including the recommendations of the Atlantic Large Whale Take Reduction Team (ALWTRT); progress on Draft Addendum XXVIII; an update on the implementation of Jonah crab regulations; and an update on the lobster benchmark stock assessment. Colleen Coogan from NOAA Fisheries presented a summary of the April 2019 ALWTRT meeting. The ALWTRT met to identify and recommend modifications to the ALWTR Plan to further reduce impacts of U.S. fixed gear fisheries on large whales and reduce mortality and serious injury to below the potential biological removal (PBR) for right whales. The ALWTRT was tasked with developing consensus recommendations on a suite of measures that would achieve a 60 to 80% reduction in mortality and serious injury of right whales in U.S. fisheries to support NMFS rulemaking that will be initiated in May 2019. At the ALWTRT meeting, a NOAA-developed risk reduction decision support tool was used to provide insight on the potential impacts proposed management options would have on whales. The ALWTRT came to near consensus to achieve an approximate 60% reduction in mortality and serious injury risk to right whales through vertical line reductions and weak rope requirements. NOAA will work with the states to determine the best method to implement ALWTRT recommended measures. In light of the future actions, responding to the ALWTRT recommendations, the Board established a lobster and Jonah crab fishery control date of April 29, 2019 for LCMA 1. The intention of the control date is to notify current state and federal permit holders and any potential new entrants to the fishery that eligibility to participate in the commercial fishery in the future may be affected by the person's or vessel's past participation and associated documentation of landings, effort, and/or gear configuration prior to the control date. The Commission will recommend NOAA Fisheries establish the same control date for federal waters of LCMA 1.

In February, the Board initiated Draft Addendum XXVIII to reduce the number of vertical lines in the lobster fishery. The Board acknowledged the need to respond proactively to the growing challenges facing the lobster fishery and North Atlantic right whale recovery in order to ensure effective conservation measures can occur in a manner that preserves, to the extent practicable,

the lobster fishery and its culture. The Plan Development Team (PDT) was tasked with completing a draft addendum for public comment for Board review in May. The PDT has made significant progress, however, due to the timing of data and the decision support tool delivery, as well as the complexity of the issue, the PDT was unable to present a document for Board review at the Commission's Spring Meeting. When the Board initiated the Draft Addendum, it did not anticipate the ALWTRT would bring forward vertical line reductions. Given the significant conservation benefits expected from the recommended ALWTRT measures, the Board decided to pause further development of the Draft Addendum until NOAA has determined if a jeopardy finding will be avoided by the ALWTRT actions.

The Board also received updates on the implementation of Jonah crab regulations in New York and Delaware. Both states have begun regulatory processes and are expected to have regulations in place by early Fall 2019.

Finally, Jeff Kipp provided a progress update on the 2020 Lobster Benchmark Stock Assessment. The Stock Assessment Subcommittee will assess the current timeline due to some delays in supporting analyses and determine next steps. Currently, a second Assessment Workshop, scheduled for this fall, will focus on finalizing the base run of the model. For more information, please contact Toni Kerns, ISFMP Director, at tkerns@asmfc.org or 703.842.0740.

Motions

Move to establish a lobster and Jonah crab fishery control date immediately (4/29/19) for LCMA 1, and to forward a recommendation to NOAA Fisheries to implement one in federal waters. The intention of the control date is to notify current state and federal permit holders and any potential new entrants to the fishery that eligibility to participate in the commercial fishery in the future may be affected by the person's or vessel's past participation and its documentation of landings, effort, and/or gear configuration prior to the control date. Motion made by Mr McKiernan and seconded by Mr. Keliher. Motion carries (11 in favor, 1 abstention).

ASMFC Atlantic Herring Board Approves Addendum II

Addendum Increases Protection of Spawning Herring in the Inshore Gulf of Maine

The Atlantic States Marine Fisheries Commission's Atlantic Herring Management Board approved Addendum II to

Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring. The Addendum strengthens spawning protections in Area 1A (inshore Gulf of Maine) by initiating a closure when a lower percentage of the population is spawning (from approximately 25% to 20%), and extending the closure for a longer time (from four to six weeks). The Addendum also modifies the trigger level necessary to reclose the fishery, with the fishery reclosing when 20% or more of the sampled herring are mature but have not yet spawned. These changes to spawning protections are in response to the results of the 2018 Benchmark Stock Assessment which showed reduced levels of recruitment and spawning stock biomass over the past five years, with 2016 recruitment levels the lowest on record.

Under Amendment 3, the Board uses a series of closures to protect spawning aggregations in the Gulf of Maine. Biological samples are used to annually project the start of the spawning closures. Recent analysis by the Atlantic Herring Technical Committee found that while the 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 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.

The states are required to implement Addendum II's measures by August 1, 2019. The Addendum will be available on the Commission website (www.asmfc.org) on the Atlantic Herring page by mid-May. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org or 703.842.0740.

Meeting Summary

In addition to approving Draft Addendum II (see press release), the Board was presented an update on 2020-2021 Atlantic herring specifications; receive an update on Draft Addendum III; discuss current management tools for Area 1A; and consider approval of the 2019 FMP Review and state compliance. The New England Fishery Management Council (Council) met in April to consider Draft Framework 6, which provides options on 2020-2021 specifications that are consistent with the results of the 2018 Benchmark Stock Assessment. Framework 6 also includes other specifications such as quota transfers between the US and Canada; fixed gear quota set-aside; research quota set-aside. The Council will consider final action on Framework 6 in June. Once the Council has approved Framework 6, the Board will consider final action on 2020 specifications later this year.

The Board received an update on Draft Addendum III, which was initiated in Octo-

ber 2018 to establish spawning protections in Area 3 (offshore waters). As part of its efforts to make spawning protection in Area 3 a priority this year, the Council will hire a consultant to develop a discussion document to help inform future management action on spawning protections by the Board and Council. The consultant will work with the Commission's Technical Committee and the Council's Plan Development Team in drafting the discussion document, which will be completed and presented to the Council in September and the Board in October. After the review, the Commission will work with the Council on next steps for the draft addendum after.

The Board also received an overview of the Area 1A (inshore Gulf of Maine) management tools. Addendum I to Amendment 3 established management tools such as days out, weekly landings limits, permit restrictions, and restrictions on transfers at sea. The 2019 quota is significantly lower than recent years and the current management tools may not allow the quota to be effectively distributed throughout the quota periods. Staff will work with the states to monitor the Area 1A fishery over the next couple of months and report back to the Board.

Finally, the Board approved the 2019 FMP Review, state compliance reports, and *de minimis* status for New York. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org or 703.842.0740.

Motions

Main Motion: Move to approve the following options for Addendum II to the Atlantic Herring FMP: Option C: GSI30 Trigger Value = 23 under Issue 1: GSI30 trigger values; Option B: Five Week Initial Closure under Issue 2: Spawning Closure Length; Option A Sub-Option 2: 20% or more mature herring under Issue 3: Re-closure Protocol. Motion made by Mr. Grout and seconded by Mr. Borden. Motion amended.

Motion to Amend: Move to amend to replace Option B with Option C: Six Week Initial Closure under Issue 2: Spawning Closure Length. Motion made by Dr. Pierce and seconded by Mr. Abbott. Motion passes Roll Call: In Favor – MA, RI, CT, NY; Opposed – ME, NH, NJ; Abstentions – NEFMC, NMFS.

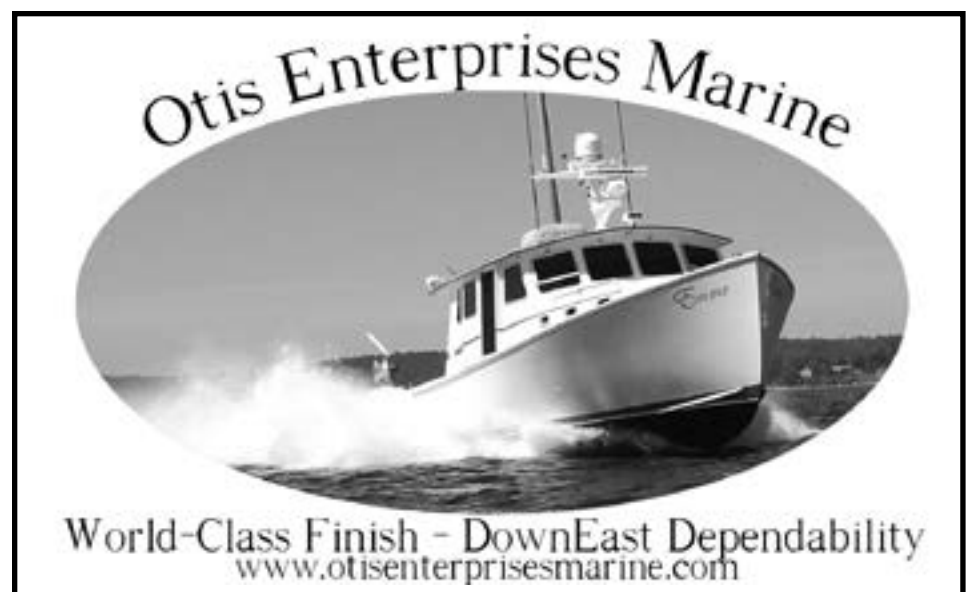
Main Motion as Amended. Move to approve the following options for Addendum II to the Atlantic Herring FMP: Option C: GSI30 Trigger Value = 23 under Issue 1: GSI30 trigger values; Option C: Six Week Initial Closure under Issue 2: Spawning Closure Length; Option A Sub-Option 2: 20% or more mature herring under Issue 3: Re-closure Protocol. Motion passes (6 in favor, 1 opposed, 1 abstention).

Move that states implement Adden-

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MISCELLANEOUS COMMERCIAL FISHING NEWS

dum II no later than 8/1/19 and move to approve Addendum II as modified today. Motion made by Mr. Grout and seconded by Mr. Train. Motion passes, Roll Call: In Favor – ME, NH, MA, RI, CT, NY, NEMFC; Opposed – NJ; Abstentions – NMFS.

Move to approve the 2019 Atlantic Herring FMP Review, state compliance reports, and de minimis status for New York. Motion made by Mr. Grout and seconded by Mr. Kane. Motion carries without objection.

Atlantic Striped Bass Benchmark Stock Assessment Finds Resource Overfished and Overfishing Occurring Board Initiates Addendum to Reduce Total Fishing Mortality

The 2018 Atlantic Striped Bass Benchmark Stock Assessment indicates the resource is overfished and experiencing overfishing relative to the updated reference points defined in the assessment. Female spawning stock biomass (SSB) was estimated at 151 million pounds, below the SSB threshold of 202 million pounds. Despite recent declines in SSB, the assessment indicated the stock is still significantly above the SSB levels observed during the moratorium in the mid-1980s. Total fishing mortality (F) was estimated at 0.31, above the F threshold of 0.24. The benchmark assessment and its single-stock statistical catch-at-age model was endorsed by the Peer Review Panel and accepted by the Atlantic Striped Bass Management Board (Board) for management use.

Based on these findings and the tripping of Amendment 6's reference point management triggers relating to F and SSB thresholds (e.g., F in 2017 is above the threshold level and SSB is below the threshold level), the Board initiated the development of a Draft Addendum to consider measures aimed to reduce F to the target level. The Technical Committee estimates it would require roughly a 17% reduction in total removals (commercial and recreational harvest, including dead releases) to reduce F to the target in 2020 relative to 2017 levels. The Draft Addendum will explore a range of management options, including minimum size and slot size limits for the recreational fishery in the Chesapeake Bay and along the coast, as well as a coastwide circle hook requirement when fishing with bait. The Board also provided guidance on how to

apply the necessary reductions to both the commercial and recreational sectors. The Draft Addendum will be presented to the Board for its consideration and approval for public comment in August. If approved, it will be released for public comment, with the Board considering its final approval in October for implementation in 2020. Additionally, the Board postponed a motion to initiate the development of an Amendment until its next meeting in August.

Atlantic striped bass experienced a period of strong recruitment (estimated as number of age-1 fish) from 1994-2004, followed by a period of lower recruitment from 2005-2011 (although not as low as the early 1980s, when the stock was considered collapsed). This period of low recruitment contributed to the decline in SSB in recent years. Recruitment was high in 2012, 2015, and 2016 (corresponding to strong 2011, 2014, and 2015 year classes), but recruitment estimates were below the long-term average in 2013, 2014, and 2017. Recruitment in 2017 was estimated at 108.8 million age-1 fish, below the time series average of 140.9 million fish.

A more detailed description of the stock assessment results is available on the Commission's website at <http://www.asmfc.org/uploads/file/5cc89c2eAtlStripedBassStockAssessmentOverview.pdf>. The 2018 Atlantic Striped Bass Benchmark Stock Assessment, Stock Assessment Summary and Peer Review Report can be obtained via the following links: Full assessment report - <https://www.nefsc.noaa.gov/publications/crd/crd1908/crd1908.pdf>; Summary Report - <https://www.nefsc.noaa.gov/publications/crd/crd1901/crd1901.pdf>; Peer Review Report - <https://www.nefsc.noaa.gov/saw/saw66/saw-66-summary-report.pdf>.

