

Maine Coastal News

Volume 32 Issue 8

August 2019

FREE

WILD, WILD WEST's Domination Threatened?



Alex Thompson's CARLEE MARIE [Osmond 47; 900-hp Scania] battling Nick Lemieux's PHANTOM [Osmond 50, 1,000 hp] at Moosabec Reach.

BASS HARBOR – The third lobster boat race of the year took us to Bass Harbor on Mount Desert, one of Maine's quintessential working harbors, on 23 June.

We were greeted with a beautiful warm, sunny morning, and a great turn out of racers. When sign-ups were done, there were 77 boats entered, the most ever at this venue.

The new boat that many wanted to see run was Ryan Lemieux's OBSESSION from Cutler, which is a Young Brothers 33 stretched two feet, given a foot more beam and hard chines. She was to compete in Diesel Class G and would be racing the class's top boat Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins].

One that was missing was Jeremy Beal's MARIA'S NIGHTMARE [Mussel Ridge 28 (former Wayne Beal 28); 2,500-hp Chevrolet] from Jonesport. She had raced at Boothbay and Rockland, but was not running right. It was obvious that she had the power, but they needed to work out the bugs.

There were no entrants in the first race of the day, Work Boat Class A (Skiffs 16-foot and under with outboards up to 30 hp, Operator 18 years and younger), but there were four on the line for Class B (Inboards, outboards, or outdrives 31-90hp.). When the flag dropped Eric Eaton's ASSAULT WEAPON jumped into the lead and lead the others to the finish. In Class C (Inboards, outboards or outdrives 91hp and over) Sue

Snow's Q [20 Aquasport; 115-hp Yamaha] of Trenton bested the two other competitors.

In the Gasoline Class there were no entrants in Class A (4 & 6 cylinder 24 feet and over) or E (Over 525 cid, 28 feet and over, Turbos/superchargers) and there was one entrant in Class B (V8, Up to 375 cid, 24 feet and over), Wayne Rich's WIDE OPEN; Class C (V8, 376 to 525 cid, 24 feet and over), Randy Durkee's BLACK DIAMOND; and Class D (V-8, 376 to 540 cid, 28 feet and over), Shawn Alley's LITTLE GIRL from Beals Island so they were run up together with each getting first in their respective classes.

There was only one Diesel class with no entrants, Class K (701 to 900 hp, 28 feet and over). Four boats were on the line for Class A (up to 235 hp, 24-31 feet) and Jacob Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] of Jonesport jumped into the lead and got the win. The race committee had to be on their toes for the next race, Class B (up to 235 hp, 32 feet and over) as there were nine boats on the line. When the flag dropped Everett Beers' MISS KARI LYNN [Mitchell Cove 32; 220-hp John Deere] of Bernard grabbed the win. Next up was Class C (236 to 335 hp, 24 to 33 feet) and it would be the first time this year Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] of Jonesport would race Dan Eaton's WHITE LIGHTNING [AJ 28; 305-hp Cummins] of Deer Isle. Last year WHITE

LIGHTNING had the advantage, but as they neared the finish line in the first close battle of the day it was LAST DESIGN by just half a boat length. There were three boats in Class D (236-335 hp, 34 feet and over), which was won by Shawn Stanley's MISS MARGO [Mitchell Cove 35; 300-hp John Deere] from Southwest Harbor. Class E (336 to 435 hp, 24-33 feet) could be interesting with seven boats entered. The two to watch were Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar] from Jonesport and Jim Beal's UPTOWN GIRL [Crowley-Beal 33; 425-hp Cummins] from Milbridge. HIGH VOLTAGE took the lead right at the start and held on for the win. In Class F (336-435 hp, 34 feet and over) the two top boats have been Winfred Alley's AIDEN MARINER [Calvin Beal 34; 425-hp Cummins] from Beals Island and Ed Torosian's MS. ROSE [Mitchell Cove 35; 410-hp Sisu] from New Hampshire, but MS. ROSE was not present. It was still going to be interesting as Robert Lee's JUSTIN & COLBY II [Mitchell Cove 35; 265-hp John Deere] of Seal Cove went well. AIDEN MARINER took off and JUSTIN & COLBY II just did not have enough to keep up with her. Nine boats were on the line for Class G (436 to 550 hp, 28-35 feet) and this would pit RIGHT STUFF up against the new OBSESSION. At the start it looked close, but RIGHT STUFF slowly gained separation and slid over for the win. Last year Class H (436 to 550 hp, 36 feet and

over) was dominated by Dean Beal's MISS NORMA [Wayne Beal 36; 480-hp Cummins] of Jonesport and he took the top spot at Boothbay, but in a surprising finish was bested by Jeremy Tyler's ALL IN [Northern Bay 38, 500 hp Volvo] at Rockland. As they came up the course, neither of them were in the lead, it was Tee Trundy's TOP SECRET [Calvin Beal 36; 500-hp] of Steuben who got the win. In Class I (551 to 700 hp, 28-35 feet) we had Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] of Swan Island and Cody Hooper's LAST ROUND [RP-31. 700-hp Isotta] of Gouldboro, which over the winter was repowered. As they came up the course MISTY gained steadily and went over the line first. With just one boat in Class J (551 to 700 hp, 36 feet and over), Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] from Harrington and one in Class L (901 hp and over, 28 feet and over), Tom Clemons' MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] from Harpswell, they ran up together with each getting the win. Five boats were on the line for Class M(A) (40 feet and over, up to 500 hp) and it was another real close finish as Aaron Beal's NIGHT MOVES II [RP40; 455-hp QSM 11 Cummins] from Milbridge and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] of Swan's Island neared the finish. Slipping over first,

Continued on Page 18.

C o n t e n t s

Publisher's Note	4	U. S. Navy News	9	Boat and Ship Yard News	14	Classified Ads	28
Calendar of Events	4	Commercial Fishing News		Brooklin BY Launch	15		
Willis Spear Talks Fishing...	5	Fishermen-Endangered Species	10	Lobster Boat Racing Results	20		
70s Memories-Help Wanted	6	DMR News	10	Maritime History			
Passed Over the Bar	7	DELA Director Report	11	Industrial Journal - 1890	25		
		Miscellaneous News	12				



200 Maine St.
Brunswick, ME 04011
Phone 207-729-3303
Fax 207-729-0027

www.bamforthmarine.com email: salesandservice@bamforthmarine.com

Gary Favreau - Scott Favreau










Maine's Propeller & Fabrication Experts are
Now Your Source for Marine Hardware!

Nautilus Marine Hardware
2317 US HWY 1, SULLIVAN, ME
14 miles east of Ellsworth opposite Chester's Pike

It's Our 1 Year Anniversary!

DYSART'S
GREAT HARBOR MARINA
Full service marina in the heart of the Acadia National Park



West Marine · Acadia Sails · Maine Point Embroidery · Free Internet WiFi
Hinckley Yacht Service · Little Notch Bakery & Cafe · Diesel
Mail and Fedex · Yacht Provisioning · Alongside Floating Docks
Shoreside Accommodations · Upper Deck Seafood Restaurant


Tel: (207) 244 0117 · www.dysartsmarina.com · VHF Channel 9
No. 11 Apple Lane · PO Box 1503 · Southwest Harbor · Maine · 04679

**Commercial Fishing &
Boatbuilding Supplies Including:**

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
- OIL GEAR • GLOVES
- ROPE & BUOYS • BILGE PUMPS




NAUTILUS
MARINE HARDWARE
207-460-6778
2317 US Hwy 1 - Sullivan, ME 04664
LOOK FOR THE CROW'S NEST!



photos: Billy Black


ALEXSEAL®
Yacht Coatings



“Our customers have high expectations for their yachts, and Alexseal delivers on them. We’ve been spraying Alexseal since we went into business and it’s made us believers.”

JB Turner
President and GM, Front Street Shipyard


ALEXSEAL.COM
EU: +49 (40) 75 10 30 > USA: +1 (843) 654 7755



FINESTKIND BOATYARD
11 Bristol Way, Harpswell, Maine

- ★ Full Service Boatyard
- ★ Indoor/Outdoor Storage
- ★ Custom Finish Work
- ★ Carpentry & Machine Shop
- ★ Transport Service

MEMBER
ABYC
Setting Standards for Safe Boating



WWW.FKBY.COM (207) 833-6885 (800) 889-6885

Help Save Tug SATURN



and become a Member!

SATURN is an 117-foot railroad tug built as the BERN for the Reading Railroad in 1907. She is one of the last railroad tugs and is being saved for future generations to enjoy. For more information: (207) 223-8846 or to join the Friends of SATURN, send a check for \$25 or more to P.O. Box 710, Winterport, ME 04496.
On Facebook: Saturn-Historic railroad tugboat restoration project

Smithwick & Mariners Insurance

Marine Insurance Specialists



1-800-370-1883 (207) 781-5553
www.smithwick-ins.com
366 US Route 1, Falmouth, Maine 04105

EXPERIENCE BILLINGS...

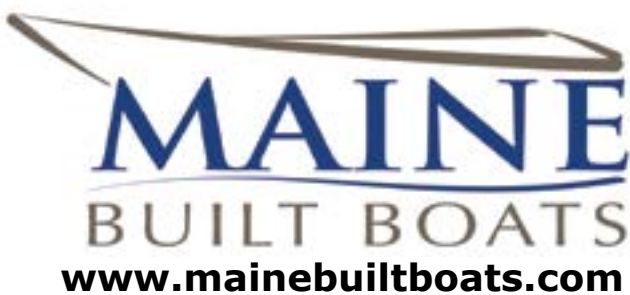
The full-service yard that does it all with expert craftsmen and technicians



- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner) • Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass • Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681
(207) 367-2328 • (207) 367-6559 nights & holidays
office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



SOUTH PORT
M • A • R • I • N • E
South Portland, Maine

The most family focused, full service marine facility in Maine.



Storage- Dry/Wet • Hauling up to 36 tons • System Repair & Installation • Re-powers
Certified Technicians • Rigging Services & Swagging • Fiberglass Repair • Restoration
Sail Repair • Full Service • Parts • New Boat Sales • Brokerage • Chandlery
14 Ocean Street, South Portland, Maine 04106 | 207-799-8191
www.southportmarine.com



R.E. THOMAS

MARINE HARDWARE INC.
207-422-6532

14 Franklin Road, Hancock, ME

www.rethomasmarinehardware.com

Durable, Quality Marine Hardware Manufactured in the U.S.A.

- Aqualoy 22 Shafts
- Shaft Couplings
- Stuffing Boxes
- Stern Bearings
- Shaft Tubes
- Rudder Ports

GENERAL PRECISION MACHINE WORK ALSO AVAILABLE

ROYAL RIVER BOAT

A full service boatyard



FIBERGLASS
Core Repairs
Awlgrip Coatings
Gelcoat Refinishing
Keel Repairs
Blister Repairs

WOOD
All Major Repairs
Cabinetry/Joinery
Paint Stripping
Re-Fastening
Restoration

- 55 Ton & New 75 Ton Travel Lifts
- Marina
- Sail Loft
- Awlgrip & Fiberglass
- Engine & Electrical
- Outboard & Stern Drives

BOAT HAUL-OUT & STORAGE
MECHANICAL SERVICES
ValvTect GAS & DIESEL
AUXILIARY SYSTEMS
FUEL-GAS-DIESEL
DOCK SERVICES
SUPPLIES



We are located two miles from Exit 17 off Interstate 95
307 Bayview St., Yarmouth, Maine 04096

Phone: 207-846-9577

www.royalriverboat.com

Fax: 207-846-6571

Email:forinfo@royalriverboat.com



The Stanley 38

JW John Williams
Boat Company
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.
207.244.7854 / info@jwboatco.com / www.jwboatco.com
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660



*Perfectly located between the
Pemaquid and Boothbay peninsulas for
all your Mid-Coast Maine activities*

**MARINE INDUSTRY
TRADE DISCOUNT**
10% off
subject to availability

www.codcoveinn.com | Reservations: 207.882.9586
Corner of US Route 1 and Maine State Route 27 | Edgecomb

Maine Coastal News

P.O. Box 710
Winterport, Maine 04496-0710 U.S.A.
(207) 223-8846
E-mail - igmatats@aol.com
Website: www.mainescoast.com



Follow us on Facebook:
Find under - Jon Johansen

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

Publisher
Editor-in-Chief

Jon B. Johansen
Rachel Elward

Advertising Deadlines: The deadline for the September issue is August 9.
The deadline for the October issue is September 13.

Publisher's Note

There are a lot of things that go on in the real world that I would just as soon not know anything about. I remembering spending summers on Cuttyhunk Island in the late sixties when the country was in turmoil and we heard some of what was going on, could see the fires in New Bedford, but we were pretty insulated from most of it. We have a government that is run by many with an agenda and that agenda has nothing to do with what is right for the people or the world. The amount of money these clowns waste fighting each other is obscene. I have always thought we should abolish the two party system and just vote people into office on the issues. Being someone that reads a lot of history, especially in the late 1700s through the 1800s, we have come a long way, but we still have a long way to go. Right now I am working my way through a good book on the “Great War” or as most know it, the French Revolution. You think the world is a mess today it was worse at this period of time. Leaders trying to expand their borders or protect what they had and religion running amuck. The naval aspect of this is fascinating and makes for interesting reading. One wonders if what is going on today will be interesting for historians 200 years in the future. Not sure it would, but if it is, it may be embarrassing for a number of people today as their legacy gets dissected and found to be questionable.

One issue that is a major topic today is “Climate Change.” Well, the climate has been changing ever since earth formed and will continue to do so till earth is gone. You can read where people have been complaining about these changes for a couple of hundred years. They realized it was getting warmer and warmer, and this was noted

well before the industrial revolution. Some people today actually define the issue more appropriately as being the impact that the human race has had on the environment. Living on the coast as its pros and cons. It is great to look out over the water as it has a calming effect on many. Many have made a good living by either fishing, sailing the seas, building, repairing or storing ships or boats or some other related business. Cons come from mother-nature because at times she can make life on the water, or even close to it, very threatening. What I see is that “Climate Change” is being used for profit. Government agencies, private enterprises are saying things I do not believe they can back up. One being that the oceans are going to rise to the point that most of the cities on the coasts of the world will be flooded. I have had other people say if everything melts the oceans will only go up a couple of inches. Who do believe? As too many are making something off of it. I can see those ambulance chasing lawyers maybe having a field day when it is found that much of what has been said is false and they go after them for it.

Now, with that said there is a lot we should be doing to correct what we have done to the planet that may have sped up the warming trend. However I think mankind is too lazy to do it. Everything should be recycled, everything. Things that can be recycled now are just thrown into the regular trash because it is easier. Things should be built to last, not let us see how cheap you can make an item. How about the amount of food wasted every day. This is all about energy and to make energy means some level of environmental impact and until we curtail our abuses it will not change. It starts with us, as government is too inept to do anything.

MCN's Calendar of Waterfront Events

On-going Exhibits Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	O'er the Wide and Tractless Sea: Original Art of the Yankee Whale Hunt New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Monument Man Mystic Seaport Mystic, CT Info: mysticseaport.org	10 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Thou' Shall Knot: Clifford W. Ashley New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Streamlined: From Hull to Home Mystic Seaport Mystic, CT Info: mysticseaport.org	10 Monhegan Race Portland Yacht Club Falmouth
Frederick Douglass Bicentennial 1818-1918 New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	[Opens 3 August] Homer at the Beach: A Marine Painter's Journey, 1869-1880 Cape Ann Museum Gloucester, MA	11 M. Brackett Lobster Boat Races State Park Restaurant Pemaquid Info: Brent Fogg (207) 380-4909 Sheila McLain (207) 677-2100
A Spectacle in Motion: The Grand Panorama of a Whaling Voyage 'Round the World New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Energy and Enterprise: Industry and the City of New Bedford New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	JULY 25-27 Camden Classic Cup Camden	17 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576
After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley Mystic Seaport Mystic, CT Info: mysticseaport.org	27-28 Boothbay Regatta Boothbay Harbor Yacht Club Boothbay Harbor	17 Maine Retired Skipper's Race Castine Yacht Club Castine
Enlightened Encounters: The Two Nations of Manjiro Nakahama New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org	28 Harpswell Lobster Boat Races Harpswell Info: Larry Ward (207) 798-1725	17 MS Regatta Handy Boat Falmouth
The East Unlocks its Gates: American Whalers and Trade in Asia New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	31-1 August Castine Classic Yacht Race Symposium Nathaneal G. Herreshoff Maine Maritime Academy Castine	18 MS Harborfest Lobster Boat Races Portland Yacht Services Portland Info: Katie Warner (207) 807-1832
		AUGUST 3 Eggmoggin Reach Regatta Wooden Boat Waterfront Facility Brooklin	23-25 Ted Hood Regatta Boston Yacht Club Marblehead, MA
		6-8 ASMFC Summer Meeting To be determined	

WILLIS SPEAR TALKS FISHING IN CASCO BAY

YARMOUTH – You can find some very interesting characters up and down the coast of Maine. One of the best known in Casco Bay has to be Willis Spear of Cousin’s Island, Yarmouth. Over the years I have met him several times and quickly learned that he knew a lot about the fishermen of the bay. Not wanting what he knew about these fishermen to disappear I sat down with him at his home as he told of where he grew up, his time at sea, and coming back to fish in the Bay.

Willis grew up at Willard Beach or Simonton Cove, which at one time was the major port in Casco Bay. Willis added, “There were two guys by the name Simonton and Chase had built a wharf in the 1600s. It looked out at House Island. They would bring boats in there when it was calm enough and unload molasses and they would make rum or whatever they did with the stuff. It’s also interesting that one of the first guys to work there was Walter Merriman. Walter was an Irish kid that was indentured to Simonton and Chase. He worked there until he paid off his indentureship and moved to Harpswell and the Merriman’s you know in Harpswell they are all from Walter Merriman.”

The Spears had a little home at Willard Beach, but Willis’ father was not a fisherman, however he did love the sea. His father attended Maine Maritime Academy at Castine and graduated in the second class, 1944. After graduation he returned to South Portland where they were building the Liberty ships for the war effort. He then went to the army depot at Gowanus Canal, Brooklyn, NY where she was loaded. “They got Plimsoll marks on the sides of ships,” explained Willis. “The lowest mark, the one that is closest to the waterline is winter North Atlantic. My father said they loaded that boat so that the Plimsoll mark was just gone. This is dead of winter, and he says they went over to Hoboken, New Jersey and they put five railroad locomotives on deck. The first night out in convoy they had the lifeboats out, they were washed away the next day because she was so deep. Sometime during the trip he said the deck crew noticed some cracks across the deck and they would come up with air powered drills, and drill where that crack stopped. The next day you would come up and another one was going off, but they made it. He said that there was no doubt that ships would just disappear because they

were just so stressed.”

Welding plates in ship construction, instead of using rivets had just been developed before World War II. Willis added, “My next door neighbor worked in the shipyard and he said when they were building the hulls in the wintertime they’d plate up one side and by noontime, with the sun shining on the side with the plates, the hull had expanded so that the other side wouldn’t fit that they were trying to plate up. It was a long learning curve.

Willis’ father sailed on five Liberty ships: the first being FRANK P. REED, and they were carrying cargo for the Normandy invasion. He was an executive officer on LSTs in World War II and Korea and Willis’ was two years old before his father ever saw him.

After the war, Willis’ father came home and went to work at the Portland Pipeline. “He used to live at Halfway Rock where the lighthouse keepers stayed and he always would take me with him. He had a little boat, bought it down in South Bristol from one of the McFarlands at Christmas Cove. It was open cockpit, built in the 20s. There was one that was built a plank higher than his, a little wider and a foot longer than Gene Tunney, the boxer had. The Tunneys owned that island where the lobster boat races are held off Pemaquid and the Tunney family used to entertain the Kennedy’s there. I thought that was the QUEEN MARY. It was only 24 or 25-feet long, had a 24-hp Universal motor, and two good guys could actually pick it up. He loved that boat, she just slid effortless through the water. If you would let her go running before it, if she fell off on a sea or something she’d come back. It had a rudder on it the size of a barn door so maybe that had something to do with it. Willard Beach was where my father kept his boat and my father built his own traps. He only built like 20. He sawed his own oak, did his own heads, and made his own buoys. I was seven years old at the time and I was hooked.”

“There was a large number of punt fishermen from Long Island and the Willard area,” continued Willis. “There was one Long Island lobsterman full-time and there was Bolton brothers and they lobstered right up to Christmas, so there was like two people that fished out of that cove full-time. I thought they were the greatest thing since sliced bread. One guy that I lobstered with at Willard Beach was Donnie Rich. He and



Willis Spear of Yarmouth preparing traps for the up-coming season.

I fished together on and off for 45 years. He was born on Long Island and I lobstered with him all through high school and vocational school and even when I came back from sea. He kept his boat in Portland, LINDA J. where EIMSKIP is now. He had a little raft with a little house on it. The house came from Bethel. He used to hang around some lumbermen from Bethel. He used to

go deer hunting with them and every time they would come down to go out lobstering with us they would bring something. They brought a punt one time they built and they brought six pieces of wood all nailed up and it was this fish house and that is still going over Widgery Wharf.

Continued on Page 6.

West Marine Transport

-Maine Based Boat Hauling-

Routinely running throughout the New England States & NY

Licensed to Cross the Canadian Border - Fully Insured

Combination trip pricing offered when available

Contact us today to Schedule!


Phone: 207. 546. 4300  Text: 207. 546. 6170

Email: info@westmarinetransport.com


Your next great

ADVENTURE


at sea starts at



FRONT STREET SHIPYARD



Refit 2017-18



SINDBAD
Cruising from the Cape
to the Caribbean

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you’re sailing your 30-foot sloop around Maine’s islands or navigating your 130-foot trawler around the Caribbean islands, we’ll get your vessel ready for your future adventures. We’ve recently expanded with a new 22,500-sq ft facility.

www.FRONTSTREETSHIPYARD.COM | BELFAST, MAINE

70s Memories: Help Wanted

By Lee S. Wilbur

Memorial Day, I'd been driving myself in a circle trying to finish work on a "difficult to reach/difficult to repair" plumbing situation at AJ's small house in Seawall and decided to stop at the boatyard and see how my son-in law, John Kachmar, was doing.

Lights were on, main shop was full of boats and John was standing on the permanent walkway staging and finishing a fuel system on one of the 34's lined up with engine room hatches out. We talked for a bit, getting caught up with each others lives...AJ and I had been back from Florida for about a week, shivering the whole time, and I'd been swearing never to come back to Maine this early again. John had some nice work going on with an earlier W-34, all teak cabin and rails with a new Flybridge and varnished to a mirror finish. Another rested with rails sanded alongside a W-38 in for an Awlgrip job and new portlights as a partial list. Tucked over to one side was a really neat "Small House" on a trailer, about 3/4's done. Project he and Ingrid had been building this winter. Shop was crammed. Too many projects for spring of the year.

Course of conversation, John tells me my grandson Spencer is home from college and he's now on the family payroll, enjoys working and learning on the boats and doing a great job, One can imagine how pleased I was to see company traditions passed along and held high.

"Finding any help?" I asked, knowing well what the answer would be, but hoping nonetheless. Answer as I'd expected. "No-one to be had". It was the same story I've been hearing just about every place and everyone I've asked this past year....which

have been more than several.

On our trip up from Florida this year, I asked at every motel, gas station, eating establishment I could, (including coffee shops), and even our dear friend Bob Stine who has a singlehanded boatbuilding and repair shop in Denton, Maryland, (down in the "country"), and answer was the same. Noone is able to find employees and it's not just about qualifications, there are no warm bodies available. When one of the largest employers in Hancock county is debating whether to sublet projects because they can no longer find help, something's wrong. About the only two businesses I uncovered who seem to have relatively full staff have been two restaurant types, Chinese and Mexican, and even they're complaining.

Get a couple of business people together, usual conversation invariably gets around to the question, "How's business?", and at a newly minted coffee shop in Wrightsville Beach, up and running with a line out the door, I asked this cute young lady from Canada, obviously the owner, doing three jobs at once, "Why don't you hire some help?"

"I've been open just a month", She replied, "I could probably do twice the business, but Lily here is the only one I can find and she and I are just about exhausted. I've advertised wherever I can think of. Maybe when school lets out I can arm wrestle a youngster to give us a hand. Look at that line. It's like this every morning. People waiting at the door for us to open."

So what is the answer and what are the ramifications if the problem isn't solved. Ramifications first. Our what I would term "Bloated Government" functions on monies collected through taxes on workers

and business. What obviously happens if businesses shrink due to fewer and fewer employees and Government can no longer meet its debt and payrolls. There must come a time when "the well runs dry" and no matter how much money is printed it becomes worthless.

Here on the "Million Dollar Island" where summer labor has become virtually an imported item, where employers who've survived have channels into other countries for their summer labor supply are also having to struggle. We had breakfast at one of our favorites this past week. Guy in I'd say mid-twenties was doing all he could to stay on top of orders to the kitchen. We waited, he was finally free to take our order, (few wait staff) said "it might be a little while", we ordered simply, "Blueberry Pancakes", waited a good 45 minutes. Delicious. Waited again to pay the check. Talking with our friend the owner, "My husband (the cook)

and I (the now front staff) have to do all the work. We've advertised all over, in Europe, wherever we can think of. There's no one available."

First time I mention the subject to friends our age, those of us who started work at young ages the usual answer generally comes back "Oh, it's this "millennium generation" they just don't know how or want to work like we did!". However, in virtually all questioning, answer is the same again. "No one is applying. There's no one to work." Full page of "Help Wanted" ads in the newspapers.

What's the answer? Is there a solution? Because if we don't face facts and begin to address the issue in a meaningful manner we as a state and as a country are headed for major problems. Building Boats and Fishing single handed is not going to work in this state even though we love to pride ourselves with our "rugged individualism"

Willis Spear Talks Fishing on Casco Bay

Continued from Page 5.

Remembering some of the fisherman, Willis said, "Donald and Arthur Lunt were on the aircraft carrier WASP out of Boston. There was Keith Lane and he and I have been partners in a number of enterprises from gill netters to wharves to fish companies. The Lunt brother's father was a boat builder and a fisherman. He was fussy, fussy, fussy. There was another Lunt brother, Bobby and he is still alive. Gene Swanson was my next door neighbor at Willard Beach and he lobstered. I was always surrounded by these guys. They were kind enough to take me lobstering with them. They taught me small boat fishing. I remember, I am left handed, I was coiling a line, their old man, they called him Squid, says 'boy, you are coiling it against the sun' and I thought well, what the hell does that mean? 'The sun travels clockwise across the sky so, you know...east to west' and I was going west to east, I was going counter clockwise and I never forgot that. Larry Doyle, he lobstered with Jimmy [Darling], who came from Malaga. Jimmy's family fished out of Ferry Village, which is where Sunset Marina is now. Ferry Village was called Ferry Village because my family ran a ferry boat from South Portland to Portland before the bridge. They moved from Sebasco to Chebeague and some stayed in Cundy's Harbor. They moved to Ferry Village because they had a shipyard there in World War I and they were building wooden barges and some sort of wooden ships. Larry went to Maine Maritime became a captain in the Coast Guard, Captain of the Port of Miami and Puerto Rico. Jimmy knew a lot about fishing, but he didn't lobster too hard. I went with him after Larry got done with me. He always had a Thermos on his dash, if that Thermos fell over, we came home. Didn't matter if it was an outboard or what it was that made the wake. He was different. I knew he was in the Army, he was in Pershing's Army in Panama in 1937. My father-in-law knew him, they gill netted together on boat they called the BOX, it belonged to Trigger Jensen, tied up at Widgery Wharf. He talked constantly but he never mentioned much about World War II. He went back in as a sergeant. We do know he made it to the Rhine and he was at Normandy. His brother told me he was either on the first or second wave at Normandy so you know what he was exposed to. His nose was cut off when his helmet came down over his face and they sewed that on. We know that his thumb was shot off when a bullet went into his elbow and traveled down. He hated the 88s, machine guns and hedge rows. He said if you put a magnet to his back that

it would stick. Donnie Rich of the LINDA J. had seen a tremendous amount of combat in the Pacific. At 17 years old, he left Long Island and signed up in the Navy in '44. He told me that he remembers being bombed by Japanese zeros and zekes and watching bombs just miss the ship and machine gun fire hitting his battle station. He was in the mast, a lookout, and the mast use to shake as they tried to shoot the zekes down. All during the War, they carried Marines and Army soldiers and ducks (dkw). The ship was a Landing Ship Dock, the stern would sink and they would have these Army ducks come out and they carried a division of Marines into the Philippines. They got like five battle stars in the Philippines and Luzon. They would make runs carrying the wounded to Hawaii and bring soldiers back. They were the first ship into Tokyo Bay at the surrender and he said where he was at the top of the masts he was looking down at the battleship MISSOURI and watching McArthur sign his name on the peace treaty. From the end of the War to '47 he was on that ship just carrying the troop and prisoners of war back to the states. They were veterans and the combat that they had seen is why they hung around together.