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

ASMFC Coastal Sharks Board Approves Changes to Recreational Measures for Atlantic Shortfin Mako

The Atlantic States Marine Fisheries Commission's Coastal Sharks Management Board approved changes to the recreational size limit for Atlantic shortfin mako sharks in state waters, specifically, a 71-inch straight line fork length (FL) for males and an 83-inch straight line FL for females. These measures are consistent with those required

for federal highly migratory species (HMS) permit holders under HMS Amendment 11, which was implemented in response to the 2017 Atlantic shortfin mako stock assessment that found the resource is overfished and experiencing overfishing. Amendment 11 also responds to a recent determination by the International Commission on the Conservation of Atlantic Tunas that all member countries need to reduce current shortfin mako landings by approximately 72-79% to prevent further declines in the population.

The Board adopted complementary size limits in state waters to provide consistency with federal measures as part of ongoing efforts to rebuild the resource. The states will implement the changes to the recreational minimum size limit for Atlantic shortfin mako by January 1, 2020.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootesmurdy@asmfc.org or 703.842.0740. Information on federal HMS shark regulations can be found at <https://www.fisheries.noaa.gov/atlantic-highly-migratory-species/atlantic-highly-migratory-species-fishery-compliance-guides>.

ASMFC Approves 2019-2023 Strategic Plan

The Atlantic States Marine Fisheries

Commission unanimously approved its 2019 – 2023 Strategic Plan at its 2019 Spring Meeting. The Strategic Plan revises the Commission's long-term vision to "Sustainable and Cooperative Management of Atlantic Coastal Fisheries" and establishes eight major goals and related objectives to pursue this vision. The Strategic Plan will guide the Commission's activities over the next five years and will be implemented through annual action plans.

"The states recognize circumstances today make the work of the Commission more important than ever before. The Strategic Plan articulates the mission, vision, goals, and objectives needed to accomplish the Commission's mission," said Commission Chair James J. Gilmore of New York. "It serves as the basis for annual action planning, whereby Commissioners identify strategies to tackle the highest priority issues and activities for the upcoming year. With 27 species currently managed by the Commission, finite human and fiscal resources, changing ocean conditions, and ever-increasing political pressures, Commissioners recognize the absolute need to prioritize activities. The Commission must dedicate staff time and resources where they are needed most and address less pressing

Continued on Page 24.



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Boat And Ship Yard News



This Northern Bay 38 was finished off by Atlantic Boat as a sportsfisherman. (See below.)

Atlantic Boat
Brooklin

At the end of April Atlantic Boat launched the Northern Bay 38 sportfisherman COMMON GROUND, which was finished for a scallop boat captain out of New Bedford/Fairhaven as part of his retirement

The Calvin Beal 38 and Duffy 31 under construction at Atlantic Boat in Brooklin.

fish. She is powered with a 610-hp QSM 11 Cummins with a 28-inch square propeller. The propeller needed to be resized so it was not overloading the engine and while that was taking place they were finishing up some little details and cleaning.

In the shop they have a Duffy 31 being

finished off as a well-appointed cruiser for a customer from Belfast. For accommodations she has a V-berth, head down with galley up in the shelter with a settee. She is being finished off in the Herreshoff-style white panels trimmed in teak. Power is a 327-hp D6 Volvo. She should be going in the water early summer.

Next to the Duffy 31 is a Calvin Beal 38 being finished out as a lobster boat for a commercial fisherman from town. She is also powered with a Volvo, but this one has 625-hp. As this fisherman looks to do a little more cruising of the coast with his wife they have decided to put in an interior with berths, galley and head. They are also hoping to launch this one in early summer, but they, like many other builders, are having trouble getting items from manufacturers as they do not stock much anymore.

Besides the new builds they have also done a couple of major projects. One was on a Stanley 36 commercial lobster boat, built by Joel White at Brooklin Boat Yard back in the late 1970s, which the owner wanted a new top on. They were able to utilize the Duffy 35 high-sheer cruiser top and only had to make a few minor adjustments. They also moved the back, added a visor and then cut out the windows to the owner's liking. This is the only boat the owner has owned and wants to keep it until he retires.

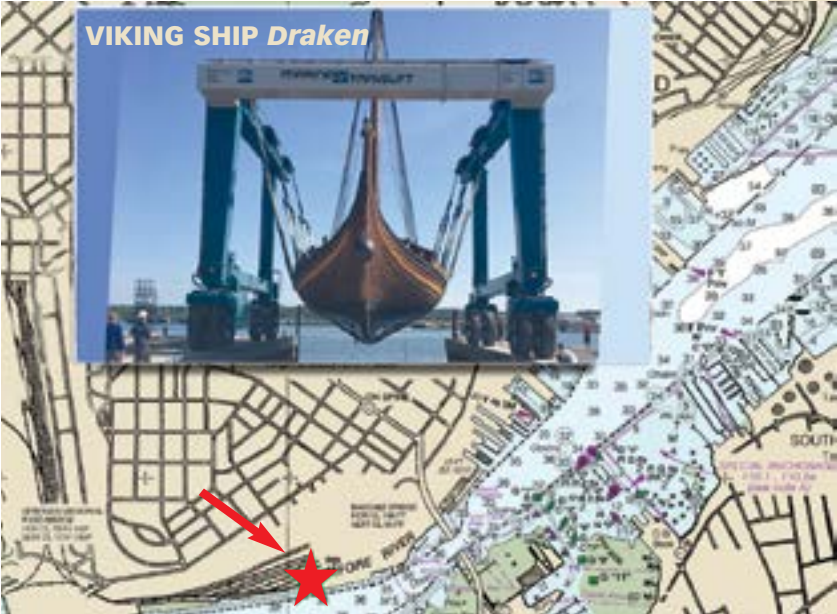
A Duffy 42 pleasure cruiser was purchased by a customer from Stonington and she was brought in to be refurbished. They put in a new cabin sole in the salon, installed a new icemaker and did some small joinery additions.

As they store a number of pleasure boats, about 120, and every one of them needs annual maintenance before going over for the season. They also said that a couple of sailboats were in to have their keels repaired after groundings.

Last year they made repairs on commercial boat that broke free in Brooklin and ended up on the rocky shore of Swan's Island. This now has expanded into a number of commercial fishermen using them for storage and all sorts of repair work. They certainly are looking to expand this aspect of the business as they can do anything a commercial fisherman might need done and done quickly so he does not lose a lot of time when he should be out hauling.

Eaton's Boat Shop
Deer Isle

Jeff Eaton does one boat a year and this year he is finishing off a Wayne Beal 36 for local fisherman Clayton Joyce. Jeff said that every time he builds a boat he moves up one foot. He started with a 34 Webber Cove and he sold that and went to a Duffy 35, which he fished for about 20 years. About four years ago he wanted a new boat, but Wayne Beal



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Boat And Ship Yard News



This Stephens cruiser at Eric Dow's Boat Shop is almost done and ready to launch.

was booked out for a quite a while. Last year Jeff was able to get a hull and the project was back on.

She is a traditional Maine lobster boat, with storage lockers in the bow, a rack for his survival suits, another rack for oil and hydraulic fluid, and a place for a microwave. She is all composite with the only wood being the two stringers she came with and two pieces on the side, which have all be covered in glass. They gel-coated every-thing and gave it a nice finish. Instead of a split-wheelhouse she will have a fold down side and a sliding door on the aft of the house. They did modify the top so it has a 2-3 inch turned-down edge all around, mushroom top. They also added a visor and a drop visor on the hauling side.

You can access the engine room from inside the shelter, but also from below for ease of working on the forward end of the engine. She is powered with a 450-hp 9-liter Cummins on rubber mounts with a 2:1 gear and a 30 by 34 propeller, which means she should move right along. The engine room has been lined in Soundown to keep the noise level down. She has wet exhaust, dual ram steering, 300 gallon fuel tank, clean out well and a welded stern deck.

Jeff added, "He wanted just a nice clean, basic, something that he said will last him the rest of his time."

Next winter Jeff says he needs to bring

in his boat to do some refurbishing as she is now eight years old. Dwight Staples recently purchased a Repco 37 and he wants to bring her in to do some work. Also a couple of other fishermen have said they would like to come in and have some small repairs done.

Out in the yard is the mould for a 25, which Jeff said he has at least one of them to build next winter for a local customer and maybe another. He is hoping he can fit that in between the repair work.

Ellis Boat Co.
Manset

On the shop floor they have a new Ellis 36 express cruiser under construction, which they plan to use in their charter fleet this summer. This one has been built a little different as they took the plugs out of the mould so they could get 6 foot 6 inch head room down below. They also re-arranged the galley so between it and the V-berth is a small seating area that can be used as an office. On the portside is the head with separate shower. She has been finished off in the Herreshoff-style, white panels trimmed in teak. They have listened to past customers and this has facilitated these minor changes, but not losing sight and eliminating some other creature comfort. Up in the shelter there is seating, but the cockpit will not have

Continued on Page 18.



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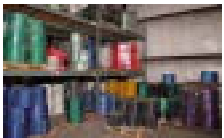
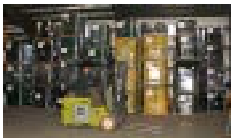
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Boat And Ship Yard News



Hauled up on the railway at John's Bay Boat is the PAMELA B., having some repairs done.

Continued from Page 15. cruising couple. She is powered with a 440-hp Yanmar diesel engine, which should push her along at 24 knots. They have put in other types of seating added feeling that classy deck chairs would be better. It is a perfect layout for the

engines and as high as 600-hp, which got the boat up over 30 knots. They feel that most of their customers do not mind cruising between 15 and 20 so they like the 440-hp Yanmar.

This boat should be done and in the water ready for charter, albeit unless someone comes in and purchases it first, early this summer.

In the next bay is an older Ellis 36, which was recently sold and her new owners are looking to make a few upgrades before she is launched for the season. They have put in a new teak cabin sole in the salon, changed the hatches and then cosmetic work, mostly varnish.

When both of these are completed and gone, they are going to start another new 36 for their charter fleet. They also have plans to build a 26 footer, but feel just the new 36 will keep the crew busy and the 26 will have to wait until next year.

After that is a Calvin Beal 38 (built 2005) in for some repair work. They have sanded the entire outside, fixing all the dings and dents as they went, and they were now getting ready to spray her. They have also replaced the platform, added a shaft tube, bearings, and hydraulic pump.

Coming in is a Libby 40 which they will have her top extended out over the hauling side, plus adding a rope locker; a 45 Dixon will follow needing rubber laid down on the deck; a 35 Novi for some minor repair work and they have a 30-foot wooden boat, built by Calvin Beal that they are going to glass over. Out in the yard is the Dixon 50 and she will be coming in the shop early in May to have her wiring finished and some other minor jobs completed.

In the fiberglass bay they have just laid up a Mitchell Cove 37 and they have a Mitchell Cove 35 to do.

Hodgdon Yacht Service Southport Island

Boatbuilders are an interesting group of people and what some have done over their careers is pretty interesting. When looking for boat yard at Hodgdon Yacht Services I happened to catch Tim Hodgdon, the owner. The conversation did not start with boat yard news, but swordfishing. Back in the early 1970s the Hodgdon yard built two boats, SEA FEVER and SEA HOLLY, both 49 feet 6 inches in length, for noted fisherman Bob Brown of Gloucester. Tim added, "They were both designed by Aage Neilsen. They were the same except for their deck houses were a little different. SEA FEVER had a sectional deck house and SEA HOLLY had a straight across windshield. I was in high school when SEA FEVER was built. Later on, we started SEA HOLLY for a friend of his and the friend ran out of money somewhere along the line and Bobby finished it. I think he had SEA HOLLY and SEA STAR offshore lobstering and he brought SEA FEVER up here and outfitted her for swordfishing and that was the first time he went swordfishing. He hired a local lobsterman, a guy named Bud Brackett and he hired a crew, including me. So we spent the summer swordfishing out of here. Bobby decided he wanted to put some long-line on the boat, so he put four or five miles on there and we ran down there and set it. We came back with 18 or 20 fish. That was the only trip that Bobby took the boat on. The next trip, Bud took the boat. Bobby gave him the Loran bearings and so we ran off there and set the long line in the same location. They got me up from my watch and the radar reflectors were scattered everywhere and there was a tanker going up through the middle of it too. Every hook was sharked, what a frigging mess that was. They would bite that hook and just start spinning and winding. We never did clear it all. I think we lost about half of it."

After his stint swordfishing Tim decided to go offshore lobstering with Hugh Bishop of Marblehead, which he did for two years before coming back and building boats for a living.

Right now the yard is extremely busy getting boats ready for the water. One of the big projects this winter was on a Deerfoot ocean cruiser, which they painted her interior, redid her hatches, repaired the fuel and electrical systems. A Duffy cruiser was also in for paint.

The Penbo cruiser WHITE FLASH was in for some repairs where the wood was getting soft and then they gave her a fresh coat of paint.

Jim Jones built a 14-foot flat bottom skiff for a customer as his old one was getting a bit tender.

With 300 storage customers needing to

Feeney's Boat Works Cutler

Work is progressing well as most of the boats in the shop are nearing completion.

The Calvin Beal 44, which is being finished out as a lobster boat for a local fisherman, should be ready to launch mid-May. All the fiberglass work is done, engine (750-hp John Deere) is in and ready, so they are now just working on systems and paint.

Next to her is a Mitchell Cove 37, powered with a 550-hp John Deere, which was in to have her top changed. When that was completed they took a mould off so they have a dedicated deck mould for this model. Again they are working on systems and she was scheduled to be done early May with a launch later in the month.

Then comes a Duffy 26 from Jonesport, which is in for a new top and platform and to be repowered. She was originally powered with a 454 Chevrolet gasoline engine and this is being switched to a 220-hp Yanmar.




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Boat And Ship Yard News



This Calvin 44 and Mitchell Cove 37 are being worked on at Feeney's Boat Shop in Cutler.

be ready for the up-coming season they are busy. A number of the workers came over from the building yard in East Boothbay when that yard was sold to Washburn & Doughty last year. They have a good group of workers that specialize in fiberglass, wood, and mechanical issues. They are also the dealers for Yamaha and Suzuki.

When asked about the storage and repair business compared to building new boats, Tim said, "Well, it's certainly a lot more stable and a lot more predictable. The peaks and valleys of custom boatbuilding are hard. That is tough. Getting rid of the big shop was bittersweet, but it was a good move for this company to be able to focus on what is over here and the tenders business up in Damariscotta. Up there we have signed a bunch of contracts and they are working on a couple new product lines so we are really busy up there."

Oceanville Boat Works

Stonington

The 50 Wayne Beal has arrived at Oceanville Boat Works, which is being finished out as an offshore lobster boat for a fisherman out on Vinalhaven. They already have the engine (1,000-hp C-18 Caterpillar), fuel tanks and half of the exhaust in. They are now working on the rope locker.

For accommodations she will have a V-berth forward, place for a large toolbox, hydraulic area. She will be done sometime this fall.

Before the Wayne Beal 50 arrived they had a Duffy 42 pleasure cruiser in that had an extensive refurbish job done. They gutted her forward of the head and changed the V-berth into a walk-around queen berth, added a shower, put in an upper and lower berth on the portside, redid the headliner and redid the main salon. The main salon was Spartan and they added a settee with table, new aluminum doors in the back and new headliner. They also repowered her. She had twin 3208 Caterpillars and these were removed and replaced with two 425-hp Cummins diesel. It was interesting how this job came to them. John Williams, a fisherman from Stonington, was at a whale meeting in Washington, DC and met the owner and during the conversation he said he was looking to have some work done on his boat and John told him to call Oceanville Boat Works.

They have a couple of small repair jobs to do before summer, before their focus is getting the 50 done.

The Shipyard in Boothbay Harbor, Bristol Marine

Boothbay Harbor

FRIENDSHIP OF SALEM was launched last week at Gloucester Marine Railway in Gloucester, MA and delivered to Salem the end of April. This project had

been on hold as change orders needed to be approved. Once these were finalized they finished the upper hull and stem laminations and all the trim and finish work. There is still a little bit of trim and paint work left, but that will take a few days to complete when the weather cooperates.

The schooner BOWDOIN is progressing well. They have completed all the framing repairs and now (end of April) five or six planks into new planking of the 70 planks needed. The planks are from the Royal Danish Forest and there are two containers of this oak on site for the project. They expect to have her finished and in the water in June.

The Gloucester schooner ERNESTINA-MORRISSEY is almost completed after a four restoration. The planking was finished this winter and then they turned their attention to the deck beams, deck, bulkheads, transom, hatches and rails. They were just putting the seams and getting ready to paint.

There is a second bid proposal out and this is for the systems, interior and rigging, but that has yet to be awarded. It was also learned this winter that she will become the sail training vessel at Massachusetts Maritime Academy.

On the small railway is the power catamaran PINK LADY, which is out for her two year Coast Guard inspection. She was scheduled to be up for just a few days and then back in the water after some annual maintenance is done.

Wayne Beal Boat Shop

Jonesport

Right in the front of the shop is a Young Brothers 40. They have added air vents, put



This Wayne Beal 36 is being finished off by Jeff Eaton on Deer Isle.

down some Philly-clad on the floor, fixed the dings in the hull, prepping it for a coat of paint.

Just behind her is a 45 Dixon lobster boat that has had her platform redone as well as her hull. They also converted her over from Canadian-style lobster boat to a Maine-style.

On the left side of the shop is a 28 Wayne Beal, which is being finished up to go racing. However they are not sure what they will power her with. Jeremy Beal said, "I am assuming diesel but it could be gas or alcohol you never know. Time will tell."

Before these projects they lengthened out a 44 Calvin, the plug, to a 48. They were told she would not perform as well, but she is cruising the same and goes just as fast wide open as she did. A Holland 22 was refurbished. They redid the platform, worked on the transom and then painted it. They also refurbished a H & H 29, a Jimmy Beal 31 and a Crowley Beal 36. This one needed a new top and they modified a 32 Wayne Beal top, which worked well. Coming in is a Repco 37 and she is having a Wayne Beal 32 top put on. She will be followed by a Young Brothers 45 that will be stripped down and have a 42 Wayne top on it. There is also a possibility that she also might be lengthened.

On the new boat side they have a Wayne Beal 36 hull to do for Farrin's Boat Shop in Walpole. She will be finished out as a yacht for a customer in California.

Wesmac

Surry

Out in the yard is a wooden boat, EAR-NEST, which is not the norm at Wesmac, but this one is owned Linda Greenlaw Wessel

and this is where she spent the winter. She is now uncovered along with several others as workers get them ready for the season.

SWEET SENORITA is sitting outside and will be finished soon. Mostly they are working on the systems, but also a little joiner work. She should be launched and gone early this summer to her owner from Cape Cod.

The Wesmac 46 FAIR WARNING has been refurbished for her new owner and is ready to go in.

In Bay #1 is Linda Greenlaw Wessel's new boat, a Wesmac 46, which being finished out as a 18 passenger, U. S. Coast Guard certified, destined for lobster, tuna and halibut fishing. She is scheduled to be done early this summer.

In Bay #2 is the twin engine tunnel drive 50-foot sportfisherman, which is for the former owner of FAIR WARNING. The floor flanges are in, and they are working on the platform and the items under it.

Bay #5 is the State of Georgia Department of Natural Resources Coast Guard certified marine research vessel. She will take out school/college groups to do mid-water trawling and testing. The hull is all done, engine stringers are in, fuel tanks are in and now they are getting ready to set in the engine. She is scheduled to be completed mid-2020.

In Bay #6 is a Superwide 46 being finished out as a sportfisherman, powered with an 1,400-hp MAN. She has a gelcoat interior that is all done and they were getting ready to put on the rails.

In Bay #8/9 they are just finishing up the hull laminate structure for a floating classroom going to Bridgeport, Connecticut.

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Farrin's Boat Shop Launches a Pair for the Nunan Family

Continued from Page 1.

full of water and trimmed her out and I was doing 55% load at 16 knots. Motor was not running as hard and I am still at the same cruise speed, so that made a huge difference. I was very pleased with that. I was burning 19 gallons an hour which is not too bad."

For a top speed Jonathan said he can go 24.5 in the corner. Before his father's boat hit the water a bet was placed as to who would have the faster boat.

Eight days later it was back to Gamage's Shipyard in South Bristol and the launch of Richard "Yogi" Nunan's new lobster boat, which is a Calvin Beal 38, named PRINCESS AND ANGEL.

Yogi said, "My last three boats were Beal boats and I just stayed with the family. I have had 32 Mitchell Cove and a 35 Mitchell Cove, which were designed by Calvin Beal so then I went with this 38. I like the look of it and I wanted something a little bit bigger."

The only real difference between the two boats is the four feet in length. PRINCESS AND ANGEL also has a split wheel-

house, powered with the same Volvo engine and sports the same trim tabs.

After another brief launching ceremony and the smashing of the bottle on the bow PRINCESS AND ANGEL was lowered into the water. There was a small leak around the port trim tab, but that was soon rectified. Once everything else was checked out it was out to get the sea trials done. While on the first run the serpentine belt let go (probably a faulty belt) and it was back to the dock. Fortunately, there was another one over in New Harbor and PRINCESS AND ANGEL was back up and running in about an hour. After the sea trials it was learned her best speed was 24, so it looked like Jonathan was going to win the bet. However, after a little tinkering she was later clocked at 25.3 knots.

No matter who wins the bet, they both were more than pleased with their new boats and the crew at Farrin's which finished them off.

For those that know a little bit of their commercial fishing history they have probably heard of the Nunan fleet out of Cape Porpoise. They go back four generations from Yogi and began their fishing career



The schooner RICHARD J. NUNAN built by Hodgdon Brothers in 1904.

Photo: Penobscot Marine Museum

with the information I have out of Rockport, MA. When fish began getting scarce they moved their operation to Cape Porpoise to be close to them.

Charles is the first of the family, who came over from Ireland. One of his sons was Capt. Richard Nunan and that is who Yogi is named for. One of Richard's sons was George, who also had a son named George.

Yogi's grandfather was George Washington Nunan, who started as a schooner fisherman and retired lobstering. The switch from grounding fish to lobster occurred during the depression when groundfishing was not profitable enough to survive on. In 1953 he would open the family restaurant in Cape Porpoise. He began this by selling lobsters, which then evolved into adding a cooker. Over the years they would bring in buildings to add the needed room and in the end they had cobbled together six buildings to create the restaurant.

Yogi's father was Clayton, who was also a lobsterman. He fished out of a Novi boat and when Clayton's father passed away the restaurant was turned over to him and his wife. Yogi added, "It is a necessary evil, but it works well with catching your own lobsters and marketing your own stuff."

When his parents passed the restaurant went to him and his brother Keith, who have operated it ever since.

The Nunan Fleet

The schooner CARRIE E. NUNAN (#5727; 30 tons) was listed as homeported at Cape Porpoise in the MVUS (List of Merchant Vessels of the United States) from 1870 to 1878.

The schooner ELIZABETH E. NUNAN was built by Hodgdon Brothers of East Boothbay in 1908. Capt. Herbert Thompson was her master in 1921. On 2 January 1923 she arrived with 18,000 pounds mixed fish.

The schooner ESTELLE S. NUNAN (#135622; 34.89 tons; 58.5 x 17.5 x 6.4) was built by Caleb and J. P. Hodgdon of East Boothbay in 1882. She was sailed out of Rockport, MA between the years 1885 to 1900.

The schooner MILDRED V. NUNAN was built by Hodgdon Brothers of East Boothbay in 1903. She was lost 26 February 1912. Keith Nunan, Yogi's younger brother told the story, saying, "They were coming back from Boston and they were putting into the Cape and I guess the Captain went into his bunk and to take a nap, saying 'wake me up when you see the Goat Island Light and then we will swing in,' well they wanted the Captain to have a night's sleep, bring her in and wake him up. Well, what they thought was Goat Island Light was a house on Ocean Avenue, now that is why it's called Mildred's Cove."



Capt. Frank Nunan

Photo: Penobscot Marine Museum

The schooner RICHARD J. NUNAN was built by Hodgdon Brothers of East Boothbay in 1904. There are several references to her catches over the years: one is 12,000 pounds, 28 December 1922. She was under command of Capt. Fred Bickford who was forced to leave Caches and run for it. He lost seven tubs of trawl valued at \$16 apiece. Fortunately his next trip broke all records for a day's set when he came in with 35,000 pounds of ground fish. This meant NUNAN stocked \$1,175 and each member of the crew shared \$47 for his day's work. Over the years she had several owners. Unfortunately in February 1953 her stern opened up and she went down 15 miles east of the Isles of Shoals. Capt. Paul J. Aiello and Salvatore Loiacano were able to get into a dory and they rowed for six hours landing on Appledore Island.

The schooner SADIE M. NUNAN was built by C. F. and W. A. Hodgdon of East Boothbay in 1901. Her first master was Capt. Frank Nunan and on her maiden voyage arrived with 70,000 pounds at T-Wharf in Boston. In 1903 she grounded entering Cape Porpoise and nearly became a total loss. Twenty year old Burleigh Hutchings, of Cape Porpoise, went astray from schooner SADIE M. NUNAN off Boon Island 6 February 1904 and was lost. She had a very successful career groundfishing and swordfishing. In 1908 Capt. Nunan left to take command of the new schooner ELIZABETH E. NUNAN. On her way from Boston to Gloucester she grounded on Norman's Woe, but was easily floated off on the next high tide. In 1918 she was sold to Capt. Fred Bickford and under his command became a very successful swordfisher. Philip Manta purchased her in 1921. In 1938 she was sold to a person that planned to sail her on a world cruise, changed her name to EXPEDITION, but he went missing just before he was supposed to sail her away. A local lobster dealer took care of her for several years, but her cost was becoming too much to handle. In 1952 the sheriff sold her to the Gloucester

Continued on Page 21.



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U. S. NAVY NEWS

Continued from Page 9.

NORFOLK, Va. (NNS) -- A new class of towing and salvage vessels, will join the U.S. Navy's Military Sealift Command (MSC) in fiscal year 2021.

"The new Navajo class replaces the Powhatan class T-ATF fleet tugs, which provide towing, diving and standby submarine rescue services for the U.S. Navy, and the Safeguard class T-ARS rescue and salvage vessels, which mission includes, salvage, diving, towing, and heavy lift operations," according to Tim Schauwecker, MSC Towing and Salvage Project Officer.

"MSC and the Fleet commanders will benefit by having new, state-of-the-art and highly capable platforms that can perform a wide range of missions ranging from towing and salvage, diving operations and submarine rescue," he said.

The primary mission of the fleet tug is towing and submarine rescue with the secondary mission of salvage. Rescue and salvage ships conduct salvage with a secondary mission of towing. According to Schauwecker, the Navajo class will combine the capabilities of both classes into a single class for greater efficiency.

"The major improvements include a significant bollard pull increase that will enable the ship to tow virtually any ship currently in the USN inventory. The new ships include additional deck space to account for the requirements of the submarine rescue diving and recompression system, including transfer under pressure, a 40-ton heave compensating crane to assist with un-

derwater salvage operations such as lifting aircraft wreckage out of the water, dynamic positioning which provides the ability to automatically maintain position and heading in the water by using its propellers and thrusters despite the environmental conditions, and berthing for an additional 42 personnel (other than crew) in 2-6 person staterooms. The ship will also have modern automation and engineering systems that include environmentally friendly main propulsion diesel engines," he said.