"Keith Lane, Jimmy Darling and Willis went gill netting," added Willis. "We bought a Novi boat, which had been sunk in the Saco River. She was an Atkinson Novi boat, which had been owned by Norm Solak, who had it built, Willie Moulton owned it for a while and he sold it to Jackson. At the time she was about 8 years old. Stainless fastened to the waterline and galvanized above, straight sheer Cape Island boat, about 40 foot long, 471. It was in the parking lot and looked pretty sad, but we got the motor out of it and I re-built the motor, with the help of a mechanic by the name Clare Hicks. Clare was famous from Eastport to Portsmouth, New Hampshire. He was another veteran, having been in the Army's Air Force, used to fly over the Himalayas in Burma. He lived and breathed Detroit. He was a crackerjack and he helped me rebuild it. This one had been bored out so many times that it had oversized liners that only Greyhound Bus could get but he had worked for Detroit and was able to get me these oversized liners so we rebuilt it down at Camp Ellis. We went gill netting that fall of 1976 and we did really well, enough so that we bought another boat. We bought a boat from Stevie Johnson, a gill netter that had been built by Fletcher down at Campobello. Dick Walker, from Vinalhaven, had it built. So we had two gill netters.

Continued on Page 8.

SEAL COVE BOATYARD, INC.

STORAGE • MAINTENANCE • RESTORATION



*If it has to do with the care of boats,
we do it here and we do it better than most.*

124 Horseshoe Cove Road • Harborside, ME 04642

Tel: (207) 326-4422 • Fax: (207) 326-4411

Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



CHASE, LEAVITT & CO.

The Chart Room
Flags • Books • Chart Kit • Paper Charts • Navigation Tools

Life Service Station
Abandon Ship • Floatation Gear • Distress Signals • Overboard Rescue

Inflatable Boats
*Sales: Achilles, Caribe, & Highfield
Large Supply of Spare Parts
Repair Professionals*

144 Fore St., Portland (207) 772-6383
218 Bucksport Rd., Ellsworth (207) 667-9390
www.chaseleavitt.com

PASSED OVER THE BAR: MANNING AND THOMAS



Samuel Manning
- 9 July 2019

CAMDEN – Marine illustrator, builder, craftsman, teacher, harmonica player, sailor and oarsman, Samuel Manning, Camden Maine, cast off and died gracefully at his home at 12:08 a.m. July 9, 2019. The town clock rang at the moment of his passing, welcoming him in his transition to his next great adventure.

Sam is survived by his wife Susan Manning and daughters Erika Manning and Hilary Manning as well as by a wonderful and caring community of friends.

Sam grew up during the Great Depression and spent his youth on Sunny Meadow Farm in Robertsville, Connecticut, established in 1937 by his mother as a work study farm for wealthy young boys and girls. Sam began his love of carpentry at Sunny Meadow Farm and he was taught true craftsmanship and construction skills through several mentors - skills he employed throughout his life. A pond at Sunny Meadow Farm and summers at Fairfield Beach, CT captivated

him and cultivated his love of the water. His life on the farm during the depression taught Sam to use what was available and he remained resourceful throughout his life.

In 1943 gas rationing due to World War II and a series of family events made remaining on the farm difficult for Sam's family. Sam's mother and stepfather drove Sam and his sister Penny across country via the infamous Route 66 to Newport Beach, CA, where Sam became a Sea Scout. Sam's love of the water grew to a lifestyle – beginning when and he and his Sea Scout friends built their own diving suit with air fed helmet and used derelict dinghy's to play in the surf.

As Sam grew older he worked summers sailing in Newport Harbor as a deck hand on the 75' wooden yacht "Sirocco" previously owned by Errol Flynn.

After high school, Sam moved back to the east coast where he enlisted in the Navy for a year and was assigned aboard DDG Sarsfield a destroyer operated in Key West.

As a quartermaster striker, Sam taught himself navigation by spending leave time up in the bridge studying and becoming proficient in the art of navigation.

Following his first enlistment, Sam worked a year at Nevens Yacht Yard on City Island, New York and at Derektor's Yard in Mamaroneck, New York Sam returned to school where he spent a year at Bowdoin College studying to be an engineer. Due to the Korean war, Sam was called back to the Navy for two additional years with a fleet cruise up to Thule North Greenland in an LST.

When Sam returned to Bowdoin after his second stint in the Navy, he caught up with his friend Bob Peary (son of Admiral Robert Peary who is best known for reaching the geographic North Pole with his

expedition in 1909). Bob had found a 23' dory frozen in the sand at Reid State Park Beach and didn't have to convince Sam to chop her out of the ice and sand. Sam rebuilt her and in the summer of 1955 Sam and a Navy buddy, Don Loomis, rowed and sailed to Cape Breton Island, Canada with a goal of reaching Newfoundland. However, they were thwarted by several storms including the remnants of Hurricane Carol as well as the impending start of the fall term at Bowdoin, and Sam and Don were forced to turn back.

After college Sam was a trainee at American Export Line, a Steamship company in New York. Sam then worked as a Salesman for Alexander Hamilton where he soon became the top New England Salesman in the organization. Though a great salesman, carpentry was his calling and Sam transitioned to work as a carpenter for Hobbs, Inc., Custom Luxury Home Builders where he was quickly promoted to foreman.

A self-taught illustrator, Sam's official career began in a small cabin back in Cape Breton Island, Canada where he and his first wife, Helga spent a year in which Sam honed his illustration skills and contacted the well-

known publication Maine Coast Fisherman in Camden, Maine (which became National Fisherman) and was commissioned to submit articles and drawings to the magazine.

Sam's work with Maine Coast Fisherman brought him to Camden where he was then commissioned to produce six drawings of a schooner called "Silver Heels" which was under construction. After presenting his work, the Naval Architect, Murray Peterson, pronounced them "the best damn drawings he had ever seen."

Sam moved back to Connecticut with Helga where his daughters were born, but returned to Camden in 1969 where he settled in Maine permanently.

In 1972 Sam and Helga divorced and in 1975 Sam met Susan, who became his second wife. Sam and Susan became a harbor fixture, where they rowed and sailed the fourth of Sam's dory's almost every day, rain or shine for over 40 years in Camden Harbor and elsewhere.

During the latter half of Sam's life, he continued his work as an illustrator and authored, co-authored and illustrated several

Continued on Page 8.

Come to Jonesport for **Superb Service Best Rates**

- Expert Repair
- Fuel Polishing
- Haulout/Storage
- Brokerage
- DIY Space
- Showers/Laundry



(207) 497-2701

info@jonesportshipyard.com

285 Main St., PO Box 214, Jonesport, ME 04649



Jonesport Shipyard provides meticulous, experienced maintenance and repair. Storage is convenient, affordable and secure.

Join our Shipyard family.

JonesportShipyard.com

Adventures and History from Downeast Maine

By Arthur S. Woodward, Beals Island



Great Stories About:

- Lobster Smacks
- Old Jonesporters
- Early Lobster Boat Racing
- A Truck Driver's Recollection
- Towing the Beals Bridge
- Views from the Pilothouse
- Buying Lobsters
- and Coastal Sea Stories
- And much, much more.

\$20.00

Plus \$3.00 for shipping and handling
To order write: Maine Coastal News,
P. O. Box 710, Winterport, ME 04496 or
call (207) 223-8846



Moose Island
MARINE
853-6058

Commercial and Recreational Boat Supplies

Boat Storage

INDOOR · OUTDOOR · POWER · SAIL
16 to 45 ft. Haul out to 40 tons

Boat Winterization

INBOARD · OUTBOARD · STERNDRIVE

Boat Repair · Restoration

WOOD · FIBERGLASS

Boat Repowering

Save on winter jobs.

Shrink Wrap

MARITIME
Skiff

VOLVO
PENTA

TOHATSU
outboards

Hours: M-F 8:00-5:00 Online store: www.mooseislandmarine.com

THE BRIGHT RED COLOR GETS YOUR HEART PUMPING. THE GENERATOR RUNS EVERYTHING ELSE.

11.0 Egt
Diesel Generator



WEBERBEKE DIESEL AND GASOLINE GENSETS.
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.

WEBERBEKE

HANSEN

32 Tioga Way · Marblehead, MA 01945
(781) 631-3282 (800) 343-0480
www.hansenmarine.com

PASSED OVER THE BAR: MANNING AND THOMAS

books, and was a frequent contributor to Wooden Boat Magazine and other publications. Additionally, Sam was a gifted Commercial Artist.

Sam and Susan rebuilt a 1930s barn with craftsmanship, skill and care.

In 1998 Sam and Susan were featured in a video documentary, aired on PBS, called Islands In Time part of an Anyplace Wild series. They were filmed as they rowed and sailed over 20 miles of open ocean to the remote Matinicus group of islands.

Sam Manning has left behind an incredible legacy – his simple way of living, his attention to detail, his quality craftsmanship – whether in boat building, house building or furnishings – is meant to stand the test of time. Many of Sam’s illustrations have and will continue to be preserved at the Penobscot Marine Museum in Searsport where future generations can experience the art of craftsmanship carefully preserved in illustration. Perhaps his most powerful legacy is one he was not aware of. Sam was self-taught in most aspects of his life, and he was eager to teach people what he learned. His students, who he would call his friends, have embraced his lessons and his legacy will live on through others and kept teaching us up to the end how to live and how to die with grace.

A service will be announced. Memorial gifts may be made to Coastal Family Hospice, Camden Area District Nursing Association, or to the Soup Lunch c/o United Christian Church in Lincolnville Center. Condolences may be shared with the family

at www.longfuneralhomecamden.com. Arrangements are with the Long Funeral Home & Cremation Service, 9 Mountain Street, Camden.



Ronald Emerson Thomas
July 5, 1945 - July 1, 2019

FRANKLIN - Ronald Emerson Thomas, 73, beloved husband, father, brother, and community member passed unexpectedly on July 1, 2019. He was born July 5, 1945 in Guilford, Maine to Charles Thomas and Gladys (Emerson) Thomas.

Ron spent his childhood on the family farm in Dover-Foxcroft, where he honed

his skills in all manners of farm life. He and his siblings dutifully performed their chores while also managing to partake in many childhood antics. His mother, Gladys, most certainly had her hands full keeping an eye on six rambunctious boys. In his teenage years, Ron had a paper route, cut wood with his father and brothers, worked for a furniture store and attended Foxcroft Academy where he graduated in 1964. After graduation, like so many young men from Maine, Ron set his sights on Connecticut where there were many job opportunities. He and his first wife, Ellen, packed a Volkswagen Beetle and headed south where Ron would land an apprenticeship that eventually shaped the rest of his life. Ron often shared the story of his walking into a machine shop for the first time, where he first saw a working metal lathe that captured his fascination immediately. His aptitude for math, combined with his desire to learn and strong work ethic, resulted in his moving up quickly in the machine tool trade. Ron then did a stint in the military first serving in the Army, and later the Air Force. Being a true "Mainer", Ron couldn't resist the call to return to his home state, ready to take on the machine tool world by storm. He returned to the State of Maine and went to work for GE as a toolmaker. He worked for them about four years. He had also been doing airframe repair and he said that it gave him some great experience. After leaving GE he went to work for Sylvania on the Hogan Road in Bangor. He was the tool room foreman. Things were going pretty good, but he just got bored and decided to go out on his own and opened his own machine shop, R.E. Thomas Machine Co. in 1973 in Bangor. He successfully built a business through long hours doing custom design and contract work for large corporations. In 1985, Ron relocated the business to Hancock, Maine, where he continued custom and corporate work until 2001, when an unexpected opportunity literally walked in the door when a potential customer arrived with underwater marine hardware that he wanted manufactured. Soon after Ron began manufacturing this product, the customer decided he was unable to take it further and offered the sale of his line to Ron. At this point, Ron and Karen raised the money to buy the product line as Ron immediately saw the potential to make vast improvements. It was a perfect marriage; boats, underwater marine hardware, and fishermen. These

are all the things Ron truly related to and he dedicated his efforts into designing safe and modernized products as part of R. E. Thomas Marine Hardware. His expertise and preciseness, was matched only by his ability to make all customers feel as though they were his only customer. Ron's shop had an open-door atmosphere where all were welcome, not only to do business, but to also chat and have a cup of coffee.

Ron had a big, warm smile, super friendly demeanor and absolutely loved to help people. If he didn't know you, he damn well got to know you, one way or another. Ron was very proud of overcoming alcoholism with the support of AA, and its many members, who came to be like family to him. Ron's most treasured pastime was fishing. He was always searching for "Timmy Toque", as Karen called them, while they trolled along on so many of Maine's gorgeous lakes, their dog Grady by their side. Ron served on boards for both Open Door Recovery and the Franklin Historical Society.

Ron is survived by his wife and sole mate in this life, Karen Macomber. Also surviving him are his two cherished daughters, Heidi Thomas and Ami Simbari; as well as son-in-law Ron Simbari; and step-daughters, Leslee Differ and husband Danny, and Joslyn Brenton and husband Peter. Ron's grandchildren include Gabriella and Isabel Simbari, Connor Dorr, Jack and Miles Differ, Quinn Kelly, and Clara Brenton. He is also survived by his siblings; Stuart Thomas, David Thomas and his wife Joanne, James Thomas and his husband Bob, Cathie Goodine and her husband Greg, Cindi Lee, and Vickie Parsons, along with brother-in-law, Mark Macomber. Ron was predeceased by his parents, as well as two brothers, Paul and Gerald Thomas and his brother-in-law Danny Parsons. He is survived by many nieces and nephews.

A celebration of Ron's life will be held on Sunday, August 4, 2019 at the Franklin Veteran's Club, 4 Cards Crossing in Franklin, ME from 2:00-4:00pm. In lieu of flowers, donations may be made in Ron's memory to the Franklin Historical Society's School House Restoration Project at PO Box 317 Franklin ME 04634. Ron's passion for old buildings, along with his many vocational skills, enabled this project to get off the ground. His vision will continue to support the ongoing restoration.

Willis Spear Talks Fishing on Casco Bay

Continued from Page 6.