MSC search and rescue vessels have contributed greatly to a variety of missions around the world including recovery efforts for John F. Kennedy Jr.'s plane crash, the USS Guardian grounding, TWA flight 800, Hurricane Katrina and the SS El Faro sinking. The introduction of dynamic positioning will greatly enhance the ship's capabilities.

"During the search for EL Faro by USNS Apache, the tether for the remotely operated vehicle (ROV) had to be cut and re-terminated nearly every day because the ship was not able to hold a fully stable position manually. The search depth was around 15,000 feet and the umbilical would get twisted due to the ships movement. It took four hours for the ROV to get to the bottom and another four hours to get back to the surface. A dynamic positioning ship can hold heading and position within a couple of degrees and a few meters, making it a much more stable platform to operate from," said Schauwecker.

MSC took delivery of the Powhatan class of fleet ocean tugs between 1978

and 1981. These ships were designed and built based on commercial offshore towing vessels, and manned by civilian mariners. Salvor and Grasp were commissioned in 1985 and 1986 and were sailed as USS ships by U.S. Navy Sailors. The Navy decommissioned the Safeguard class of salvage ships 2006-2007, and transferred them to MSC where they were re-designated as T-ARS and manned by civilian mariners.

According to the Congressional Budget Office's 2019 ship building analysis, the procurement of the new Navajo class is in alignment with the Navy's plan to expand the fleet to 355 ships.

"This new ship class will bring a significant capability increase to the U.S. Navy and Military Sealift Command, and eventually restore the towing and salvage fleet to an end strength of eight hulls," said Schauwecker.

Secretary of the Navy Richard V. Spencer announced in March, the new class of ships will be named Navajo, in honor of the major contributions the Navajo people have made to the armed forces.

"The Navajo people have fought and served our armed forces with honor and valor in nearly every major conflict since the birth of our nation, so it is fitting and right to name a new class of ship in their honor," said Spencer.

The lead ship will start construction in May of this year, with delivery of the first five ships in fiscal 2021 and 2022, followed by one ship per year through 2025.

U.S. Navy Hospital Ship to Deploy in Response to Humanitarian Crisis in Latin America

From U.S. Southern Command Public Affairs

MIAMI (NNS) -- The U.S. Navy hospital ship USNS Comfort (T-AH 20) is scheduled to deploy in June from Naval Station Norfolk to the Caribbean, Central America and South America to conduct humanitarian medical assistance missions in support of regional partners and in response to the regional impacts of political and economic crises in Venezuela.

During a five-month humanitarian mis-

sion, U.S. military medical personnel will work alongside partners to provide medical assistance to communities based on needs identified by host-nation health ministries, and help relieve pressure on host nation medical systems in countries hosting Venezuelans who have fled the country's crisis.

Countries hosting the USNS COMFORT during the mission will be announced at a later time.

This marks the hospital ship's seventh deployment to the region since 2007, second deployment to the Western Hemisphere in the last six months, and reflects the United States' enduring promise of friendship, partnership, and solidarity with the Americas and the people of Venezuela.

The USNS COMFORT operation is part of the deepening of our engagement in the region under the health pillar of the U.S.-Caribbean 2020 Strategy.

Seabees Help Preserve a Portion of USS Arizona History

By Mass Communication Specialist 2nd Class Jessica O. Blackwell, NPASE West det Hawaii Public Affairs

PEARL HARBOR (NNS) -- In the aftermath, and from the ashes of December 7, 1941, which propelled the United States into World War II, rose a new call and opportunity to serve in the Navy, the Naval Construction Battalions. Today, they are known as Seabees.

At the time of the attack on Pearl Harbor, the Navy used civilian contractors to construct and support bases and other locations. However, with an increasing need to be able to defend and resist against military attacks, civilians could no longer be used. According to the Seabee Museum and Memorial Park, under international law it was illegal to arm civilians and have them resist the enemy. "If they did they could be executed as guerrillas." On January 5, 1942, Rear Adm. Ben Moreell received approval to organize the Naval Construction Force. In a matter of days, the first naval construction unit deployed.

Continued on Page 23.

Farrin's Boat Shop Launches...

Continued from Page 20.

Museum Corp., who wanted to make her into a museum. Unfortunately there was little interest in saving the vessel. When fire consumed the Gloucester Yacht Yard she was badly damaged and another group made an effort to save her, but again there was little interest in saving her and she was burned in 1958. Capt. Frank Nunan passed away on 8 February 1945 at the age of 73.

The schooner SYLVIA M. NUNAN was built by Caleb and J. P. Hodgdon of East Boothbay in 1893. Her master was Capt. Richard J. Nunan when she was launched.

Other vessels sailed by the Nunan family include the schooner HELEN F. TREDICK (#95514, 59.7 x 17.6 x 6.5), which was built at Portsmouth, NH in 1878. She began sailing out of Portsmouth, but later hailed from Cape Porpoise.

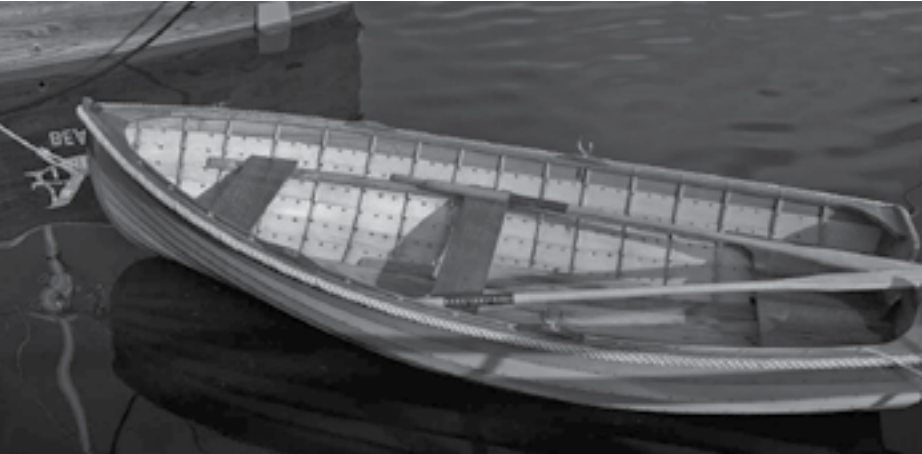
In 1898 sailing out of Kennebunk was IRA KILBURN (49.3 x 16.6 x 5.9) built at Boothbay in 1864, master Fred W. Nunan; and THOMAS W. KNIGHT (73.4 x 21.3 x 7.6) built at Essex, MA in 1881, master G. W. Nunan. In 1903 IRA KILBURN was not registered at this port, but there were several Nunans as master of vessels hailing from Kennebunkport. Richard J. was in command of the auxiliary schooner boat DORCAS (53.4 x 18.0 x 6.6); Howard E., MILDRED V. NUNAN; Frank A., SADIE M. NUNAN; Richard J. SYLVIA M. NUNAN; and G. W., THOMAS W. KNIGHT. It is interesting to note that the following year the skippers remained the same, but Robert H. Wilde was the master of RICHARD J. NUNAN, which just arrived on the scene. In 1908 fishing out of Kennebunkport was Richard J. on DORCAS; Frank A., ELIZABETH W. NUNAN; Charles F. HIGHLAND BELLE; Howard E., MILDRED V. NUNAN; Frank A., SADIE M. NUNAN; and Richard J., SYLVIA M. NUNAN.

Now one of the best stories I could find

on the family occurred in Boston harbor on 9 January 1924. The schooner HORTENSE, owned by O'Hara Brothers of Boston with Capt. George Nunan as master, grounded on the Graves on her return from the fishing grounds. The blame for the grounding was placed on the lookout who failed to tell Capt. Nunan when he sighted Graves light. He hit the deck just before she struck the ledge, which she rode up on and rolled on her side. With water well over the rail they all felt the schooner was doomed. The keeper of the light gave the men shelter and provisions for the night. In the morning Capt. Nunan went to survey the wreck and found nothing there. When he looked out to sea there she was floating well off the island. The captain with three of his best men took to the dory and headed for the vessel realizing her salvage value if someone else got to her first. When they cleared the whistling buoy of Graves he noted that two tugs from the Boston Towboat Company were also on their way to the wayward schooner at top speed and now the race was on. The men rowed for all they were worth and the smoked poured from the tugs as they both neared the schooner. Just as the tug NEPTUNE neared the schooner Capt. Nunan jumped on board as the tug was backing to put a man and a line on her. He had won the race by a mere 50 feet. HORTENSE was towed to the fish pier in South Boston where she unloaded 10,000 pounds of fresh ground fish and was then taken to Simpson's dry dock in East Boston where it was found she had suffered severe damage to her bottom.

There was also a reference in "Atlantic Fisherman" for 1931 saying that Arthur W. Nunan operated one of the oldest chandleries in the State of Maine.

What an incredible family history, but a lot more needs to be researched and documented to make sure we have a complete history.



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IMOCA News

Continued from Page 6.

that,” he revealed.

There was a lot of fruitful discussion about the selection system for the next Vendée Globe at the annual general meeting. We should add that according to the Notice of Race, if more than thirty candidates fulfil the conditions for registering for the solo round the world race, the skippers that are chosen will be those who have sailed the biggest number of miles in races included in the Globe Series calendar. Based on current predictions, there could be between 30 and 35 candidates hoping to compete in the 2020 Vendée Globe. Because some teams fear that they will not be chosen to be there at the start, Antoine Mermod and Jacques Caraës, the Vendée Globe Race Director, say they are monitoring the situation closely with the SAEM Vendée.

The sailors' impressions before the start of the Bermudes 1000 Race:

Sébastien Simon (Arkea Paprec): “I feel at ease aboard this boat after sailing across the Atlantic as if I had been alone on her. But psychologically, it’s always different when you are really alone... I am used to sailing solo, but not on an IMOCA. I have a lot of progress to make, but I am competitive and will be trying to win.”

Yannick Bestaven (Maitre CoQ): “Sailing solo is something I’m about to discover on my new foiler, which seems to be highly competitive. We are setting off in fine conditions, which will allow everyone to build up their confidence. My main goal is obviously to complete the race. But knowing me, I’m sure I’ll get caught up in the race aspect too. Getting to the podium would be a great result, the icing on the cake.”

Denis Van Weynbergh (Eyesea.be):
 “This is my first major solo attempt aboard
 an IMOCA. It feels like playing a match in
 the Champions’ League. The boat is ready
 and my little team of volunteers has been

working hard. I'm tackling this race feeling very happy with the aim of finishing and learning from the experience."

The 17 skippers registered for the Bermuda 1000 Race: Fabrice Amedeo (Newrest-Art & Fenêtres); Alexia Barrier (4myplanet); Yannick Bestaven (Maître CoQ); Arnaud Boissières (La Mie Câline-Artipôle); Manuel Cousin (Groupe Setin); Sam Davies (Initiatives Cœur); Clément Giraud (Envol); Pip Hare (Superbigou); Boris Herrmann (Malizia Yacht Club de Monaco); Ari Huusela (Ariel 2); Stéphane Le Diraison (Time For Oceans); Miranda Merron (Campagne de France); Giancarlo Pedote (Prysmian Group); Damien Seguin (Groupe Apicil); Sébastien Simon (Arkea-Paprec); Maxime Sorel (V and B-Sailing Together); and Denis Van Weynbergh (Eyesea.b).

First idea of the pecking order at the Fastnet Rock

At 0715hrs (UTC) on Saturday 11th May, Sébastien Simon was the first to round the Fastnet rock to the south of Ireland, the first waymark in the Bermudes 1000 Race between Douarnenez and Brest. Sam Davies, Boris Herrmann, Yannick Bestaven and Maxime Sorel followed him. On Saturday at noon, all seventeen solo sailors that set off in this first event of the IMOCA Globe Series were still racing with some significant gaps after less than two days of racing. There is still a long way to go, as the competitors have to round a virtual mark off the Azores before heading back up to Brest and the finish of this very tactical 2000-mile race.

The first leg of the Bermudes 1000 Race, between Douarnenez and the Fastnet rock (290 miles) was demanding for the 17 sailors, with several transition phases to deal with. However, the 14 men and three women were able to find their feet without pushing too hard. That is good news as the event is taking place fairly early in the season, and some of the IMOCA boats were relaunched late with six sailors discovering solo sailing

in this maiden event in the 2019 Globe Series.

Four foilers leading the way and Sorel surprising everyone

Since the start in Douarnenez on Thursday at 1500hrs UTC, the competitors have had a lot of manoeuvres to carry out and have not had much sleep. Rounding the Fastnet Rock to port has given them an idea of the pecking order and the differences between the boats. Sébastien Simon was the first to round the rock at 0715hrs UTC. Just an hour later at 0815hrs Sam Davies was next followed by Boris Herrmann (at 0900hrs) and Yannick Bestaven (at 0915hrs). Conditions remain perfect with the sun out, ten knots of wind and some nice photos. The favourites are performing well but the big surprise is Maxime Sorel who in his first IMOCA solo race rounded the Fastnet in fifth place at 0930hrs.

At noon today (Saturday), Damien Se-guin was approaching the Rock followed by a tightly packed group including Stéphane Le Diraison, Fabrice Amedeo and Clément Giraud. The fleet of 17 IMOCAs is stretching out with at noon, 84 miles between Sébastien Simon and Alexia Barrier, bringing up the rear.

After rounding the Fastnet, the skippers are heading for a waypoint 820 miles off the Azores. For the leaders, there is a patch of light airs to deal with, before the wind builds from the SE and strengthens further tomorrow. The skippers should achieve some good speed sailing upwind. Based on the latest simulations by the Race Directors, the leaders should reach this waypoint off the Azores on Tuesday evening. That is when we'll see the state of play again.

Order of rounding the Fastnet Rock (in UTC): 1. Sébastien Simon (ARKEA PAPREC): at 0715hrs; 2. Sam Davies (Initiatives-Cœur): at 0815hrs; 3. Boris Herrmann (Malizia Yacht Club de Monaco): at 0900hrs; 4. Yannick Bestaven (Maître CoQ): at 0915hrs; 5. Maxime Sorel (V&B-Sailing Together): at 0930hrs. **The next competitors expected at the Fastnet:** 6. Damien Seguin (Groupe Apicil); 7. Stéphane Le Diraison (Time For Oceans); 8. Fabrice Amedeo (Newrest-Art & Fenêtres); and 9. Clément Giraud (Envol by Fortil).

Bermudes 1000 Race: Sébastien Simon in the lead at the Azores waypoint Romain Attanasio's analysis

At 1245hrs UTC on Tuesday 14th May, Sébastien Simon was the first to round the Azores waypoint, the second major course mark in the Bermudes 1000 Race. The skipper of ARKEA PAPREC is now on the final leg of the course on his way to Brest. There is still everything to play for with a very tightly packed group just behind him, comprising Yannick Bestaven, Sam Davies, Boris Herrmann, Maxime Sorel and Giancarlo Pedote. A skilled observer of this first event in the IMOCA Globe Series in which he was unable to take part due to the timing, Romain Attanasio gives us his analysis of the first five days of racing.

870 miles. That is the distance between the Azores waypoint set up by the Race Directors and the finish line of the Bermudes 1000 Race in Brest. The frontrunners are now tackling this final phase of the course. The leader Sébastien Simon rounded the virtual mark at 1245hrs UTC today (Tuesday)

and around two hours after him, Yannick Bestaven was expected to do the same followed by Sam Davies, Boris Herrmann, Maxime Sorel and Giancarlo Pedote. In the 1400hrs UTC rankings, only ten miles or so separated the five members of this group.

The climb back up towards Brest is starting with the wind on the beam. But gradually, it will swing around and the skippers will be heading for Brest sailing close-hauled on a long port tack. The wind is not set to pose too many problems until they arrive off the coast of Brittany, which the leaders should reach on Friday afternoon.

At 1400hrs today (Tuesday), all seventeen competitors were still racing. Damien Seguin and Denis Van Weynbergh suffered the same fate today. A lashing gave out and the mainsail fell down onto the deck. However, both are continuing on their way and trying to find the best solution to complete the race. Fabrice Amedeo suffered damage to the tack on his J3, but he too is continuing in spite of this handicap.

Romain Attanasio's analysis

“I wanted to take part in the Bermudes 1000 Race, as it is a good way to train and I would have liked to compete in all the races in the IMOCA class. But work on my boat lasted longer than planned and the timing was too tight, so reluctantly I withdrew.

Conditions have been extremely varied since the start. All of the sailors must be tired. The climb up to the Fastnet in light winds was exhausting. The racers rounded the rock as if sailing a Figaro, all bunched up. It looked like August with some incredible weather and light airs from the north. Sébastien Simon came out on top of this phase at the Fastnet. In just a few hours, he added thirty miles to his lead. After those light conditions, on the way down to the Azores, conditions were as wet as they get for the IMOCAs, reaching in 30-35 knots of wind. When it is like that, the boat is often under the water and you hide out inside.

In general, this Bermudes 1000 Race is one where those behind have been able to narrow the gap and now they are close to each other again, in spite of the the big differences between the boats in the fleet. Between Alexia Barrier's IMOCA and Sébastien Simon's, the difference in speed in the same conditions can be doubled. However, in spite of that, no one has been really left alone. All of the skippers have to work hard to maintain their positioning. That's a good thing, as it is always more motivating when you are close rather than 500 miles behind the others.


The order has been respected. In front, we can see sailors who are well prepared and skilful on these very fast boats. Sébastien (Simon) sailed across the Atlantic twice this year. Sam took part in the Sardinha Cup on a Figaro. Even if the boat is somewhat different, it gets you used to sailing. Yannick (Bestaven) and Boris (Herrmann) also have a lot of experience at sea. I'm not surprised to see sailors like Damien Seguin (before his problem with the mainsail), Maxime Sorel and Giancarlo Pedote up with the frontrunners. They are not adventurers, but do everything to be competitive.

In spite of the tricky conditions, everyone is still out there racing for the moment. That shows that the boats have been well prepared. Sébastien Simon was automatically selected for the Vendée Globe (as he will have a brand new IMOCA), and he is attacking more than most of those chasing him, who are holding back. For many of them, the priority is to clock up 2000 miles. They have to finish the race even if their tyres are flat!"

Follow the race at: <https://www.bermudes1000race.com/cartographic-bermudes-1000-race>

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U. S. NAVY NEWS

Continued from Page 21.

Today, with seven rates ranging from Builder (BU) to Engineering Aide (EA) to Utilitiesman (UT), Seabees are a fully-functioning construction crew. They are strategically placed, ready to deploy at a moment's notice, and able to build, erect and salvage in various types of environments. Construction Battalion Maintenance Unit (CBMU) 303 Detachment Pearl Harbor is one such unit.

CBMU 303 Detachment Pearl Harbor has the unique opportunity to assist and service the land from which they were birthed. One of their current projects is assisting Jim Neuman, History and Heritage Outreach Manager at Commander Navy Region Hawaii, and his team with the USS Arizona Relics Program.

The Seabees and Neuman have taken on the responsibility to cut sections of the previously removed portion of the Arizona and ship them to various approved locations.

"Mostly people come to us. We have a lot of Pearl Harbor survivors that know about this [effort]," said Neuman. "They will reach out to local museums and share what they would like to see. As long as you are a legitimate educational institution or not-for-profit and the piece will be on public display, you can acquire a piece."

A sentiment both the Seabees and Neuman have in common is the need to share a piece of history with others.

Builder 1st Class Christian Guzman, attached to CBMU 303 Detachment Pearl Harbor, who has helped lead the Seabees in this project, appreciates the opportunity for he and his team to recover sections for the public worldwide.

Neuman explained that the Seabees were the obvious choice when considering how to satisfy the different request through the program.

To date, the Seabees of CBMU 303 Detachment Pearl Harbor have completed three phases of the project. Those phases consisted of cutting and shipping out various sized pieces to: Salt River Pima-Maricopa Indian Community in Arizona, the Panhandle War Memorial in Texas, and the World War II Foundation in Rhode Island.

They are currently working on phase

four which will be shipped to the Imperial War Museum in London, England.

"Britain was an ally in World War II. When the Empire of Japan surrendered on September 2, 1945, on the USS Missouri, they didn't only surrender to the U.S. they surrendered to the allies as well. They all signed the document so I'm thrilled that the museum sees the significance," said Neuman. "They want to tell the whole story of World War II, not just the part they played. Visitors to the museum will be able to see part of the USS Arizona, and I think that's great."

The Seabees and Neuman will continue to partner together, work on the removed section of the Arizona and ship pieces out until there is nothing left.

The Seabees are proud to be a part of this undertaking as well as other jobs they execute around the island of Oahu.

"We have a whole spectrum of skill sets. This project only showcases a snippet of our diverse capabilities," stated Guzman.

USS Rhode Island Successfully Tests Trident II D5 Missile

From U.S. Navy Strategic Systems Programs Public Affairs

CAPE CANAVERAL, Fla. (NNS) -- The Ohio-class ballistic-missile submarine USS Rhode Island (SSBN 740) along with the U.S. Navy's Strategic Systems Programs (SSP) conducted a successful test flight of one unarmed Trident II D5 missile, May 9.

This launch marked the 172nd successful test flight of the Trident II D5 missile since its introduction to the fleet in 1989.

This test flight was part of a Demonstration and Shakedown Operation, designated DASO 29. The primary objective of a DASO is to evaluate and demonstrate the readiness of the SSBN's strategic weapon system and crew before operational deployment following its engineered refueling overhaul (ERO).

"I'm incredibly proud of Team King's Bay and the Rhode Island crew. They've spent the last nine months preparing for this test and the patrols that will follow. Because of their hard work and dedication, our sea based deterrent remains the most survivable and reliable in the world," said Rear Adm. Michael Bernacchi, Commander, Subma-

rine Group 10.

Rhode Island completed its ERO in August 2018. An ERO is a complex, major shipyard availability during which the submarine is refueled and upgraded before returning to support the country's nuclear deterrence strategy. This ERO extended the life of Rhode Island for more than 20 years.

EROs play a critical role in the future of the U.S. Navy's submarine force. EROs extend the life of the aging 14 Ohio-class submarines in the Navy's fleet, scheduled to be replaced by 12 Columbia-class submarines, with the first initial deterrent patrol in 2031.

"USS Rhode Island's successful test flight today demonstrates not only that this ship's crew and shipboard weapons system are ready to return to service, but also that the sea-based leg of our nuclear deterrent remains ready, reliable and credible," said Capt. Mark Behning, deputy director, SSP.

"While we've demonstrated today that our efforts to extend the life of our existing

D5 missiles and SSBNs are successful, it is imperative that we remain focused on the Navy's number one priority: on-time delivery of the first Colombia-class submarine," said Behning.

SSP, along with Naval Ordnance Test Unit, oversees the DASO certification process and provides integrated testing and evaluation capabilities, while various other organizations provide support.

Ohio-class SSBNs carry up to 20 submarine-launched ballistic missiles, and provide the United States with its most survivable and enduring nuclear strike capability. The design allows the submarines to operate for 15 years or more between major overhauls. The Columbia-class submarine will not need to be refueled during its life.

Rhode Island is the fourth U.S. Navy ship to bear the name and was commissioned July 9, 1994. Assigned to Submarine Group 10, Rhode Island is one of five ballistic-missile submarines homeported at Naval Submarine Base Kings Bay, Georgia.



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Advertiser	Page		
Alexseal	2	John's Bay Boat Co.	29
Allen Agency	11	Jonesport Shipyard	7/27
Bamforth Marine	2/30	Journey's End	16
Bath Industrial Sales	22	Kennedy Marine Engineering	6
Billings Diesel & Marine	3	Kittery Point Yacht Yard	17
Bluejacket	20	Kustom Steel	6
Bowden Marine	9	Maine Built Boats	2
Brewer South Freeport Marine	19	Maine Yacht Center	17
Brooks Trap Mill	15	Moose Island Marine	7/30
C & C Machine	13	Mystic Seaport	18
Casco Bay Yachts Sales	31	Nautilus Marine	2
Chase, Leavitt Co.	6	Ocean Point Marina	31
Cod Cove Inn	31	Ocean Pursuits	15
Custom Float Services	31	Otis Enterprises	9
Dark Harbor Boat Yard	13	Owl's Head Transp. Museum	8
Derecktor Robinhood	16	Paul Luke, Inc.	20
Downeast Lobstermen's Assc	13	Penobscot Marine Museum	8/20
Dysart's Great Harbor	2	Portland Yacht Services	3
Edgecomb Boat Works	15	R. E. Thomas	14
Epifanes	15	Richard Stanley Custom Boats	16
Eric Dow Boatshop	13	Rockport Marine	16
Farrin's Boat Shop	17	Rollins Boat Shop	28
Finestkind Boat Yard	2/25	Royal River Boat Yard	3/28
Front Street Shipyard	5	Rumery's Boatyard	17
H&H Marine	17	SW Boatworks	16/29
Hallett Sails	14	Samoset Boatworks	16
Hamilton Marine	32	Seal Cove Boat Yard	6
Hansen Marine	7	Smithwick & Mariners	3
Harding's Book Shop	29	Southport Marine	3
Hutchinson Composites	2	Spartan Marine	29
Infab	28	Webhannet River Bait	31
Johanson Boatworks	11/28	West Marine Transport	5
John Williams Boat Co.	3	York's Marine	19

U. S. COAST GUARD NEWS

Continued from Page 8.

The U.S. Coast Guard and U.S. Navy are committed to working together to ensure the success of this program and to deliver the capabilities necessary to meet national defense and homeland security mission demands in the polar regions.

Coast Guard's newest cutter arrives in San Diego

SAN DIEGO — The Coast Guard Cutter Benjamin Bottoms, the fourth California-based 154-foot Fast Response Cutter (FRC), arrived in San Diego, Friday, and will be open for public tours throughout the weekend.

The Benjamin Bottoms is the last of four FRCs to be homeported at Base Los Angeles-Long Beach and while these ships will be based in Southern California, they will operate throughout the 11th Coast Guard District, which includes all of California and international waters off of Mexico and Central America.

"The Fast Response Cutters are game changing," said Lt. Lennie Day, the Benjamin Bottoms' commanding officer. "The increased capability of its communication suite combined with its over-the-horizon, long-range small-boat will significantly aide complex Coast Guard missions."

FRCs are 154-foot multi-mission ships

designed to conduct: drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue. Each cutter is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard's overall fleet modernization initiative.

FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters.