Keith did not like gill netting and he left and went back lobstering. Billy Train from Long Island took the boat and did real well. He laid her up in the fall and we did enough gill netting with the LADY JANE that we bought from Stevie that we sold both boats the fall of '77.

"I took SANDPIPER that belonged to George Doody's son, Ronnie, who had bought the boat in Montauk, which had been

built by Blunt. She was steel, narrow but she had an 871 with a 5:1 gear and she swung over a 4-foot wheel. I did not know anything about dragging and we went dragging that winter of '77 into '78. We went scalloping and we went towing drags on Jefferies, Caches and New Ledge. I had made enough money, along with selling those two gill netters that I ordered a Newman the winter of '77."

This is the first part of a two or three part article on an interview I did with Willis Spear of Portland discussing his career on the water. In the next issue we will step back a little and talk about his time going to sea and then more of the people and events that shaped Willis' life.

SHIP MODELS & KITS




Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567

Maine Coastal News
has a
**NEWLY UPDATED
WEBSITE!**
mainescoast.com

The 55th Winter Harbor Lobster Boat Races 10 August 2019

GRAND PRIZE 35-foot Mitchell Cove Hull



**New Race: Outboard Boats 18-feet and up
with a working electric or hydraulic hauler.**

GRAND PRIZE BROUGHT TO YOU BY:
Feeney's Boat Shop, Cutler
Composites One LLC, Rockland
Darlings Auto Mall, Ellsworth
Nautilus Marine, Trenton
D. C. Air & Seafood, Winter Harbor
and many other generous sponsors

U. S. NAVY NEWS

Navy to Christen Guided-Missile Destroyer Daniel Inouye

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will christen its newest Arleigh Burke-class guided missile destroyer, the future USS Daniel Inouye (DDG 118), during a 10 a.m. EDT ceremony Saturday, June 22, in Bath, Maine.

The future USS Daniel Inouye is named in honor of Daniel Inouye, who served as a United States Senator for Hawaii from 1963 until his death in 2012. He received the Medal of Honor June 21, 2000 for his extraordinary heroism in action while serving with the 442nd Infantry Regiment Combat Team in Italy during World War II. During an assault April 21, 1945, an exploding grenade shattered his right arm; despite the intense pain, he refused evacuation. He remained at the head of his platoon until they broke the enemy resistance and his men deployed in defensive positions, continuing to fight until the regiment's position was secured.

U.S. Sen. Mazie Hirono of Hawaii will deliver the christening ceremony's principal address. Irene Hirano Inouye, wife of the late Senator, will serve as the ship's sponsor. In a time-honored Navy tradition, Mrs. Inouye will christen the ship by breaking a bottle of sparkling wine across the bow.

"The future USS Daniel Inouye will serve for decades as a reminder of Senator Inouye's service to our nation and his unwavering support of a strong Navy and Marine Corps team," said Secretary of the Navy Richard V. Spencer. "This ship honors not only his service but the service of our shipbuilders who help make ours the greatest Navy and Marine Corps team in the world."

The future USS Daniel Inouye will be the 68th Arleigh Burke-class destroyer, and is one of 21 ships currently under contract for the DDG 51 program. The ship is configured as a Flight IIA destroyer, which enables power projection and delivers quick reaction time, high firepower, and increased electronic countermeasures capability for anti-air warfare. The Daniel Inouye will be 509.5 feet long and 59 feet wide, with a displacement of 9,496 tons. She will be homeported in Pearl Harbor.

US Navy Releases RFP for Guided-missile Frigate Contract

From PEO Unmanned and Small Combatants Public Affairs

WASHINGTON (NNS) -- The U.S. Navy on June 20 released a request for proposals (RFP) for the FFG(X) detail design and construction (DD&C) contract for first 10 guided-missile frigates (one base ship and nine option ships).

The RFP provides for a full and open competition and will result in a contract awarded to one company.

As described in the Chief of Naval Operations' "Design for Maintaining Maritime Superiority 2.0," and in keeping with the National Defense Strategy's stated goal of achieving a more lethal, resilient and agile force by pursuing acquisition strategies to build ships more quickly and affordably, the Navy plans to award a contract for FFG(X) DD&C in fiscal year 2020.

The FFG(X) will have multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare and information operations. Offerors who respond to the DD&C solicitation must propose an FFG(X) design based on a parent ship design that has been through production and demonstrated in full scale at sea. Per U.S. law, FFG(X) must be built in a domestic shipyard.

The Navy released a draft FFG(X) DD&C RFP to industry on March 1 and hosted an Industry Day event on March 19. Through these interactions, the Navy received feedback from industry that informed the RFP released today.

To reach the Navy's full requirement of 20 FFG(X)s a second contract is planned closer to 2025 for the next 10 ships to ensure more accurate pricing on out-year ships. This will be beyond the six years planned for this initial contract.

FFG(X) is an agile, multi-mission platform designed for operation in blue water and littoral environments.



GROTON, Conn. (June 20, 2019) Information Systems Technician 1st Class Ryan Andrews, a 2006 Noble High School graduate and a native of North Berwick, Maine, currently serves as an instructor at Information Warfare Training Command (IWTC) Virginia Beach Learning Site Groton, Connecticut. Information Warfare Training Command Virginia Beach currently offers 65 courses of instruction in information technology, cryptology and intelligence with an instructor and support staff of 280 military, civilian and contractors who train over 6,500 students every year. (U.S. Navy courtesy photo/Released)

IWTC VB Learning Site Groton Sailor Trains Future Submarine ITs

From Information Warfare Training Command Virginia Beach Public Affairs
GROTON, CT (NNS) -- Information Systems Technician 1st Class Ryan Andrews, a 2006 Noble High School graduate and a native of North Berwick, Maine, currently serves as an instructor at Information Warfare Training Command (IWTC) Virginia Beach Learning Site Groton, Connecticut.

Andrews is at a command responsible for teaching future Navy submarine computer system administrators the skills required to defend the U.S.'s most secured and vital information. In his job as a Navy submarine information systems technician, he is responsible for ensuring that the Na-

vy's most coveted, classified information remains secure from any malicious attack or security breach.

As a member of the U.S. Navy's most capable and advanced platform in the fleet, Andrews and other Sailors and staff know they are part of a legacy that will last beyond their lifetimes. The all serve as key parts of the information warfare community in its mission to gain a deep understanding of the inner workings of adversaries and developing unmatched knowledge of the battlespace during wartime.

Andrews has a tremendous responsibility in creating warfighting options for fleet commanders and advising decision makers at all levels as they serve aboard ships, submarines and aircraft around the world.

"As a member of the world's finest submarine fighting force, not a day goes by that you don't experience something unique and rewarding," shared Andrews. "The bonds you create with your crew when you are isolated for months at a time with no communication is nothing short of a second, true family. It's an experience, honestly, like no other and the opportunity to train these new Sailors before they embark on their own journeys is nothing short of a pleasure."

Andrews has military ties with family members who have previously served and are currently serving. He is honored to carry on the family tradition.

"My grandfather drove the marine landing craft in the Pacific Theatre during World War II, and both my father and step-father served in the Air Force. The military tradition and influence has gone back for generations and I am proud to be able to staple my own legacy into my family's military heritage."

IWTC Virginia Beach, located in Dam Neck Annex, currently offers 65 courses of instruction in information technology, crypt-

tology, and intelligence with an instructor and support staff of 280 military, civilian, and contractors who train over 6,500 students every year. It is one of four schoolhouses for Center for Information Warfare Training (CIWT) and oversees learning sites at Jacksonville and Mayport, Florida; Kings Bay, Georgia; and Groton, Connecticut to continue aligning IW community training.

With four schoolhouse commands, two detachments, and training sites throughout the United States and Japan, CIWT is recognized as Naval Education and Training Command's top learning center for the past three years. Training over 21,000 students every year, CIWT delivers trained information warfare professionals to the Navy and joint services. CIWT also offers more than 200 courses for cryptologic technicians, intelligence specialists, information systems technicians, electronics technicians, and officers in the information warfare community.

US Navy Remembers Beginning of Korean War

By Mass Communication Specialist 1st Class Mark Meredith, Commander, U.S. Naval Forces Korea Public Affairs Office
BUSAN, Republic of Korea (NNS) -- U.S. Navy Sailors serving in Korea honored the 69th anniversary of the start of the Korean War by participating in multiple commemorations honoring those who sacrificed their lives to defend the Republic of Korea, June 25 and 26.

On the morning of June 25, Rear Adm. Michael "Buzz" Donnelly, commander, U.S. Naval Forces Korea (CNFK), placed a wreath at the United Nations Memorial Cemetery in Korea (UNMCK) to commemorate the sacrifices of the many nations' force-

Continued on Page 24.

RELIABILITY IS A FAMILY TRADITION. MEET THE NEXT GENERATION.

INTRODUCING THE NEWEST MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha's next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at YamahaOutboards.com/InLineFour.



BOWDEN
Since 1982

marine
service

Bar Harbor, ME
(207) 288-5247
www.bowdenmarine.com

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®

REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG-approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement.
© 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.™



- Cummins, MAN, FPT, Baudouin, Nanni, Volvo Engine Sales & Services
- Complete line of marine hydraulics
- Belts, hoses, fasteners & fittings of all sizes
- Full Machine & Fabrication Shop

917 US Rt. 1, Steuben, ME 04680
207-546-7139

harnessthepower@kennedymarine.net

We're here to ensure that the only thing keeping you off the ocean ...is the weather!

FISHERMEN - THE ENDANGERED SPECIES

By Sheila Dassett

Fishermen have been here since the beginning of time. We are talking thousands of years to the present time. There have been some very important fishermen in our history, such as our Disciples for one example. The Vikings of Norway were very strong fishermen, along with the Eskimos in the Alaskan Territory and the North Atlantic fishermen, starting with the Canadian coast, along the Coastal States of the United States. This list goes on and on, as long as people need food, we will have the need to fish and provide for our families and the general population.

There have always been challenges and a great amount of danger in this occupation. I'm assuming that the very first fisherman used a spear to catch his fish, and I have heard more than one person say "what do you think inspired the first man to eat that clam or oyster?" That is one of those questions that we will never really know the answer to, but it had to begin somewhere. We then graduated to using nets to bring the fish into the open boats that were used many years ago. This also included the changes in the style of boats over the ages. They went from open dory style boats that used oars for power and able bodied men to make them move, to sails to carry them through the open waters.

You are probably asking yourself, "what is she trying to say with all of this?" Well, over the years, we have always had a very close understanding among the fishermen, which has always been the fact that even if a person is not your best friend, you help them out if they are in danger or in dis-

tress at sea. You don't leave anyone stranded at sea, if their engine is down, if they have fallen overboard or heaven forbid, their boat is on fire out there. This is a Cardinal Rule that has been taught to each generation to the present generation and beyond.

Now that we have worked our way to the year, 2019, it is time to help each other out again and do what we can to help save one another. I'm talking physically, financially, morally and "just because it is the right thing to do." We all know that there is a big concern about saving whales and other marine mammals. The best stewards in the world are the fishermen when it comes to helping at sea, that goes for helping each other and any sea mammal that is in distress. I can't think of anyone that I know (personally) that is really out to hurt a whale or any other type of sea animal, such as the seals, porpoises, gulls, loons, osprey and the American eagle. The list is endless. Now, the fisherman, himself is becoming the endangered specie as well. What can we all do to help the American Fisherman and their families? The talk is to save the whales, which is fine, but there must be solutions. There are many areas that have distance restrictions that make ocean access even more difficult as time goes on. When you see a windmill, there are restrictions for fishermen, so we don't get too close to the cables and rigging. The same rules go for undersea power cables. A lot of people have no idea how many restrictions there are that have been mounting up over more recent years.

"Funny" that I should mention about

fishermen helping each other in an emergency. We just went down to the dock with a load of bait to put on the boat, when we saw that one of our fellow fisherman's boat was laying across the harbor on the shore. His boat sank at the mooring last night. When one of the fishermen came down to go to haul, he noticed that she was sunk at the mooring with only the windshield sticking up. He was able to stop what he was doing and tow the boat to the shore so she could ground out. They were able to take pumps over to her and get most of the water out of her bilge. When we came down, they were using outboard skiffs to bring her to the public dock so she could be grounded out and her fate determined from there. This won't be the end, only the beginning of our fellow fishermen helping him out. This is all in the matter of survival, just as I was saying.

When I was asked about writing this article, I really wasn't sure where to go with this subject. My thoughts were, should I be straight forward, honest about our plight? Should I spice it up, so people will read my article? No, that's not my style, honesty is always the best way to go, but I do hope that you take the time to read this piece that I'm writing. This article is not about "me" or how much publicity that I can gain by writing about what we are all facing. This is all true to life circumstances. We have people trying to save the whales, trying to expand on wind power, cables for electricity and so on, like I mentioned previously. Now, if we need to cut back on lines and use ropeless gear, as is suggested, to please the whale people, we also have alternatives such as aquaculture

which is in the interest of the decline of our seafood such as shrimp, scallops, clams, etc. Well...people are also fighting against this method as well. This is because each aquaculture lease require so much waterfront area to produce their aquaculture farms. So this is a futuristic outlook for being able to produce enough food to feed everyone globally. What is your opinion on all of this? We do need to eat, food is always a factor in this. What are we going to eat in our food supply if everyone is against everything? I used to see a lot of signs when I was a teenager that all said "Peace" now the same movement of people are all carrying signs that say "Resist." So what do they really want?

Please feel free to contact me with any concerns or suggestions: dassatt711@yahoo.com. I am encouraging involvement and solutions in this matter.

We are reaching out to our Representatives, Senators, our Governor and yes, even our President of the United States for help and support to help save the American Fisherman. We have Lobster and Fishing Associations that put endless time and effort into helping this cause, as it is a matter of survival for all of us. If you are so inspired, please contact your local representative for help and support.

Senators: 3 State House Station, Augusta, ME 04333-0003; Maine.gov will give you the website to the State of Maine President of the Senate: Phone: 207 287-1500; Secretary of the Senate: Phone: 207 287-1540; State Republican Office: Phone: 207 287-1505; and State Democratic Office: Phone: 207 287-1515.

Maine Department of Marine Resources News

\$1,136,250 in Land for Maine's Future Funding Allocated to Support Working Waterfront Access

AUGUSTA - The Land for Maine's Future Board has selected six projects that will help protect and sustain Maines working waterfront.

Through the Working Waterfront Access Protection Program, funds have been set-aside to purchase development rights, through a legally binding agreement between the state and working waterfront owners, which will ensure that the property remains available to support commercial fishing or aquaculture activities.