FRCs are named in honor of Coast Guard enlisted leaders, trailblazers and heroes. The four California-based FRCs are:

Benjamin Bottoms (WPC-1132) – Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off the west coast of Greenland in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on an icecap and commenced a two-day rescue over a rugged arctic terrain that required multiple flights. During the second day of rescue operations,

radio contact with Bottoms' plane was lost and he was declared missing in action.

Robert Ward (WPC-1130) – Ward operated beach-landing boats during the Normandy invasion. He landed his craft on the Cotentin Peninsula and rescued two stranded boat crews in the face of a heavily fortified enemy assault.

Forrest Rednour (WPC-1129) – Rednour aided in the rescue of 133 people during the sinking of the U.S.A.T. Dorchester, Feb. 3, 1943. He was awarded the Purple Heart and Navy and Marine Corps Medal for his actions. Rednour lost his life in the sinking of the Coast Guard Cutter Escanaba in June 1943.

Terrell Horne III (WPC-1131) – Horne was murdered by suspected drug smugglers who intentionally rammed the boat he and fellow Coast Guardsmen were aboard during law enforcement operations near Santa Cruz Island off the Southern California coast in December 2012. Horne pushed one of his shipmates out of the way of the oncoming vessel attack and sustained fatal injuries.

6 May

Federal, State and Local agencies continue response to Ann Kathleen incident.

BANDON, OR — Members of the Unified Command responding to the Ann Kathleen incident continue containment and cleanup operations on the coast near Bandon, this week.

Since the initial fire and beaching of the 64-foot commercial fishing vessel on Thursday, partner agencies have removed 1080 gallons of diesel fuel from the vessel.

Six 275-gallon plastic totes which are suitable to store and transport diesel were

successfully staged and secured on the beach, above the high-tide line and out of the critical areas which could disturb snowy plovers or archaeological resources.

A helicopter delivered the totes to a fuel truck at Cape Blanco Airport, Monday. It also removed an aluminum tank and two large chunks of debris.

Oregon Parks and Recreation Department staff have been working throughout the response to collect and dispose of debris. They will also be coordinating a strategy to remove the wreckage from the beach.

The remote area is difficult to access and Unified Command is advising people not to attempt to reach the site due to ongoing operations and to avoid disturbing critical snowy plover habitats and archaeological resources.

7 May

Officer Candidate School graduates 78 new officers

NEW LONDON, CT – The Coast Guard Officer Candidate School graduated 78 new officers along with 12 newly commissioned officers from the National Oceanic Atmospheric Administration, Tuesday.

Also included in the class were five international students who graduated representing the countries of Belize, Malaysia, Philippines and the African Island Nation of Sao Tome Principe.

The new officers will begin to serve immediately as leaders in a variety of roles throughout their respective services and countries of origin.



MISC. COMMERCIAL FISHING NEWS

Continued from Page 13.

issues only as resources allow. A key to prioritizing issues and maximizing efficiencies will be working closely with the three East Coast Regional Management Councils and NOAA Fisheries.”

The Strategic Plan’s eight goals are: 1. Rebuild, maintain, fairly allocate, and promote sustainable Atlantic coastal fisheries; 2. Provide sound, actionable science to support informed management actions; 3. Produce dependable and timely marine fishery statistics for Atlantic coast fisheries; 4. Protect and enhance fish habitat and ecosystem health through partnerships and education. 5. Promote compliance with fishery management plans to ensure sustainable use of Atlantic coast fisheries; 6. Strengthen stakeholder and public support for the Commission; 7. Advance Commission and member states’ priorities through a proactive legislative policy agenda; 8. Ensure the fiscal stability and efficient administration of the Commission.

Goal 3, which focuses on the data collection and data management efforts of the Atlantic Coastal Cooperative Statistics Program (ACCSP), was added to reflect the incorporation of ACCSP as a Commission program in 2017.

The 2019 – 2023 Strategic Plan is available on the Commission website at http://www.asmfc.org/files/pub/2019-2023StrategicPlan_Final.pdf. For more information, please contact Tina Berger, Director of Communications, at tberger@asmfc.org.

ASMFC Horseshoe Crab Board Approves Benchmark Stock Assessment for Management Use

The 2019 Horseshoe Crab Benchmark Stock Assessment evaluated the stock status of the resource by region, finding populations within the Delaware Bay and Southeast regions remaining consistently neutral and good, respectively, through time. The Northeast region population has changed from poor to neutral, while the status of the New York region population has trended downward from good, to neutral, and now to poor. The Benchmark Assessment was

endorsed by the Peer Review Panel and accepted by the Horseshoe Crab Management Board (Board) for management use.

To date, no overfishing or overfished definitions have been adopted for management use. For the assessment, biological reference points were developed for the Delaware Bay region horseshoe crab population although not endorsed by the Peer Review Panel for use in management. However, given the assessment results of low fishing mortality and relatively high abundance, overfishing and an overfished status are unlikely for female horseshoe crabs in the Delaware Bay region.

In the absence of biological reference points, stock status was based on the percentage of surveys within a region (or coastwide) having a >50% probability of the final year being below the model reference point (referred to as the Autoregressive Integrated Moving Average or ARIMA reference point). “Poor” status was >66% of surveys meeting this criterion, “Good” status was <33% of surveys, and “Neutral” status was 34 – 65% of surveys. Based on this criterion, stock status for the Northeast region was neutral; the New York region was poor; the Delaware Bay region was neutral; and the Southeast region was good. Coastwide, abundance has fluctuated through time with many surveys decreasing after 1998 but increasing in recent years. The coastwide status includes surveys from all regions and indicates a neutral trend, likely due to positive and negative trends being combined.

The Board will consider a possible management response to the assessment at its next meeting in August. A more detailed description of the stock assessment results is available on the Commission’s website at http://www.asmfc.org/uploads/file/5ccae-597HSC_StockAssessmentOverview2019.pdf. The 2019 Horseshoe Crab Benchmark Stock Assessment and Peer Review Report will be available on the Commission website, www.asmfc.org, on the Horseshoe Crab webpage by mid-May.

For more information, contact Dr. Mike Schmidtke, Fishery Management Plan Coordinator, at mschmidtke@asmfc.org.

Minutes from Port Safety Forum

Continued from Page 5.

and facilitated 120 marine event applications. Marine event organizers are urged to prepare and deliver their applications to Sector Northern New England early.

• **Navigation Rules for Vessels at Anchor – LT Pete Fransson, USCG Waterways Management Division** – During a recent vessel accident investigation, the Coast Guard noted that a contributing factor was an unlit, abandoned vessel at anchor. Based on further research, the Coast Guard reminds boaters and professional mariners that unless a vessel is in a Special Anchorage as defined in 33 CFR 109.10, the vessel must exhibit appropriate anchor lights when at anchor at night or reduced visibility. Special Anchorages, which are designated by the Coast Guard and listed in 33 CFR 109.110 permit vessels not more than sixty-five feet in length, to be anchored without the required anchorage lights. The following are the official Designated Special Anchorages per 33 CFR 109.110 in the States of Maine and New Hampshire:

MAINE

Casco Bay: Beals Cove, west side of Orrs Island, Harpswell; Harpswell Harbor, east side of Harpswell; Neck, Harpswell; Basin Cove, west side of Harpswell Neck, Harpswell; Mussel Cove and adjacent waters at Falmouth Foreside, Falmouth; Harraseeket River; Yarmouth Harbor and adjacent waters. (Casco Bay Regulation 33 CFR 110.5)

Fore River: Fore River, Portland Harbor, Portland (Fore River Regulation 33 CFR 110.6a)

Portland Harbor: Portland Harbor, Portland, (between Little Diamond Island

and Great Diamond Island). (Portland Harbor Regulation 33 CFR 110.6)

Penobscot Bay: Rockland Harbor; Camden Harbor, Sherman Cove and adjacent waters; Stonington Harbor, Deer Isle Thorofare. (Penobscot Bay Regulation 33 CFR 110.4)

Wells Harbor: Anchorage “A”; Anchorage “B”; and Anchorage “C”. (Wells Harbor Regulation 33 CFR 110.9)

NEW HAMPSHIRE

Portsmouth Harbor: Portsmouth Harbor, north of Newcastle Island. (Portsmouth Regulation 33 CFR 110.10)

Old Business/New Business
New Business – Brian Downey, Port Safety Forum Coordinator

Pilot Rate Adjustment Workshop
Mr. Downey announced and invited public observation of a Pilot Rate Adjustment Workshop to be held on April 26, 2019 at the Maine DOT Building at 24 Child Street, Augusta at 10:00 am. The goal of the meeting is to analyze proposed rate adjustments for various pilot organizations in Mid-coast and Downeast Maine. The Workshop will also analyze a proposed new ferry rate for Frenchman Bay.

Pilot Rate Adjustment Public Meeting
The Workshop will be followed by a Public Meeting which will invite comments and new information from the public and interested stakeholders at the Maine DOT Building on: May 23, 2019 at 1:00 pm; Room 216; 24 Child Street; Augusta, ME 04330

Next Meeting
12 June, 1000 hrs.; University of Southern Maine, Room 213 (Second Floor) Abramson Center, 88 Bedford Street, Portland, ME 04101

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1882

15 December
Page 8.

EASTERN INDUSTRIES.
H. J. Hovey will soon put a stave machine into his mill at Gouldsboro. He and Mr. Dunifer will saw nothing but staves in their mill next season. They are now in the woods skidding stave stuff. A crew has been in the woods a month skidding spool wood.
* * * * *

A novelty in steamboat construction in this section is seen in the steam schooner WALKER ARMINGTON recently built at Bath. The mizzen mast is constructed of iron-plate, set well aft, near the boiler, and connected with the furnace by an elbow that leads into the mizzen mast and is riveted on. The mast thus serves as a mast proper and a smoke stack or funnel. The smoke issues from the top of the mast. The other three masts — the vessel being four-masted — are of wood.

22 December
Page 3.

The firm of Kittredge & Company at Matinicus have handled upwards of 6,000 quintals of fish the past season and made about 152 casks of oil. An average of five men have been constantly employed.

Page 4.
CHIGNECTO MARINE RAILWAY.
A Big Enterprise — Feasibility of the scheme demonstrated — Work to commence next spring.

The proposed ship railway across the Isthmus of Chignecto, connecting the Bay of Fundy with the Bay of St. Lawrence, seems likely to become a reality at an early day. The company which has been formed through the efforts of Mr. Ketchum, the promoter of the enterprise, is a wealthy one, and, now that the feasibility of the scheme has been demonstrated, is prepared to go on with the work.

The length of the route is seventeen miles, from the mouth of La Planche River to Tidnish Head. All the surveys have been completed, and the line is staked out in readiness to commence active work. It has been found that a much greater quantity of rock cutting will be necessary than was at first contemplated, which will place the cost of the work something above the original estimate, \$4,350,000. One of the rock cuttings will be three miles in length and there are two others of a mile each. One of these latter cuttings has an average depth of forty feet, and the other about thirty. The line passes over a floating bog, 3000 feet long. The Tidnish River will be diverted from its course and crossed by a bridge.

The most important feature of the work is the docks which require to be built at each end of the line. Rock was not expected at the termini, but it was found extending in considerable distance at Bay Verte and also under the marshes at the other end of the line on the Bay of Fundy. Extensive excavation will be necessary to secure the required depth of water for vessels to enter. These will be obtained at each end of the line to admit vessels during the flow of tide, and when the tide is on the ebb the gates will be closed, leaving the vessels floating in the water. Each dock is calculated to hold vessels of 1,000 tons burthen or about 2,000 tons displacement, and the railway will not accommodate larger tonnage than this.

Work will be commenced simultaneously on all part of the line next summer, and it is intended to employ fully 1000 men, in the various operations of blasting, draining and dredging. In winter the men will be employed exclusively in the cuttings. Steel, iron, stone and timber will embrace the chief

material required. The rails will be of steel, the lifts of iron, and the longitudinal sleepers pine. The general result of investigations made this summer is that the work will be more costly than at first imagined, necessitated by the discovery that rock cutting will be necessary for the entire length of the line, whilst in an engineering point of view from the solid nature of the ground the work will be much more feasible than at first supposed. As much of the material as possible will be obtained in this country, while the hydraulic lifts will be obtained in England.

The contractors whose aid Mr. Ketchum has secured for the building of the Chignecto Ship Railway, are now engaged on a Government Railway in the Natal Colony, the Nizam Railway in India, the Donna Theresa Railway in Southern Brazil and Laguayra Railway in Venezuela, all Government works. They have also successfully carried out a number of successful undertakings, including the Dutch Canal connecting the Zuyder Zee with the German Ocean. Mr. Ketchum is now in Ottawa submitting the result of his operations, thus far, to the Government. He says that no more responsible firm of contractors is to be found in England. The calculations are that the annual traffic of the road will amount to 600,000 tons of shipping.

Page 5.
MAINE’S GRANITE INDUSTRY.
Names of the largest companies. — Character of the work performed. — Location of the quarries. — Facts and figures for consideration.

[Correspondent of the Boston Journal]
Maine has a “corner” in granite. Though other States may boast of their various productions of the soil and manufacturing industries, the rock-bound State of Maine has within its embrace granite ledges eternity can hardly exhaust. In several localities these are thrown up mountain high in the most favorable condition for working, and wherever ledges are opened the quality of the rock improves as the working depths are increased. The color of the granite, also, is so varied that very artistic effects may be produced in any edifice by the use of this material alone. Extensive work is debarred at many localities because of the lack of shipping facilities, but wherever these are at hand capital is coming forward and the industry grows apace.