Stonington Co-op at 51 Indian Point Road in Stonington has received a preliminary allocation of \$216,250 under the program. The funds will be used to conduct site work which will improve shipping and receiving of lobsters and bait. The co-ops plans include the construction of a 2,000 square foot wharf that will allow boats to unload light gear and will provide 12 additional parking spaces. The site currently supports 40 fishing vessels that harvest lobster and scallops and the expansion will also allow the co-op to provide additional shoreside resources for aquaculture operations.

The Town of Jonesport, home to 500 commercial fishermen, has received a preliminary allocation of \$118,750 which it will use for site design and engineering, access road and parking development, and installation of a boat ramp and two floats at Henrys Point, currently the location of a campground. The site will continue to support recreational activity, but its development as a commercial site will relieve pressure on a nearby state-owned marina, which provides the only public boat access in Jonesport.

Wottons Lobster Wharf, LLC in New Harbor plans to use funds awarded by the LMF Board to install an above ground fuel tank, additional bait storage, and a new float

with lobster crate storage at its 86 Southside Road, New Harbor location. Wottons Wharf is currently used by four vessels year-round for lobster and Bluefin Tuna fishing. By improving infrastructure, the project offers the potential to add four additional full-time fishing crews and vessels. Their preliminary allocation totals \$68,750.

A preliminary allocation of \$301,500 has been given to the Boothbay Region Maritime Foundation which it will use for the demolition and reconstruction of Carters Wharf at 87 Atlantic Avenue in Boothbay Harbor. Carters Wharf is home to 30 lobster fishing vessels and a lobster buying station run by Lukes Lobster. The new wharf could potentially serve an additional 10-15 vessels as well as aquaculture operations and allow other types of fish to be landed including crab and tuna.

Lobster co-op Interstate Lobster, Inc. in Harpswell will use funds allocated by the LMF board to support the demolition, replacement and expansion of the existing wharf at 241 Ash Point Road. The project will improve the structural integrity of the wharf, built in 1978 and suffering from cracked and split under pinnings which have cost the co-op \$10,000-\$30,000 per year to maintain. The wharf supports 21 co-op members and 20 additional boats that land lobsters, scallops and menhaden. Their preliminary allocation totals \$155,000.

The Spruce Head Fishermans Co-op at 275 Island Road in South Thomaston will use the \$276,000 allocated by the board to pay off a loan used to purchase adjacent property which will be used to expand parking and storage for the co-ops 54 members. The co-op will then refinance the property and use the money to install a bait freezer which will help the members address potential bait shortages.

Preliminary allocations represent LMF board support for the projects, however

before funds are disbursed, applicants must submit an appraisal, and complete all real estate due-diligence to the satisfaction of the State.

The Working Waterfront Access Protection Program is part of the Land for Maines Future Program. The Working Waterfront Access Protection Program fund was first capitalized by a bond originally passed in 2005 and has been renewed three times since by Maine voters. Funds are allocated by the LMF Board to support projects that sustain access to the waterfront for commercial fishing and aquaculture in exchange for development rights through a legal document called a Working Waterfront Covenant. To-date, 25 properties have received funds through the program.

The program is administered by the Maine Department of Marine Resources and the Land for Maines Future Program. More information on the program can be found at <https://www.maine.gov/dacf/lmf/publications.shtml#wwapp>

The Land for Maine's Future Program (LMF) is the State of Maine's primary funding vehicle for conserving land for its natural and recreational value. The program was established in 1987 when Maine citizens voted to fund \$35 million to purchase lands of statewide importance. In 32 years, LMF has assisted in the protection of 59 water access sites, 41 farms totaling more than 9,755 acres, 24 commercial working waterfront properties, more than 1,200 miles of shore lands, 158 miles of former railroad corridors for recreational trails and over 600,919 acres of conservation and recreation lands including 333,425 acres of working lands with permanent conservation easements. LMF has garnered broad based support because it respects landowner rights by acquiring land only from willing sellers, pursues a mission defined by the public, provides a tangible return to everyone who cherishes Maine's

landscape, from hunters, to hikers, snowmobilers to bird watchers, and leverages both federal and private funding for state priority purchases.

NOAA Announces Determination Not to List Alewife or Blueback Herring Under the Endangered Species Act at This Time

As part of our joint responsibility with U.S Fish and Wildlife Service for implementing the Endangered Species Act, we review whether species require protections under the Act.

We have completed a comprehensive status review and found a low risk of extinction for alewife and blueback herring throughout their range as well as for four alewife distinct population segments (DPS) and three blueback DPSs along the east coast of the United States.

After careful review of the status of both these species and of the identified DPSs, we have determined that listing alewife or blueback herring, or any of the seven identified DPSs under the Endangered Species Act as either threatened or endangered is not warranted at this time.

While river herring have declined from historical numbers, recent fisheries management efforts in place at the federal and state levels help to reduce the risks from fishing mortality for these species. Although some areas within the range continue to struggle, robust populations of these broadly distributed species are found in other portions of their ranges, with some areas supporting populations in the millions or hundreds of thousands.

With continued management and additional efforts to improve habitat connectivity, populations in areas of the range that are at low levels may also see improvements in the future.

Commercial Fishing News

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

From the Director -

What a beautiful day this was! We just got back from Stonington Fishermen’s Day, hosted by the Island Fishermen’s Wives. It was a little warm, but for the most part, the weather was just what we’ve been hoping for this summer. We share the space with Marty Hamblen and Mark Boehmer of Hanover Insurance Company. They are a great bunch of people to work with.

Hanover Insurance works very closely with D.E.L.A. and our membership offering a good opportunity for lobster boat insurance. This is one of the benefits that comes with D.E.L.A. membership, as well as receiving the Maine Coastal News in the mail and other discounts with our Associate members. As I have mentioned before, if you have an article or a letter that you’d like to submit, this is a big membership benefit. We welcome hearing from you and publicizing

your opinions.

The big talk is still whales, bait and wind power, as well as when the new shells are going to appear. The more that we work together on these issues, the better we will be. We have received an invitation from Governor Mills office for more talk about the whale issues that we are facing. She has submitted a letter with support to the Maine Lobster Industry, stating that she feels that there is a big lack of evidence concerning right whale deaths. She stated in her letter: “I have directed Commissioner Keliher to evaluate a risk reduction target for Maine that is commensurate to any actual risk posed by the Maine lobster industry - not the 60 percent risk reduction target assigned by the National Marine Fisheries Service. The Commissioner will come back to the industry in August, as promised, to share the Department’s findings and put forward

a plan to reduce risk in Maine.”

“Maine may be known across the globe for its lobster, but the federal government should know, too, that it underestimates our determination to protect this great state and the fishermen, like you, who are at the heart of it. My Administration will not allow any bureaucrat to undermine our lobster industry or our economy with foolish, unsupported, and ill-advised regulations. I stand with you and I will do everything I can as your Governor to protect your rights and your livelihoods and defend Maine’s lobster industry in the face of absurd federal overreach.” Thank you, Governor Mills, this is a move in the right direction. We are also the endangered species, with our livelihoods at risk.

The price of herring is still \$400, with no change in sight. At this point in time, we can not net menhaden on our own, but we may be able to this coming week. A lot of the fishermen are using frozen bait, such as red fish, menhaden (porgies) and rock fish racks. A lot are using pig hide as an extender, which is a matter of choice. We are using Bruneaux bait, which is manufactured in Louisiana and also has been approved by the D.M.R. for safe use. The Bruneaux bait comes in box weighing about 50 pounds and looks remarkably like a big chunk of ginger bread! It is also very good to work with.

The one thing that I’ve learned with this herring shortage, is the fact that the Maine fishermen will survive and find alternatives to a bait source. I’m not leaving out the

plight of the seiners, which must be finding it hard to make a living on such a short season. The closure period is extended 28 days to 42 days. This has been modified from October 4 to September 23, and the re-closure protocol may be initiated with a lower percentage of spawning fish present in the population, from 25% to 20%. These vessels are limited to landing 160,000 lbs., (4 trucks weekly). The Days Out Commissioners designated four consecutive landing days, beginning at 6:00 p.m. Sunday to 6:00 p.m. Thursday for vessels issued an Atlantic Herring Limited Access Category A Permit for Period July - August 2019. All harvester vessels may transfer Atlantic Herring at-sea to other limited access harvester vessels. All harvester vessels are prohibited from at-sea transfers of Atlantic herring to carrier vessels. All vessels landing herring caught in Management Area 1A in any Maine port are limited to one landing per 24 hour period (6:00 p.m. to 6:00 p.m.). You may be aware of this information, but I would like to share with you to keep communications up front.

Please contact us at any time with questions or concerns. We are always working on the issues, and communicating with our industry. We want to hear from the fishermen! We are all in this together and we do submit your suggestions to the Commissioner.

Our next meeting is scheduled for September 12th, which will be our Annual Meeting. We are still working on the location, so I will let everyone know what is chosen.

Be safe and will see you around, Sheila



Remembering those fishermen who have lost their lives at Boothbay Harbor.

Marine Insurance

An employee-owned company serving Maine people and their boats since 1866.

Allen

Insurance

Financial

NAVIGATING LIFE’S RISKS & REWARDS

Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.

AllenIF.com/marine

(800) 439-4311

OWNER, VESSEL, FLEET OR CREW

JOHANSON BOATWORKS

Full Service Yacht Yard

Rockland, Maine • 207-596-7060

info@jboatworks.com • jboatworks.com

Downeast Lobstermen's

Association

P. O. Box 88

Belfast, Maine 04915 — dassatt711@yahoo.com

2019 - “Working together”

NAME: _____

ADDRESS: _____

TOWN/CITY: _____ ZIP: _____

PHONE NUMBER: _____ E-MAIL ADDRESS _____

Type of membership:

☐ Lobsterman/stern man (\$100) yearly

License no. _____

☐ Lobsterman – age 70 & over (\$50)

☐ Student (\$56) yearly

☐ Business associate (\$113) yearly

☐ Avid supporter (\$132) yearly

☐ Friend of DELA (\$100)

☐ I wish to support DELA’s legal fund _____

☐ I wish to support DELA’s Scholarship Fund _____

We also take Master Card and Visa

Card _____ Expiration date ____/____/____

Security code ____

Card holder’s name (print) _____

Card Holder’s signature _____

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

Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA Fisheries Status Review of River Herring Finds Listing Unwarranted State Management Aiding in Species Recovery

ARLINGTON, VA – NOAA Fisheries published its status review of alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*) stocks (collectively referred to as river herring) along the U.S. coast. The status review, performed under the auspices of the Endangered Species Act (ESA), determined listing these species under the ESA is not warranted at this time.

The review noted while river herring have declined from historical numbers and overutilization remains a risk while population numbers are low, fisheries management efforts at the federal and state levels have helped to reduce the risks from fishing mortality. In particular, state implementation of the Commission’s Amendment 2 to the Interstate Fishery Management Plan for Shad and River Herring, which requires the closure of state river herring fisheries without an approved sustainable fisheries management plan, has been central in managing fishery impacts to these species.

The Commission’s 2017 River Herring Stock Assessment Update was an important component of the status review. The Update found while population abundance of river herring within certain rivers continues to be depleted, other river systems are showing positive signs of improvement, with increasing abundance trends for a number of rivers in the Mid-Atlantic and throughout New England. Although abundance in these river systems remains at low levels, dam removals and improvements to fish passage have had a positive impact on run returns.

“Though the findings of the status review are encouraging, river herring still face a variety of threats throughout their range and populations are still historically low in many areas of their ranges,” stated Kimberly Damon-Randall, Deputy Regional Administrator with NOAA Fisheries’ Greater Atlantic Regional Fisheries Office. “Accordingly, continued management is essential to ensure recovery of these species.”

Since 2012, NOAA Fisheries, in partnership with the Commission, have undertaken a number of initiatives to aid in the restoration of river herring populations. These include providing state and local agencies with restoration project funding, leading to dam removals and fish passage improvement projects; coordinating the River Herring Technical Expert Working Group to increase public awareness about river herring and foster cooperative research

and conservation efforts; and working with the New England and Mid-Atlantic Fishery Management Councils to establish shad and river herring catch caps in fisheries that are known to indirectly target these species.

The Listing Decision and Status Review Report can be found at <https://www.fisheries.noaa.gov/action/not-warranted-listing-determination-alewife-and-blueback-herring>.

New Indicators Could Help Manage Global Overfishing

Researchers suggest scientists and resource managers need to focus on the whole ecosystem rather than solely on population-by population, and propose a potential international standard for tracking the status of overfishing in global fisheries.

The smallest plants and creatures in the ocean power entire food webs, including the fish that much of the world’s population depends on for food, work and cultural identity.

In a paper published in Science Advances, NOAA Fisheries researcher Jason Link and colleague Reg Watson from the University of Tasmania’s Institute for Marine and Antarctic Studies suggest that scientists and resource managers need to focus on whole ecosystems rather than solely on individual populations. Population-by-population fishery management is more common around the world, but a new approach could help avoid damaging overfishing and the insecurity that brings to fishing economies.

“In simple terms, to successfully manage fisheries in an ecosystem, the rate of removal for all fishes combined must be equal to or less than the rate of renewal for all those fish,” said Link, the senior scientist for ecosystem management at NOAA Fisheries and a former fisheries scientist at the Northeast Fisheries Science Center in Woods Hole, Massachusetts.

The authors suggest using large-scale ecosystem indices as a way to determine when ecosystem overfishing is occurring. They propose three indices, each based on widely available catch and satellite data, to link fisheries landings to primary production and energy transfer up the marine food chain. Specific thresholds developed for each index make it possible, they say, to determine if ecosystem overfishing is occurring. By their definition, ecosystem overfishing occurs when the total catch of all fish is declining, the total catch rate or fishing effort required to get that catch is also declining, and the total landings relative to the production in that ecosystem exceed suitable limits.

“Detecting overfishing at an ecosystem level will help to avoid many of the impacts we have seen when managing fished species on a population-by-population basis, and holds promise for detecting major shifts in ecosystem and fisheries productivity much more quickly,” said Link.

In the North Sea, for example, declines in these indices suggested that total declines in fish catch indicative of ecosystem overfishing was occurring about 5-10 years earlier than what was pieced together by looking at sequential collapses in individual populations of cods, herrings and other species. Undue loss of value and shifting the catches in that ecosystem to one dominated by smaller fishes and invertebrates could have been avoided, the authors say.