At the present time the larger portion of the granite industry is in the hands of three companies. — The Hallowell Granite Company, Hallowell, and the Bodwell and Hurricane Granite Companies, Rockland. The life of these three companies might almost be said to exist in the persons of Messrs. J. R. Bodwell of Hallowell and Davis Tillson of Rockland, for they have been mainly instrumental in building up the business of the companies, and wherever Maine granite is known their names are also familiar words. There is an almost innumerable number of other companies throughout the State, but none that approach these three in the amount of work turned out.

THE HURRICANE COMPANY.
Was organized in 1869, and the quarry upon Hurricane Isle opened the following year. In 1875 Davis Tillson became the sole proprietor, and he has managed the works in an exceedingly liberal manner ever since. Hurricane Isle is situated 12 miles east of Rockland, and was formerly a part of Vinalhaven. It contains about 150 acres, and was incorporated in 1878. The last census gives the number of polls as 204, with estates valued at \$40,028. Daily communication is had with Rockland by steamer. When the Hurricane Company was organized in 1869,

the island was in a barren state, no attempts ever having been made to open a quarry because of the difficulty to be experienced in building a wharf. The company obtained possession of the quarry for \$1200, and has made the place a centre of industry, varying in its population according to the amount of work on hand. The first contract embraced work for the New York Bridge and Dock Department and the forts in the vicinity and lasted for about three years. In 1873 a contract was taken for the Post Office and Court House in St. Louis, requiring an average of 700 workmen for seven years. During this time there was cut and shipped to the building 200,000 cubic feet of stone. Among the work on hand at the present time are contracts for the basement and sub basement of the new Court House and Post Office at Baltimore, requiring 65,000 cubic feet of stone, mainly coarse work; the approaches to the State, War and Navy Departments, Washington, requiring 16,000 feet of stone, finely hammered; and the ordinary run of monumental work. The last named work was commenced about four years ago and now about twenty-five men are employed and \$50,000 worth of monuments are annually produced, the most of which go to various points in the West. Offices for this class of work have been opened in St. Louis, Chicago and Philadelphia. About 500,000 paving blocks are also cut and shipped annually, and the business this year will aggregate about \$200,000. The company is working about 300 men at the present time, with wages as follows: stonecutters, \$2.75 per day; quarrymen, \$1.75; blacksmiths, \$2.35; other laborers, \$1.50. At the present time stonecutters and quarrymen are very scarce. Between 1877 and 1882 work was comparatively dull, and many of the men left the business, and either went West and engaged in farming or engaged in other occupations. Few apprentices are attracted to the business. At the present time this company has only ten, who are paid \$1 per day during the first year, which amount is increased the second year and a kit of tools furnished each at the expiration of the required two years of service.

THE BODWELL COMPANY.
At present operates eight quarries at Vinalhaven, and one each at St. George, Spruce Head (South Thomaston) and Jonesboro, employing in all about 500 men, which

number will probably be increased during the next two years. This year’s production will aggregate about 225,000 cubic feet of rough and cut granite, valued at \$350,000, and 1,000,000 paving blocks. The previous work embraces material for the Masonic Temple, Philadelphia; Post Office and Custom House, Cincinnati; the larger portion of the stone for the New York and Brooklyn Bridge; stone for the St. Louis Bridge; the Post Office and Court House at Atlanta, Georgia; the State, War and Navy Department Building, Washington (the material for the three wings has been furnished and the company is now at work on the fourth wing); the Record Building, Philadelphia; Kelley Building, New York; the first story for the new wing of the Tribune Building; stone for Jordan, Marsh & Company’s Building, Boston; the Wellington Building, Boston, Nevens Building, Boston, the Morse Building, Boston; and the General Wool monument, Troy, New York. For the last named the stone when quarried measured 4763 cubic feet and weighed 398 tons; the largest single stone measuring 2220 cubic feet and weighing 185 tons. When dressed the stone for the monument was reduced to 3784 cubic feet and weighed 254 tons. The shaft, composed of one stone, weighed 95 tons, was 59 feet long, 5 feet and 6 inches in diameter at the base, and tapered to three feet at the top with an apex five feet and six inches drawn from the top. The dimensions of the shaft prevented its being loaded upon any vessel, and it was towed upon a canal boat from the quarry to the landing place nearest to its destination, where it was placed upon rollers and taken to its final resting place. The work for the present year embraces material for the Hunnewell Building, New York; Post Office and Custom House at Pittsburgh; Town Hall, Peabody, Massachusetts; the front for the Fields Building, New York; buildings on Nassau and Seventy-fourth streets, New York; the Firemen’s Insurance Building, Philadelphia; the Tribune Building, New York; 23,000 cubic feet for the Washington Monument and about \$60,000 worth of monumental work. The uncompleted contracts embrace stone for the polished columns of the Indiana State House (\$42,000); the New York State House; the State, War and Navy Department Building, Washing-

Continued on Page 26.

Guest Letter - Large Whale Issues

Continued from Page 11.

There is overwhelming evidence that it has not worked for any industry. The more and more former industries created in “free market Capitalism”, try to negotiate with these opposing interests, the more the firms fail against the bureaucracy. There is not relationship between government and industry. They are diametrically opposed and should only be described as adversaries, not partners. Thus, there should be not largess accepted by the industry in exchange for some better regulation, because in the end all the industry accomplishes is regulating itself out of business.

I really believe I am correct on this.
Sincerely, Dudley Gray

Response:
Dudley,
Generally most of the information that you requested is only summarized for the past 20 years. Everything before that is not well documented and often those reports are secondhand at best.
Here is the link for the entanglement reports: <https://www.greateratlantic.fisheries.noaa.gov/protected/whaletrp/reports/index.html>

[noaa.gov/protected/whaletrp/reports/index.html](https://www.greateratlantic.fisheries.noaa.gov/protected/whaletrp/reports/index.html)
It is important to note that some of these cases have additional information since their publication, but it generally will give you an idea of what has been happening since 2001. These reports will summarize the dates, species, location if known, and whether the animal was disentangled, along with some gear analysis.
Here is the link for the general mortality information for all entanglements and ship strikes and general information about the species: <https://www.fisheries.noaa.gov/national/marine-mammal-protection.marine-mammal-stock-assessment-reports-species-stock>
There is a lot to process in these reports and I would suggest you start with the entanglement reports as I think they cover most of what you are requesting. Let me know if you have any questions.
Best, David
Large Whale Entanglement Response Coordinator
Greater Atlantic Fisheries Regional Office
National Marine Fisheries Service, NOAA

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1882

Continued from Page 25.

ton, (\$175,000); the Chicago Board of Trade Building (\$400,000) and a mausoleum for Dr. Gibson of Jamestown, Pennsylvania; (\$65,000). The work upon the last named is performed jointly with the Hallowell Granite Company. Dr. Gibson has traveled extensively, and the figures as the “Doctor in Mark Twain’s “Innocents Abroad.” The character of the mausoleum is drawn from the ancient monuments of the East, and will consist of a monument about forty feet in height, with a square die, hollowed out for the reception of the sarcophagi of the doctor and his wife, and when these have been deposited within, the temporary bronze doors will be removed and the entrance forever closed with masonry. The general appearance of the mausoleum will be Moorish. It begins with an esplanade, and will have a tall, rectangular shaft surmounted by a statue of Faith twelve feet in height. The largest stone used in the construction will weigh about forty tons. The pay roll of the Bodwell Company for the year will amount to about \$240,000.

THE HALLOWELL COMPANY.

Annually ships about \$75,000 worth of rough stone to New York and other ports, but the more costly cargoes of finished stone are sent to their destinations by rail. The company makes a specialty of monumental work, and its reputation for good work is well known. The ledge from which the stone is obtained covers about forty acres, and is worked in a manner similar to the ledges operated by the Hurricane and Bodwell Companies. In all of them the granite lies in sheets varying in thickness from six inches to ten feet, and improving in quality as greater depths are reached. The rock of the Hallowell Company contains more feldspar than the others named, and is much lighter in color, easily polished and peculiarly adapted to monumental purposes. The ledges of the Hurricane and Bodwell Companies resemble very closely the Quincy granite or syenite, and is of a light gray color, and also susceptible of a very high polish. Nearly every State contains some monument of Hallowell granite, among which may be mentioned the Soldiers’ Monuments on Boston Common, at Buffalo, New York, Peabody, Massachusetts, Beverly, Massachusetts, two at New Orleans, and in this State at Winterport, Waterville, Auburn, Boothbay, Augusta and Gardiner. This company also furnished the Stephen A. Douglas Monument in Chicago, the Odd Fellows’ Monument in Boston, The Zach. Chandler Monument and the McMichael Monument in Fairmount Park, Philadelphia. The order for the Pilgrims’ Monument, Plymouth, Massachusetts, is now being filled. The 38-foot statue for the summit and two of the four sitting statues (each 15 feet high) for the monument have been finished. When completed the monument will cost \$200,000.

The carvers of the monuments are all nationalities, the chief designer and many of the skilled workmen of the company having served apprenticeships in Italy. The best carvers command a salary of \$4 per day. The models for monumental and ornate works are first formed in clay, after which a plaster cast is taken which forms the model for the stoneworker. As fast as a projecting portion of any statue is finished in the granite it is encased in plaster to prevent breakage. The work is slow and largely mechanical, but the workman with an interest in art does better work than the purely mechanical worker.

The polishing of the granite for monumental and other purposes is an interesting feature of the work. After the stone has been worked down with a chisel and “bush

hammer,” a disk of cast iron revolving on the end of a vertical shaft, run by a steam engine, completes the work with the aid of moistened emery powder. One of these machines will polish twenty-five superficial feet of surface per day.

The annual pay roll of this company amounts to about \$125,000.

COLORED AND OTHER GRANITES.

The Dix Island quarry, which was quite celebrated in the past, shut down about two and a half years ago. The granite from this quarry is similar to that upon Hurricane Isle and was employed in the construction of the United States Treasury Buildings at Washington and the New York and Philadelphia Post Offices. The Clark’s Island quarries are now rather quiet. From 1872 to 1878 a large force was employed upon work for the City Hall at Buffalo and the United States Post Office at Hartford. A general building and monumental business is now done and a specialty made of quarrying rough stone for the New York, Brooklyn and Philadelphia granite yards.

There are innumerable fine gray granites within a radius of ten miles of Rockland operated in a small way for monumental work mostly. Some of the most beautiful gray granite in the market comes from the small quarries of South Thomaston and St. George. At Frankfort there are extensive quarries of gray granite. Here is about the oldest quarry in the State, from which a large amount of material for the East River Bridge has been furnished. The business is mostly confined to coarser work, and many paving blocks are manufactured. About 150 men are employed on an average. Quite a business is done at Blue Hill by the Collins Granite Company, and about 200 men are employed in the ledges in and about the place. A very fine white granite is quarried at Oak Hill, near Belfast, which is almost identical with the Westerly granite of Rhode Island. The quarry lies upon the mountainside, and is inexhaustible. The granite is superior to many others on account of its hardness, durability and beauty. As it is necessary to haul the granite about three miles to the Maine Central Railroad or to tide water, comparatively little work has yet been done by the company owning the quarry.

There is a black granite quarry at St. George, owned by W. P. Hurley, which produces considerable material for monuments, columns and pilaster for buildings. Other black granites are found at Addison and Columbia Falls in Washington county. A large part of the black granite used in building the rustic fence about the Capitol grounds at Washington came from Columbia Falls and St. George.

Nice red granites are found at Otter Creek, Mount Desert, where work has been going on for about a year. The Bodwell Granite Company also operates a red granite quarry at Jonesport, whence the stone for the Wellington Building, Boston, was obtained. Other quarries at Red Beach, near Calais, have been operated about ten years.

Page 6.

RAILWAY AND STEAMSHIP NOTES

Steamer STAR OF THE EAST, of the Eastern Steamboat Line, is at the Navy Yard in Boston, having new boilers put in.

A new steamer for the Kennebec Line is being built by Harrington of Bath, to ply between Augusta and the islands. She is 114 feet long, 23 feet wide and 7 feet deep.

HOTELS AND SUMMER RESORTS

The outside of the extension to the Seaside House at Islesboro is about completed, and presents a neat appearance. Daniel

Haynes has put up a new two story building 20 x 36 feet, to be used for a blacksmith and wheelwright shop.

The Press says: It is proposed to organize a company with a capital stock of \$200,000 to be divided into 200 shares of \$1,000 each, \$180,000 of which will be expended in obtaining the title in fee to Cushing’s Island and all its improvements, thus leaving \$20,000 in the treasury, for the immediate purpose of the company in further improving the property. The island will be laid out in lots, drives and walks similar to the Diamond Island Association.

FISH AND GAME

Three new vessels have been added to the North Haven mackerel fleet this fall.

The Courier-Gazette states that a white lobster is on exhibition at Ostrander’s fish market in Rockland.

The Eastport Sentinel says some excellent fat mackerel have recently been caught at Grand Manan, in the weirs.

Steamer RICHMOND on Monday last had on board about 100 deer when she left Milbridge; 46 were from Machias.

The smelt fishing season has commenced in earnest. At the mouth of the Kennebec the business is especially lively. The Bath Independent states that three men at Woolwich dyke recently averaged a catch of 55 pounds each in one day. Another man took 119 pounds, which may be considered a fair day’s work. The fish are mostly shipped to New York where they retail at 16 cents per pound.