Looking at the Whole Ecosystem

The first index used in the study is the total catch in an area, or how much fish a given patch of ocean can produce. The second is the ratio of total catches to total primary productivity, or how much fish can come from the plants at the base of the food chain. The third index is the ratio of total catch to chlorophyll, another measure for marine plant life, in an ecosystem.

Proposed thresholds for each index are based on the known limits of the productivity of any given part of the ocean. Using these limits, the authors say local or regional context should be considered when deciding what management actions to take to address ecosystem overfishing. Having international standards would make those decisions much easier and emphasize sustainable fisheries.

The authors named the indices in honor of the late marine biologist John Ryther and NOAA Fisheries scientists Michael Fogarty and Kevin Friedland, both at the Northeast Fisheries Science Center. All have worked extensively on integrating ecosystem and fishery dynamics for better resource management.

Shifting Fish, Not Fleets

“We know that climate change is shifting many fish populations toward the poles, yet the fishing fleets and associated industries are not shifting with them,” Link said. “That already has had serious economic and cultural impacts.” The authors note that they are able to follow these shifts over time and see how they can exacerbate or even contribute to ecosystem overfishing.

Fisheries are an important part of the global economy. In addition to trade and jobs, fish provide the primary source of protein to more than 35 percent of the world’s population, and 50 percent of the people in the least developed countries, according to the authors. Regions where the greatest amount of ecosystem overfishing occurs are also where impacts can be the greatest. Tropics, Temperate Areas Face Most Overfishing

The researchers looked at 64 large ma-

rine ecosystems around the world and found those in the tropics, especially in Southeast Asia, have the highest proportion of ecosystem overfishing. Temperate regions also have a high level of ecosystem overfishing, with limited capability to absorb shifting fishing pressure from the tropics as species move toward the poles.

“Even if tropically-oriented fleets were able to shift latitudes and cross claims for marine exclusive economic zones, it remains unclear if temperate regions could absorb shifts from the tropics, given that many temperate regions are also experiencing ecosystem overfishing and catches there have been flat for more than 30 years,” Link said.

Potential International Standard

The three indices proposed represent a potential international standard for tracking the status of global fisheries ecosystems.

“They are easy to estimate and interpret, are based on widely repeated and available data, and are a practical way to identify when an ecosystem would be experiencing overfishing based on well understood and well-accepted primary production and food web limitations,” Link said. “It would eliminate a lot of the debate about whether or not ecosystem overfishing is happening and instead focus attention on solutions. But until we can define and identify what ecosystem overfishing is, we cannot begin to address it.”

2019 Northeast Spring Ecosystem Monitoring Cruise Completed

Thanks to a combination of favorable weather and a well-run vessel, the 2019 Northeast spring ecosystem monitoring survey aboard the NOAA Ship Henry B. Bigelow sampled at 139 stations, achieving nearly complete coverage of the Gulf of Maine, Georges Bank, and Southern New England waters. Fewer days were available for the cruise than originally planned, so the scientific crew reduced coverage in the Mid-Atlantic region and did not cover waters south of Delaware. They also added stations during the cruise to improve sampling resolution in specific areas.

Samples of zooplankton—tiny animals and very young stages of some larger ones—provide information about the food chain supporting fisheries and marine mammals. Scientists use larval fish and egg samples to learn more about fish stock spawning and help estimate stock abundance. Measurements of physical and chemical conditions like temperature and salinity help us describe ecosystem productivity, spawning, larval recruitment, fish condition, and species distributions.

Together, the core measurements conducted by EcoMon cruises help researchers understand and predict changes in the Northeast ecosystem and its fisheries.


Researchers set out on the next EcoMon

Boattalk

The call-in radio show for people contemplating things naval on WERU-fm 89.9 Blue Hill and 99.9 Bangor streaming and podcasting at weru.org live every second Tuesday of each month 10-11am

Local boating news, interesting guests, and your input too. Call-in live and join the conversation on community radio or just roll with flow on the nautical radio show without piers. Non-commercial community supported local radio. Thanks for your support.

Otis Enterprises Marine



World-Class Finish - DownEast Dependability
www.otisenterprisesmarine.com

Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

survey in August aboard the NOAA Ship Gordon Gunter. A more detailed report on the 2019 Spring Ecomon Cruise will be available soon.

Core Sampling Summary
Plankton Collection

The core long-term EcoMon sampling includes bongo net tows to collect zooplankton, larval fish and fish eggs. These fine-mesh nets get their name because they are attached to a steel ring side by side, which looks kind of like bongo drums. On this survey, bongo net tows were conducted at 123 different stations. Supplemental stations were added in the western Gulf of Maine to support mackerel egg index assessments.

Conductivity, Temperature, and Depth Profiles

Seawater conducts electricity. This “conductivity” varies by depth and other oceanographic factors, and is used to estimate the salinity of seawater. The crew deployed an instrument that can measure conductivity, temperature, and depth—shortened to “CTD”—at all 139 stations on this survey. The combination of temperature and salinity at various depths helps define marine habitat boundaries, track ocean circulation, and monitor changes in climate. This can help explain changes in marine species distribution and productivity.

Ocean Acidification Monitoring

To monitor marine carbon cycling and ocean acidification, scientists collected water samples and measured dissolved inorganic carbon, total alkalinity, pH and nutrients. Increases in dissolved carbon dioxide can increase acidity of the water, which can in turn affect shellfish and other sensitive organisms. This sampling is funded by the NOAA Ocean Acidification Program and conducted in partnership with NOAA’s Atlantic Oceanographic and Meteorological Laboratory at the University of Miami. Special Collection Summary

The Northeast Fisheries Science Center’s EcoMon program collaborates with other agencies and institutions, supporting research that enhances core EcoMon sampling. The spring 2019 EcoMon cruise included sampling to support ongoing projects with the University of Rhode Island, the Woods Hole Oceanographic Institution, the Department of Fisheries and Oceans Canada, the Bureau of Ocean Energy Management, the U.S. Fish and Wildlife Service,

and a variety of groups within NOAA. Specifically: Ring nets were deployed alongside standard EcoMon bongo nets during tows at a subset of stations to compare the samples collected. The Department of Fisheries and Oceans Canada’s Atlantic Zone Monitoring Program uses ring nets for plankton sampling. This experiment is part of the work we are doing to find ways of combining data collected by each country in the Gulf of Maine and Georges Bank. University of Rhode Island scientists are leading a project to better identify sizes and types of phytoplankton using ocean color measurements derived from satellite images. These researchers took optical measurements to support the development of regional algorithms for this project. NOAA’s Joint Polar Satellite System Proving Ground and Risk Reduction Program funded the work. Partners include researchers from NOAA and the Woods Hole Oceanographic Institution. Two observers were aboard to watch for and record data on sea birds, marine mammals, and sea turtles encountered. This is part of the Atlantic Marine Assessment Program for Protected Species, a partnership among scientists from NOAA, the U.S. Fish and Wildlife Service, and the Bureau of Ocean Energy Management. An imaging flow cytobot was aboard the ship and used to image and count phytoplankton cells continuously from surface waters during the ship’s transit. This work is part of a National Science Foundation project led by Woods Hole Oceanographic Institution with collaborators from the University of Massachusetts Dartmouth, the University of Rhode Island, Wellesley College, and NOAA Fisheries.

Diversifying New England’s Seafood Marketplace

How many different seafood species do you purchase and eat? Many of us are familiar with lobster, sea scallops, cod, and haddock but not so familiar with eating dogfish, monkfish, scup, or sea robin. Diversifying the seafood choices we make and eating a much wider variety of local marine life will help the ecosystem and the people who depend on it for a living and for food.

Many wild seafood species can be found in waters off the Northeast coast, but consumers don’t see that same variety at their local seafood market.

Supporting the sustainable harvest of seafood, knowing where food comes from

and how to care for it, and providing access to affordable seafood are among the goals of a growing number of non-profit and community-based seafood programs.

In Warren, Rhode Island, the non-profit Eating with the Ecosystem’s mission “to promote a place-based approach to sustaining New England’s wild seafood” brings together marine scientists and commercial fishermen, chefs, seafood businesses, and local seafood consumers in a system “that supports the region’s marine ecosystems and the people who depend on them.”

“Our work focuses on five anchors: proximity, symmetry, adaptability, connectivity and community,” said Kate Masury, program director for Eating with the Ecosystem. “That means finding wild seafood from a marine ecosystem close by, balancing our diet with a variety of seafood, and trying new species that enter an ecosystem as that ecosystem changes. It also means stewardship, caring for our habitat, and learning where our seafood comes from.”

Restaurant chefs, fishermen and seafood supply businesses, and marine science researchers in Rhode Island and Massachusetts are affiliated with the effort, including Mike Fogarty, John Manderson, Maria Vasta, and Sharon Benjamin from NOAA Fisheries. Benjamin and Vasta serve on the organization’s board, while Manderson and

Fogarty are members of the advisory network.

One of Eating with the Ecosystem’s recent efforts is a citizen science project called Eat Like a Fish to find out how well New England’s seafood marketplace reflects the diversity of species within our regional ocean ecosystem. For six months, 86 citizen scientists in the five New England coastal states looked each week for four of 52 New England seafood species at seafood markets, supermarkets, farmers’ markets, and direct from fishermen at fishing piers. They noted where they found them and took them home for dinner, and where they did not.

The five most popular species – lobsters, sea scallops, soft shell clams, cod, and haddock – were found in more than 50 percent of the markets visited. The remaining 47 species were found less than 50 percent of the time, and 32 species were found 10 percent or less of the time. Those species include spiny dogfish, scup, butterfish, red hake, a number of flounders, and Acadian redfish.

The project revealed local seafood counters fail to adequately reflect the wide variety of marine species in our local waters. As our ecosystems continue to change at unprecedented rates, this mismatch has

Continued on Page 24.



"We encourage your support and membership!"

Working together, we can speak as one to maintain our fisheries, working families and working waterfronts.

PO Box 88
Belfast, ME 04915
207-338-1406 207-322-1924 207-322-1928
www.downeastlobstermen.org

C&C
Machine

· Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair

· Custom Machining Fabrication of Steel, Aluminum, Stainless

· Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

667-6910

Over 20 years in Business
328 Bucksport Rd., Suite 1, Ellsworth
Monday - Friday



A FULL SERVICE YARD

Gasoline · Diesel · Marine Store
Laundry · Showers
Telephone · Ice

OUTBOARD SALES & SERVICE
ELECTRONICS INSTALLATIONS
FLOAT & MOORING SERVICE

LOCATED IN CRADLE COVE WITH
GREAT ANCHORAGE

INSIDE STORAGE SPACE
AVAILABLE
CALL FOR DETAILS

700 Acre Island, P.O. Box 25
Lincolnton, ME 04849
207-734-2246 · VHF 09

NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

ERIC DOW BOAT SHOP

Builder of Traditional Small Craft. Repair and Restoration.
P.O. Box 7, Brooklin, Maine (207) 359-2277

Boat And Ship Yard News



OCEAN OUTFITTERS just launched from Morgan Bay Boat in Frankfort.

Morgan Bay Boats Frankfort

In June they launched another of their 43s finished off as an impressive sportfisherman for a customer from New York, called OCEAN OUTFITTERS. For accommoda-

tions she has a double berth forward, hanging lockers, head with shower, and a 22-inch Simrad monitor. Up in the wheelhouse there is a helm seat, fully appointed console with three 19-inch Simrad monitors, galley with side-by-side stainless steel refrigerator, mi-



Restoration Project at Frankfort Boat Works

crowave, stove-top, Corian countertops and a settee that can be made into an extra berth. She is powered with a 1,200-hp MAN diesel engine to a ZF gear, 2¾-inch shaft and a 32 x 38 propeller with a full cup. She will be used around New York and you probably will see

her in some area sportfishing tournaments.

If you want to be impressed with how she was finished off and how she performs watch this Terry Boivin video: https://www.youtube.com/watch?v=CCS33TvE_YM

There are two more Morgan Bay 43s on floor, both being finished off as sportfishermen, and with the same basic layout. In the third bay they are laying up the top for a Coast Guard inspected boat. Once the top is done they will be laying up the hull and this will be shipped to a finisher on Westport Island.

Out in the yard they have a hull that is available if you are looking for a very efficient hull.

Frankfort Boat Works Frankfort

They are finished a total restoration of a Glas-Spec 37, having removed everything except the engine. This winter they have been working on the interior, installing systems, plumbing and fairing and painting. Done below there is a V-berth and enclosed head, mostly complete except for joiner work. Up in the shelter they have built an elaborate console, settee and galley cabinets and out in the cockpit there is a bench seat, bait well and fish box. They are now working on more fairing and paint, mounting hardware, joiner work and electrical. She will have a tower and that is being painted and having hardware added by Mark Fitzgerald in Rockland.

They are hoping to have her overboard by September.

This project had a hiccup in mid-winter when owner Bill Doyle had a major medical issue when he developed a brain aneurysm. He explained, "I was on the bow of the boat with no bow rail on it, two minutes before it happened. Then I went down, I was putting my plow on my truck and my forehead just felt like someone put a vice on my head. I tried to make it to the cab of my truck to sit down, and didn't make it. I woke up lying on my back and luckily Rick (who works with Bill) showed up and my wife was just getting ready to leave for work, were here. I had split my head wide open because my head hit one of the boat stands out there in the lean-to when I went down. They said that actually kind of helped me because it took the pressure off my brain. They Life-flighted me to Mass General to fixed it. They went up through my groin and put a plug in. They took pictures first, that was cool. I got to watch it. See the thing go up to my brain, but when they did the operation they put me under. I asked them if I could watch, but they wouldn't let me."

Bill spent two weeks recovering in the hospital. He added, "They said it would be about six months to a year to recover, but within three months I was back to work. No residual, no memory loss, no nothing. Energy, is my only problem. I don't have a whole lot of energy, but it is getting better all the time. I am working 8-10 hours a day. It is just like I never stopped. Some people tend to think about it and I just say it happened. I happened to be in the right place and the right people took care of me."



Sharing the Joy of Small Boats



September 21-22, 2019
Portland Yacht Services
100 West Commercial Street
Portland, Maine



SmallCraftCelebration.com



From winning races to cruising or power boating use Hallett Canvas & Sails to get you there. **Made in the USA.**

Still time to winterize your canvas and sails

- Wash, Check & Repair (In house)
- Clean & Waterproof (Canvas)
- Repair & Store Only
- Wash & Store Only

HALLETT CANVAS & SAILS

215 Foreside Rd, Falmouth, Maine
(207) 781-7070 (800) 639-9907

www.hallettcanvasandsails.com
www.h2ube.com

SHIP MODELS & KITS



Swampscott Dory
This model is simple, quick to build, and makes a lovely display model. Call, write, or e-mail for our catalog of historic ships and local Maine vessels. Custom models & restorations, too!

Since 1905



BLUEJACKET
SHIP CRAFTERS

Since 1905

160 E. Main St., Searsport, Maine 04974
1.800.448.5567 • bluejacketinc.com • info@bluejacketinc.com

Boat And Ship Yard News

OUTLIER Launched at BBY

OUTLIER is a spirit of tradition racer and daysailer

BROOKLIN — Brooklin Boat Yard launched OUTLIER, a 55-foot sloop designed by Botin Partners of Spain, on June 5 after a ten-month build at the Brooklin, Maine, boatyard. The cold-molded custom yacht is a spirit of tradition racer and daysailer. While she has a modern underbody with a deep, fixed-bulb keel, OUTLIER’s aesthetic above the waterline is decidedly traditional with a roomy cockpit, closed transom and classic housetop. OUTLIER’s owner intends to race the boat in East Coast and Caribbean regattas beginning this summer.

The Botin 55 has a lightweight cold-molded wood hull and deck built with a carbon-reinforced keel structure to support the deep fin and lead bulb. The three-spreader carbon mast is from Hall Spars with a North Sails 3Di sail plan. Since OUTLIER’s owner doesn’t intend to take her offshore for extended cruises, the interior is clean, classic, and simple. The lightweight interior is built with paneled vertical grain white oak and an English brown oak cabin sole and finished in satin sheen varnish with white painted deck frames for accent. There is a spacious main salon amidships, which connects with a simple galley and well-equipped navigations station. A quarter berth aft offers sleeping accommodations


while underway, and a forward cabin has four bunks for crew plus a full head.

“OUTLIER is an incredible marriage of modern engineering and traditional styling,” said Steve White, president of Brooklin Boat Yard. “She exemplifies the continuing evolution of the spirit of tradition class. She’ll perform well on the racing circuit while carrying on the classic aesthetic for which wooden boats are well known.”

OUTLIER will call Nantucket her homeport. Her upcoming racing schedule includes the weekly local races in Nantucket, The Castine Classic, Camden to Brooklin Classic, Eggemoggin Reach Regatta, Nantucket Sailing Week, Opera House Cup, and others.

This is Brooklin Boat Yard’s second collaboration with Botin Partners, having launched the 22m TOROA in 2017. The Botin 55 owner selected Brooklin Boat Yard and Botin Partners to design and build a custom yacht after seeing TOROA.






OUTLIER Specifications:
Length on Deck: 16.8 m | 55 ft.
Length Waterline: 15.7 m | 51 ft. 6 in.
Beam: 4.27 m | 14 ft.
Draft: 3.0 m | 9 ft. 10 in.
Displ (approx): 14.5 tonnes | 32,000 lbs
Weight of bulb (approx): 5012 kg | 11,050 lbs
Sail Area: 153m² | 1645 ft²
Engine: 75 hp Volvo Saildrive





VIKING SHIP Draken


The only boatyard you'll ever need

- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- **300-ton Travelift** • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- **NEW online parts shopping**
www.shopportlandyacht.com






100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com



HEWES & COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine
www.hewesco.com gardner@hewesco.com

CNC machined bulkheads and moulds
Cabinetry, varnish, & Corian
for the marine industry



BROOKS TRAP MILL & MARINE SUPPLIES

1- 800- 426- 4526

Bath, ME ~ Portland, ME ~ Thomaston, ME



MORE THAN JUST LOBSTER TRAPS!!



Your one-stop-shop for traps and marine supplies!

- Lobster Traps
- Shrimp Traps
- Crab Traps
- Fish Traps
- Sea Bass Traps
- Scup Traps
- Conch Traps
- Eel Traps
- Used Traps



- Apparel
- Aquaculture Supplies
- Bait Bags
- Ballast(steel,cement,etc)
- Bessy Bait Drums/Pails
- Buoys
- Paint
- Rope
- Trap Accessories

Stop in and see us!



Visit us online at:
WWW.BROOKSTRAPMILL.COM



Liquid assets.

Beauty and durability — Epifanes coatings offer you both. Our long lasting varnish formulas let you craft brightwork that outshines and outlasts the rest. Our two-part Poly-urethane paints flow perfectly and apply easily with a roller-only application, resulting in superior abrasion protection and an unsurpassed mirror-like finish. Look for Epifanes at your favorite marine store. And check out the “Why We Roll” video on our Facebook page.

EPIFANES®
Yacht Coatings

AALSMEEER, HOLLAND • THOMASTON, MAINE • MIDLAND, ONTARIO
1-800-269-0961 • www.epifanes.com

 FOLLOW US

Maine's Boatbuilders & Repairers

HOLLAND'S BOAT SHOP, INC.




Mill Lane, Belfast, Maine 04915 • (207) 338-3155





• 24'x24'x85' Professional Spray Booth
• 50 & 75 Ton Travelift
• Mobile Crane Service
• Complete Fabrication/Fiberglass Repair Facility
• Slips - Mooring - Fuel
• Certified Diesel/Outboard Sales & Service
• Local and Long Distance Boat Transport

120 Tillson Ave Rockland, Maine
(207) 594-0400 www.journeysendmarina.com
info@journeysendmarina.com



Samoset Boatworks

Building boats in the Maine tradition

Matt Sledge

Custom Finisher

Current Project: 48' Mussel Ridge Sportfishermen

(207) 633-8350 106 Industrial Park Rd., Boothbay, Maine matt@samosetboatworks.com

CUSTOM WOODEN BOATBUILDING & REPAIR

SINCE 1973



**Richard Stanley**
CUSTOM BOATS

PO Box 275
13 Little Island Way
Bass Harbor, ME 04653

207.244.3795
www.RichardStanleyBoats.com
richard@richardstanleyboats.com

Home of the Calvin Beal and Young Brothers Boats



CALVIN BEAL
30 - 34 - 36 - 38 -
42 - 44 - 46

**SW Boatworks™**
MADE IN MAINE
207-667-7427
www.swboatworks.com
swboatworks@gmail.com

YOUNG BROTHERS
30 - 33 - 35 - 38 -
40 - 42 - 45 - 46

Don't Let Our Looks Fool You.



Behind this charming seaport village exterior lies the capability of a state-of-the art yacht yard and the facility of a modern marina. It's this meeting of atmosphere and efficiency that makes Derecktor  Robinhood stand apart from others. In Maine or anywhere else you look.

- Full service boatyard
- Slips, moorings & storage
- Gas and Diesel
- Joinery, composite & machine shops
- Paint and varnish booths
- Mechanical and systems install and repair

- Factory authorized service
- Engineering and design support
- 50 ton lift
- Osprey Restaurant & Tavern at Riggs Cove on site
- Courtesy car
- 45 minutes to Portland

DEREKTOR



ROBINHOOD

340 ROBINHOOD ROAD, GEORGETOWN, MAINE (207) 371-2525

WWW.ROBINHOODMARINECENTER.COM

Maine's Boatbuilders & Repairers



FARRIN'S BOATSHOP
Bruce A. Farrin & Sons



Atlantic Boatworks 37

At Farrin's, pride in our workmanship has been continuously applied in over 50 years of building boats.

Our craftsmanship in construction will give your custom project the quality that has made Maine famous in the boat building industry.



Wayne Beal 40

Building time available July & November 2019

Walpole, Maine 04573 • 207-563-5510
FarrinsBoatshop.com



MAINE
BUILT BOATS

www.mainebuiltboats.com

KITTERY POINT YACHT YARD
FINE WORK, FINE BOATS SINCE 1963



- two full-service waterfront repair facilities
- engine sales & repowers
- custom refits
- boat finishing
- indoor heated storage

DEALERS FOR:       

48 BOWEN ROAD, KITTERY ME 03904 | WWW.KPYY.NET | 857 MAIN STREET, ELIOT ME 207.439.9582 207.439.3967



H & H MARINE INC.



H&H Marine Inc. builds quality working craft from 25 to 47 feet. Custom layouts are available. Come visit us at our shop, and see first hand the quality we build with "Downeast Pride"!

P.O. Box 932, Steuben, Maine 04680 (207) 546-7477 www.hhmarineinc.com

RUMERY'S BOATYARD





Rumery's Torpedo 38 and Alerion 26
MODERN CLASSICS


Rumery's Boatyard • Biddeford, Maine 04005
(207) 282-0408 www.rumerys.com

CUSTOM CONSTRUCTION, RESTORATION & STORAGE

MAINE YACHT CENTER
A Perfect Place to Refuel, Refit, and Relax



Located in Casco Bay, minutes from downtown Portland.



Dockage, Service & Storage

100 Kensington Street • Portland, Maine
207.842.9000 • www.maine-yacht.com

WILD, WILD WEST's Domination Threatened?



Jeremy Beal's MARIA'S NIGHTMARE ran well and won Gasoline Class E at Stonington.



In Diesel Class K Andrew Taylor's BLUE EYED GIRL and Colby Oakes' TRIPLE X.

Continued from Page 1. maybe with two feet to spare, was NIGHT MOVES II. There were 11 boats signed up

for Class M(B) (40 feet and over, 501 to 750 hp) and it was decided to split the class in two heats and then race the top three off in a finals race. At the Boothbay and Rockland

racess the top three boats have been Robert Alley, Jr.'s HANNAH LOUISE [Calvin Beal 42; 750-hp John Deere], Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], and Jason Chipman's MISS AMITY [Osmond 42; 700-hp Scania]. As they came up the course in the Finals it was going to be a close finish with KIMBERLY ANN crossing the line just ahead of MISS AMITY. Four boats were on the line for Class N (40 feet and over, 751hp and over) and with just one boat in Class O (Non-working boats, any length, any horsepower), Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta] they ran down with them. Streaking first over the line was WILD WILD WEST and now the battle was for the top spot in Class N, which went to Joshua Beal's KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN] from Milbridge.

In Wooden Boat A (up to 35 feet 11 inches) no one was surprised to see LITTLE GIRL fly over the finish line first. There were no entrants in Wooden Boat B (36 feet and over).

The Gasoline Free for All was won by

LITTLE GIRL, but unfortunately when she came over the line she slowed and it was obvious there was an engine issue.

In the Diesel Free for All eight boats came to the line and it was all about WILD WILD WEST.

In the Fastest Lobster Boat it was again WILD WILD WEST followed by MOTIVATION with WIDE OPEN third.

The final race of the day was Bass Harbor's Fastest Lobster Boat and this was won by RACHEL IRENE.

Looking forward to the Moosabec Reach Lobster Boat Races on Saturday 29 June we all hoped for no fog. We learned before the race that MARIA'S NIGHTMARE was running better. LITTLE GIRL was sitting outside at Wayne Beal's Boat Shop in Jonesport with a rocker arm issue, but it was also suspected that one of the pistons was burned.

MOOSABEC REACH – Fog is the biggest worry when going to Moosabec Reach (between Beals Island and Jonesport). As I made my way down to Jonesport it looked promising and when I landed at the Coast Guard station I was relieved to find a clear race course.


As soon as I set up at 0730 hrs. and began taking entry forms the line continued to grow until finally after 1000 I had signed up the last entrant with a final count of 125 boat, the most since Winter Harbor's 130 boats in 2002.

Moosabec looked to honor lobster boat racer, Galen Alley his home port, and had a parade of boats sail up the course before the first race of the day took place.

One question was answered before the race. LITTLE GIRL had her engine replaced with an old 429 engine.

Noted designer Calvin Beal, Jr. signed up a new boat this year in Diesel Class A, JEANINE MARIE. He had downsized from a Calvin Beal 36 to a Calvin Beal 30, which he had powered with a 235-hp Cummins. Calvin's old boat is now owned by Abraham Beal, who renamed her WHIT'S END [Calvin Beal 36; 500-hp Cummins]. Another new name, but not a new boat, was SEMPER FI [Crowley Beal 28; 500-hp Cummins], which raced last year as Jeremy Beal's MISS MARINA & MARIE. Last year she was powered with 1,000+-hp Chevrolet engines and never got up to speed. Last fall the engine was sold as well as the boat. The engine went west and the boat, after being refitted at Wayne Beal's Boat Shop, headed to Cutler. Another new boat was Jason Chipman's MISS AMITY [Mussel Ridge 46; 900-hp Scania], which was entered in Diesel Class N.

If you want to know what herding cats is like come to Moosabec and try to figure out who is who in the skiff races. In the first Work Boat Class, Class A we had to wait until after



Friday August 16th 2019 -
Sunday August 18th 2019

Castine Race Weekend

Join us for a weekend of racing and activities on the beautiful waters of Penobscot Bay! All sailboats and cruising spectator boats are welcome!

Schedule of Events:




~ Friday Evening ~
Cocktail Party at Castine Yacht Club


~ Saturday Afternoon ~
The 68th Maine Retired Skippers Race
Maine's Oldest Yacht Race!
A fundraiser for the Maine Ocean School of Searsport.
Cocktails and Awards to Follow


~ Sunday Afternoon ~
The Castine Cup
Gulf of Maine Racing Association Scored Event!
A fundraiser for the Community Childhood Learning Place of Castine.
Cocktails and Awards to Follow

For more information, contact the race committee at: Castine.YC.RC@gmail.com

Thank you to our sponsors!



TATE-FITCH, P.A.
Certified Public Accountants





Fishing access along the Kennebunk River


We supply the bait, tackle & boat
you supply the time to relax!

Saco Bay Tackle supplies on site.
For Rent: Power boats, canoes, and kayaks


Call 207-967-3411
or stop by 67 Ocean Avenue



Discover Boating in South Freeport



Full Service Marina • Beautiful Secure Harbor
Wooden Boat Restoration • Honda Marine Dealer • Certified Technicians
5 Wharf Road, South Freeport, ME 04078 • 207-865-3899
StroutsPoint.com



Heated Indoor Storage • ValvTect Fuel • Yamaha Outboard Service
Sealand Dealer • Awlgrip Refinishing • Yanmar Sales and Service
31 Main Street, South Freeport, ME 04078 • 207-865-3181
BrewerSouthFreeport.com

WILD, WILD WEST's Domination Threatened?