The net codfishing fleet from Gloucester consists of 18 small schooners and boats, carrying over 150 nine-inch mesh nets, 50 fathoms long and two and a half fathoms deep. The business was a failure last year, and would not have been engaged in this season, but for the absence of bait, which compelled a resort to this old-world method of fishing, which was first tried in our waters with good success in the winter of 1880-81. This year success again crowned the labors of the net fishermen, who bring in excellent fares of large codfish. The schooner MORRILL BOY, 18.08 tons, Captain Russell G. Gill, Jr., took 7,300 pounds of handsome codfish, on Monday and Tuesday, which sold at \$3.60 per hundred weight, stocking \$262.80. The crew shared about \$42.45 or about \$40 each after deducting expenses.

THE DOG FISH

The picked dog fish (squalus americanus), caught in such vast numbers on the Maine coast, are valued for their oil – each liver being valued at about a cent apiece – and sold to tanners; the skins are also used for many purposes. The writer was fortunate in observing some of the habits of these fish during the past summer at Ogunquit, and the damage they produce upon the fisheries of this State can hardly be computed. They seemed to appear all at once in such vast numbers that the great bay at Wells was fairly alive with them. One Wednesday, four hundred pounds of cod, hake, etc., were caught in a few hours, and three days later the men gave up fishing and went dog fishing for the livers. Not an edible fish could be had for love or money. The water seemed alive with the dogfish – ninety-nine percent being females – all with young (August 20th) nearly ready to be produced (alive); they breed however, at any time. So savage were they that they bit at oars, the keel of the

boat, or at the sail when hanging over. When the trawls came in it was found that the had eaten each other, and a man’s life would be in the greatest danger by accidentally falling overboard and several cases are current of loss of life under such circumstances. Some idea can be gathered of the vast numbers of these fish by the fact that from the small village of Ogunquit about twelve boats (dories) went out daily, and were filled to the water’s edge in a few hours, so that in this one spot over five thousand were brought in daily for several weeks. [C. F. Holder, in Scientific American]

Six hundred and seventy-five casks of lime were shipped last week from the lime kilns of Camden.

Page 7.

EASTERN INDUSTRIES.

The sardine factory in Camden is engaged in putting up head cheese in cans. The cheese is said to be a very fine article, none but the choicest materials being used.

SHIPBUILDING NOTES. — S. H. Talbot, East Machias, has a vessel of about 100 tons on the stocks, to be launched early next season. The three-masted schooner SUSAN N. PICKERING, 428 tons, was launched from the yard of J. Y. Cottrell, Belfast, this week. She is owned by J. P. Elliott & Company, Boston, and F. B. Pickering and others of Deer Isle, and will be commanded by Captain E. L. Haskell of Deer Isle. The frames of two vessels are on the stocks in H. M. Bean’s shipyard at Camden. James F. Plummer, of Steuben, has a crew of men in the woods cutting the frame for a small schooner to be used in the coasting trade between Steuben and Boston. Captain M. J. Wright, of Machiasport, has had a large scow built at East Machias, intended for the rockweed business. She is decked over fore and aft, has two masts and bowsprit with sails and a centreboard.

The Brunswick Herald says the varnish used by the Portland Fibre Ware Company was recently patented by Professor Carmichael who was the original inventor. The right has now been disposed of to the company for an annual payment of \$2500 and the secret confided to a young Swede who prepares it for the company. The bowls of the first manufacture were not as good as those of a later make, caustic potash destroying the varnish and eating its way through the ware; this has now been remedied and the enterprise is rapidly assuming larger proportions and the number of articles that can be manufactured from this material is constantly on the increase. Shingles which will be practically indestructible are now talked of and ship lamps and buckets ordered. The number of articles which can be made is almost numberless and the industry which has had so many adversities is now on the high road to prosperity.

ICE NOTES — Already the ice fields throughout the State begin to assume a lively appearance, as many of the companies have commenced scraping. The ice on the Kennebec is from six to eight inches thick and with few exceptions as fine as could be wished. The last snowstorm was a bad one for the business, the snow being damp and consequently very heavy, and a cold snap shortly after rendering it very hard to remove. The Knickerbocker Ice Company have advertised for five hundred men and horses to work on ice in the Kennebec. There is a great deal of ice in the houses on both the Penobscot and Kennebec rivers, and therefore there will not be as much cut this

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1882

winter as there was last. The manufacture of ice in the South has injured the market there, and a great deal less was shipped there this year than ever before. If there is no thaw the cutters will be well along with their work by the beginning of the New Year.

Page 8.
EASTERN INDUSTRIES.
C. E. Lane, Brooks is making 200 mackrel kits daily.

J. P. Gordon, Franklin, has loaded his new vessel, the ANNIE E. RICKERSON, with paving stone for New York.

The total value of foreign exports from the port of Portland during last week was \$365,982.40. Included in this were 372,229 feet of lumber.

J. E. Farnsworth, Jonesport, has shipped 800 cords of kiln wood to Rockland and Rockport, and will get out about the same amount this winter, to be shipped next season.

Clay & Sleeper, South Thomaston, are getting out some very fine blocks of granite, and are doing a good business. They will ship a cargo to Western parties in a few weeks, and are to get out a cargo of paving blocks for New York parties.

The Jonesboro Lumber Company will put in about 300 cords of soft wood, 500 cords of hard wood, 100 cords hemlock bark, 100,000 spool wood and stock for 1,000,000 laths, if the winter is favorable. They also have a number of teams in the woods hauling long lumber, and are getting out the frame for a centre-board schooner of about 200 tons to be built next season.

The number of works in the United States engaged in the manufacture of cut nails, spikes and tacks is 76, employing altogether 4,323 machines. The work and machines are divided among fourteen States, as follows: Maine, one establishment and 30 machines; Massachusetts, eleven establishments and 663 machines; New York, two establishments and 55 machines; New Jersey, two establishments and 187 machines; Pennsylvania, twenty-eight establishments and 1,366 machines; Virginia, four establishments and 86 machines; West Virginia, six establishments and 630 machines; Kentucky, one establishment and 80 machines; Tennessee, two establishments and 102

machines; Ohio, nine establishments and 625 machines; Indiana, four establishments and 182 machines; Illinois, four establishments and 264 machines; Nebraska, one establishment, and 26 machines; Colorado, one establishment and 27 machines.

The boiler works of Messrs. Quinn & Company of Portland have been employing about fifty hands and have largely increased their force the present week. Among the work on hand are the new boilers for the CITY OF RICHMOND and LILLIE of the Portland, Bangor & Machias line.

29 December
Page 2.
RAILWAY AND STEAMSHIP NOTES.

The St. John News says the traffic on the Intercolonial is very large just now. Since the Allan boats have been running to Halifax they have brought a considerable number of passengers and a large quantity of freight from Liverpool for transport over this road. The SARMATIAN in November brought 154 immigrants and 472 tons of freight. The POLYNESIAN brought 134 immigrants and 708 tons of freight. The CASPIAN brought 109 immigrants and 708 tons of freight, and the AUSTRIAN, which had just arrived, brought 79 immigrants and 603 tons of freight for the Intercolonial.

Page 3.
EASTERN INDUSTRIES.
Parrsboro, Nova Scotia, owns 17,000 tons of shipping.

Shipments of lime from Camden during last week amounted to 2,550 casks.

Messrs. Dunn & Elliott, Thomaston, are making a set of sails to go to Liverpool. They are for the ship J. M. CALLUM, just arrived at Liverpool after a passage of 120 days from San Francisco.

The canning factory at Oceanville, Deer Isle, has closed for the season, having put up altogether 200,000 cans of lobster, clams, codfish and herring. Schooner A. H. WHITMORE sailed for Portland on Tuesday of last week with 60,000 cans of clams and herring.

The Bodwell Granite Company are now employing about two hundred stonecutters at Vinalhaven, principally on the new Board of Trade building at Chicago, and the new War and Navy contract at Washington. The prices paid are better than any winter's prices for several years.

Page 4.
THE LATE SIR HUGH ALLEN
At a special meeting of the Portland Board of Trade, held on Tuesday of last week, resolutions on the death of Sir Hugh Allen were presented by Hon. W. W. Thomas, Jr., and remarks on his life and character were made by President Anderson. Hon. T. C. Hersey, Hon. W. W. Thomas Sr., Mayor Libby, Ex-Mayor Walker, W. S. Dana, Charles Forbes, Hon. George W. Woodman and Charles McLaughlin. The resolutions which were unanimously adopted were as follows:

Resolved – That the Board of Trade of the City of Portland has heard with profound regret of the death of Sir Hugh Allan of Montreal, who departed this life the 9th of the present month, in the fullness of his years.

Resolved – That among those who have contributed to the growth and prosperity of Portland, our citizens will ever hold in grateful and distinguished remembrance the name of Sir Hugh Allan, who was one of the pioneers in establishing steam communication between this port and Great Britain, and whose stately ships, for more than a quarter of a century, have ploughed the ocean between the mother country and our harbor.

Resolved – That the career of this Canadian Knight affords an illustrious example of what may be achieved in the short span of human life by an indomitable will, a diligent hand and a brave heart. He was a self made man, architect of his own fortunes. Born a poor boy, he became the leading ship owner of the world. His fleets covered the seas, his flag was known and welcomed in all great ports of the globe, and his name was honored by his Queen and among men, and his great achievements were not for himself alone.

His was a life whose energy, forethought and originating power gave employment and competence to thousands of his fellowmen and carried comfort and happiness to thousands of friends.

Resolved – That we offer to the family of Sir Hugh Allan our heartfelt sympathy in this hour of their great sorrow and that the secretary of this Board be instructed to forward to them a copy of these resolves.

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

\$40⁴⁹

Adult Universal
Order# 748930



FIGID

High Performance LED Lights



Starting At
\$125⁹⁹

Search# RIL-

ICOM Commercial Radar

10.4" color TFT LCD display. 36NM range with 4kW output. Includes 2" radome scanner.

\$1999⁹⁹

ICM-MR1010R2
Order# 773501



INCREDIBLE ROPE DEALS!

UP TO
50% OFF

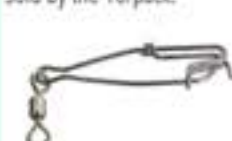
hamiltonmarine.com/ropedeals

SCAN THE CODE FOR ONLINE SPECIALS! NEW ROPE DEALS ARE ADDED REGULARLY!



Long Line Snaps

Stainless steel wire. Sold by the 10/pack.



Size	Length	Order#
Small, 8/10	4.5"	761648
Medium, 10/10	4.75"	761649
Large, 12/10	5.25"	761650

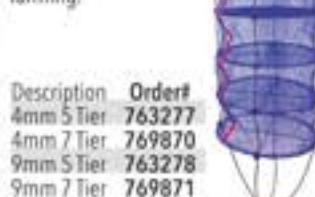
1/2" Black Fuzzy Rope



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
9mm 7 Tier	769871

Electric Rope Cutting Guns

100 Watts

\$36⁴⁹

PUR-15463
Order# 127675

120 Watts

\$39⁹⁹

PUR-15463HD
Order# 735613



GRUNDENS

Foul Weather Gear

Search# GRD-



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

Search# HM-LBP

\$14⁹⁹ qt

\$49⁹⁹ GAL



SCAN THIS QR CODE!

See just how tough our new buoy paint is! Or watch on our website or Facebook page.

Inflatable Mooring Buoys

Polyform U.S.

Red or White, many sizes in stock.

Starting At

\$28⁴⁹

Search# POL-A



Fish Basket

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

\$19⁹⁹ ea

Orange

Order# 118243

Green

Order# 763280



PETTIT HRT Antifouling Paint



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.



PETTIT Hydrocoat Ablative Antifouling



This solvent-based paint uses water to efficiently transfer the paint to your boat for a durable finish with easy clean-up and minimal odor.

THIN COAT TECHNOLOGY



PETTIT Marine Epoxy Repair Compound



High strength, waterproof formula creates a tenacious bond to most surfaces. Will not sag or shrink. A 1:1 ratio makes mixing easy. Can be sanded, drilled, tapped, sawed and painted once cured.

Size	Order#	SELL
4 oz	759673	12.79
16 oz	759674	31.49



Fuel Hose



SAE J1527-USCG Type A1-15 Fuel Feed line Low perm and alcohol resistant
Search# HMH-368

SAE 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.
Search# HMH-250

General Purpose Pump

12 volt, 1-1/2" inlet, 1 1/2" outlet. 3800 gallons per hour. Heavy duty commercial construction.

rule a xylem brand

\$243⁹⁹

RUL-017A

Order# 129020



Run-Dry Macerator Pump

Sealed motor housing for corrosion protection. 12 GPM. 12 volt. 1-1/2" hose or 1-1/2" NPT and discharge port for 1" hose. 11-3/8" L x 4-3/4" W x 3-5/8" H.

\$174⁹⁹

JAB-18590-2092

Order# 169197



FM FREEMAN MARINE EQUIPMENT

Cast Aluminum Commercial Hatches

Flush, watertight, positive dogging. Fast acting, easy lift out.

15" x 24" **\$869⁹⁹**

24" x 24" **\$1629⁹⁹**

FMN-2433-0002
Order# 754527



FMN-2424-0002
Order# 754529



COOSA Composite Panels

High density, polyurethane foam, reinforced with layers of fiberglass strands throughout. Lightweight, non-rotting.

Use in place of plywood!

Search# CSA-



STRONGWELL

Extren® Fiberglass Structural Shapes & Plates

Get the wood out!

Lightweight, and high strength, low maintenance, corrosion and UV resistant.

Search# SGW-



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Typographical errors are unintentional and subject to correction.