Matt Shepherd's ALEXSA ROSE took third in the competitive Diesel Class M(B).

the races and the win went to Jacob Alley [Pearson 15; 25-hp Evinrude]. 13 boats were on the line for Class B, which was won by Ralph Davis' ALPEX [16', 90 hp Johnson]. In Class C the winner was Caleb Norton's WHITE LIGHTNIN'.

In the Gasoline Classes there were no entrants in Class A; two in Class B, Clark Mills' MCKENSI STARR [Doug Dodge 22; 302 Chevrolet] and WIDE OPEN; one entrant in Class C, Randy Durkee's BLACK DIAMOND; one in Class D, LITTLE GIRLS; and one in Class E, MARIA'S NIGHTMARE were all run up together. Running classes together saves time, makes the racing more interesting, but confuses the spectators not realizing the real race positions. In this case BLACK DIAMOND, LITTLE GIRL and MARIA'S NIGHTMARE automatically won their respective classes. The only undecided race was Class B, which was won by MCKENSI STARR.

Next up was the Diesel Classes and just one, Class K, had no entrants. However there were two classes, M(B) and N, with too many boats for one race so they were split up into two heats. The first race, Class A had eight boats on the line, which included Calvin Beal, Jr.'s new boat JEANINE MARIE, which easily got the win. In Class B Chad Libby's MYRTLE BELLE [Libby 34, 205-hp John Deere] slipped by the other two competitors for the win.. With just one entrant on Class C, LAST DESIGN she ran down with the five boats in Class D. Glenn Libby's SYLVIA JEAN [Libby 34; 300-hp Caterpillar] was able to slip by the other competitors for the win in Class D. Class E has been dominated by HIGH VOLTAGE so far this year, but he would face for the first time Kenton Fenney's BAD INFLUENCE [Holland 32, 350-hp Yanmar], which has always been a top boat in this class. As the two came up the course it was close and by a boat length it was HIGH VOLTAGE getting the win. Class F was won by AIDEN MARINER. Class G has been dominated the last couple of years by RIGHT STUFF and no one expected anything different, however SEMPER FI had a different idea as she jumped out into the lead and never looked back. Class H was won by TOP SECRET. There were just two boats in Class I with the win going to MISTY. Class J had two entrants GOLD DIGGER and Nick Wiberg's MISS KATIE [Northern Bay 36; 700-hp Volvo], and with just one entrant in Class L, MOTIVATION they were run up together. GOLD DIGGER and MISS KATIE have had some very close races and today was no different. As they came to the line it was again close and maybe by a quarter of a boat length the win went to GOLD DIGGER. Nine boats were on the line for Class M(A) and the win went to Milton Merchant's MISS TONIA [Libby 41; 500-hp Cummins]. Seventeen boats were

entered in Class M(B) so they were split into two heats. In the finals MISS AMITY got first, KIMBERLY ANN second and HANNAH LOUISE third with all the bows crossing within 40 feet. Class N had thirteen boats entered and this class was broken up into two heats. In the Finals it was close but MISS AMITY got the win. There was just one boat in Class O, WILD WILD WEST, so she ran down the course by herself.

There was just one boat in Wooden Boat Race A, LITTLE GIRL as WIDE OPEN was done for the day; and there were no entrants in Wooden Boat Race B.

Just two boats were on the line for the Gasoline Free-for-All, and BLACK DIAMOND got the win.

In the Diesel Free-for-All nine boats came to the line and it was no surprise to see WILD WILD WEST leading the way to the finish line.

In the World's Fastest Working Lobster Boat there were just four boats on the line with the top spot going to MOTIVATION.

Just two boats were on the line for the final race of the day, World's Fastest Recreational Lobster Boat, MARIA'S NIGHTMARE and WILD WILD WEST. To date WILD WILD WEST has been the dominate boat in this class running at just about 60 mph. However, MARIA'S NIGHTMARE has the horsepower, but the big question was would she hold together. As they came up the course MARIA'S NIGHTMARE had the advantage, but here and there she spit and sputtered, but she kept on coming and crossed the line with a two boat length lead for the win in the shocker of the day.

Continued on Page 23.

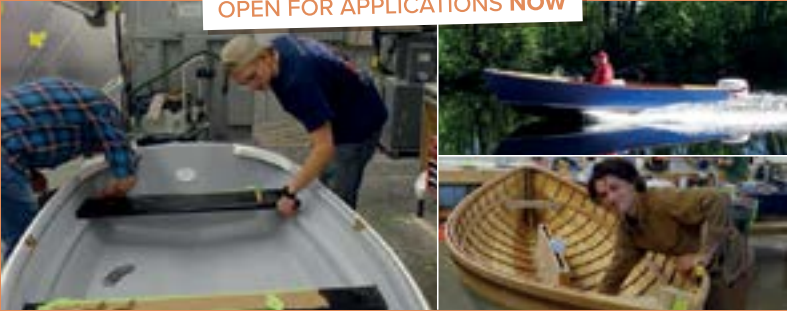


RACHEL IRENE, OBSESSION and ANOTHER DIRLS in Diesel Class G at Bass Harbor.

YOUR FUTURE STARTS HERE at The Landing School

Diploma & Degree Programs, plus Short Courses
Wooden Boat Building, Composite Boat Building,
Yacht Design and Marine Systems

OPEN FOR APPLICATIONS NOW



Email brian@landingschool.edu or text 207 467 5012
or call The Landing School at 207 985 7976
to start talking about your future with boats today

THE LANDING SCHOOL

www.landingschool.edu

NEED TO MOVE YOUR BOAT?

CALL YORK'S BOAT TRANSPORTATION



YORK'S MARINE

11 Gordon Drive
Rockland, Maine 04841

(207) 596-7400
www.yorkmarineinc.com

Final Results: Bass Harbor, Moosabec & Stonington Lobster Boat Races



Heather Thompson and GOLD DIGGER [Wayne Beal 36; 675-hp Scania] from Harrington took the top spot in Diesel Class J.

BASS HARBOR LOBSTER BOAT RACES

23 June 2019

WORK BOATS UNDER 24 FEET

RACE 1 - CLASS A:Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: No entrants. **RACE 2 - Class B: Inboards, outboards, or outdrives31-90hp:** 1) *Assault Weapon*, Eric Eaton (32 mph); 2) *Sea Spray*, Cameron Lunt; 3) *Jane M.*, Oliver Harper; and 4) *Maine Event*, Harlee Donovan. **RACE 3 - Class C: Inboards,outboards or outdrives 91hp and over:** 1) *Q*, Sue Snow (33 mph); 2) *Hot Damn Too*, Dillion Harper; and 3) *Shore Thing*, Colyn Rich.

GAS POWERED WORK BOATS 24 FEET AND UNDER

RACE 4- Gasoline Class A: 4 & 6 cylinder 24 feet and over: No entrants. **RACE 5-Gasoline Class B: V8, Up to 375 cid, 24 feet and over:** 1) *Wide Open*, Wayne Rich. **RACE 6-Gasoline Class C: V8, 376 to 525 cid, 24 feet and over:** 1) *Black Diamond*, Randy Durkee. **RACE 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** 1) *Little Girl*, Shawn Alley (42 mph). **RACE 8-Gasoline Class E: Over 525 cid, 28 feet and over, Turbos/superchargers: No entrants.**



Aaron Beal's NIGHT MOVES II crossing the finish line first in Diesel Class M(A) with Chris Pope's OLD SCHOOL from Swan's Island a very close second.

DIESEL POWERED WORK BOATS 24 FEET AND UP

RACE 9- Diesel Class A- up to 235 hp, 24-31 feet: 1) *Bare Bottom*, Jacob Kirby (28 mph); 2) *Miss Chif*, Neal Snow; 3) *Jana D*, Charles Dillon; and 4) *Still Just Bitchin'*, Jim Harper. **RACE 10- Diesel Class B- up to 235 hp, 32 feet and over:** 1) *Miss Kari Lynn*, Everett Beers (20 mph); 2) *Caitlin*, David Schlaefer; 3) *Hello Darlings II*, Cory McDonald; 4) *Rampage*, Frank White; 5) *Ocean Belle*, Alton Pinkham; 6) *Sundancer*, Brian Gordius; 7) *Never Enough*, Daniel Closson; 8) *Reese Abigail*, Fred Thurston; and DNF) *Celtic Ties*, Jake Mitchell. **RACE 11- Diesel Class C- 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (37 mph); 2) *White Lightning*, Dan Eaton; and 3) *Michael Alan*, Pat Hanley. **RACE 12- Diesel Class D- 236-335 hp, 34 feet and over:** 1) *Miss Margo*, Shawn Stanley (22 mph); 2) *Diana Dawn II*, Scott Harper; and 3) *Jacquelin*, Richard Higgins (7.5 mph). **RACE 13- Diesel Class E- 336 to 435 hp, 24-33 feet:** 1) *High Voltage*, Dan Sawyer (35 mph); 2) *Uptown Girl*, Jim Beal; 3) *Emma G.*, Kathy Lymburner; 4) *Flirtin' With Disaster*, Max Goodwin; 5) *Jessica Ann*, Cody Pettengill; 6) *Holemjen*, Alan Gordius; and 7) *Shady Lady*, Boomer Carroll. **RACE 14- Diesel Class F- 336-435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (35 mph); 2) *Justin & Colby II*, Robert Lee III; 3) *Miss Beth*, George Lawson, Jr.; and 4) *Tenacious*, Steve Carter. **RACE 15- Diesel Class G- 436 to 550 hp, 28-35 feet:** 1) *Right Stuff*, Dana Beal (33 mph); 2) *Obsession*, Ryan Lemieux; 3) *Another Dirls*, Steve Carver; 4) *Rachel Irene*, Greg Lewis; 5) *Steppin up*, Travis Lunt; 6) *Gypsy Queen*, Kevin Oliver; 7) *Kailey A.*, Brennan Spofford; 8) *Mary Louise*, Gunner Lymburner; and 9) *Addie's Way*, John Lymburner. **RACE 16- Diesel Class H- 436 to 550 hp, 36 feet and over:** 1) *Top Secret*, Tee Trundy (33 mph); 2) *All In*, Jeremy Tyler; 2) *Miss Norma*, Dean Beal; and 4) *Risky Business*, Kyle Look. **RACE 17- Diesel Class I- 551 to 700 hp, 28-35 feet:** 1) *Misty*, Chris Smith (35 mph); and 2) *Last Round*, Cody Hooper. **RACE 18- Diesel Class J- 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson. **RACE 19- Diesel Class K- 701 to 900 hp, 28 feet and over: No entrants.** **RACE 20- Diesel Class L- 901 hp and over, 28 feet and over:** 1) *Motivation*, Tom Clemons (42 mph). **RACE 21- Diesel Class M(A) - 40 feet and over, up to 500 hp.:** 1) *Night Moves II*, Aaron Beal (26 mph); 2) *Old School*, Chris Pope; 3) *Provider II*, Lewis Bishop; 4) *Drew & Henry*, Chris Goodwin; and 5) *Sea Urchin*, Alan Knowlton. **RACE 22- Diesel Class M(B) - 40 feet and over, 501 to 750 hp.:** **Heat I:** 1) *Kimberly Ann*, Eric Beal (34 mph); 2) *Miss Amity*, Jason Chipman; 3) *Tied Together*, Mike Ross; 4) *Two Chances*, Roy Hadlock; and 5) *Brycen & Elyza*, Jon Chipman. **Heat II:** 1) *Hannah Louise*, Robert Alley, Jr. (34 mph); 2) *Krystal E.*, Roman Jordan; 3) *DDT II*, Ira Kelley; 4) *Maverick*, Blake Haass; 5) *Joy Frances*, Logan Alley; and 6) *Miss Meadow*, Wayne Gilley. **Finals:** 1) *Kimberly Ann*, Eric Beal (36 mph); 2) *Miss Amity*, Jason Chipman; 3) *Hannah Louise*, Robert Alley, Jr.; 4) *Krystal E.*, Roman Jordan; 5) *DDT II*, Ira Kelley; and 6) *Tied Together*, Mike Ross. **RACE 23- Diesel Class N - 40 feet and over, 751hp and over:** 1) *Kayla Anne*, Joshua Beal; 2) *Maxed Out*, Spencer Thompson; 3) *Miss Behavin' Again*, Jason Gordius; and 4) *Miss Jessica*, Parker Murphy. **RACE 24. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (49 mph).

RACE 25- Wooden boat, up to 35 feet 11 inches: 1) *Little Girl*, Shawn Alley (48 mph); 2) *Wide Open*, Wayne Rich; and 3) *Emma G.*, Kathy Lymburner. **RACE 26- Wooden boat, 36 feet and over: No entrants.**

RACE 27- Gasoline Free for All: 1) *Little Girl*, Shawn Alley; 2) *Black Diamond*, Randy Durkee; and 3) *Wide Open*, Wayne Rich.

RACE 28 - Diesel Free for All: 1) *Wild Wild West*, Cameron Crawford (56 mph); 2) *Motivation*, Tom Clemons; and 3) *Last Design*, Roy Fagonde; 4) *Gold Digger*, Heather Thompson; 5) *High Voltage*, Dan Sawyer; 6) *All In*, Jeremy Tyler; 7) *Aiden Mariner*, Winfred Alley; and 8) *Risky Business*, Kyle Look.

RACE 29- Fastest Lobster Boat: 1) *Wild Wild West*, Cameron Crawford (55 mph); 2) *Motivation*, Tom Clemons; and 3) *Wide Open*, Wayne Rich.

RACE 30- Bass Harbor's Fastest Lobster boat: 1) *Rachel Irene*, Greg Lewis; 2) *Steppin up*, Travis Lunt; 3) *Justin & Colby II*, Robert Lee III; 4) *Miss Behavin' Again*, Jason Gordius; 5) *Brycen & Elyza*, Jon Chipman; and 6) *Holemjen*, Alan Gordius.

MOOSABEC REACH LOBSTER BOAT RACES

29 June 2019

RECREATIONAL BOAT

Recreational boats: 1) *Egad*, Craig Church; 2) *Donzi*, Mark Faulkner; 3) ---, Sebastien Albee; and DNS) ---, Curtis Robinson, Jr.

WORK BOATS UNDER 24 FEET.

Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) ---, Jacob Alley (12.8 mph); 2) *Flying Devil*, Kenneth Frisbee, Jr.; 3) ---, Caleb Norton; 4) *Fog Cutter*, Walter Holbrook; and DNS) *Little Dog*, Evan Merchant.

PENOBSCOT MARINE MUSEUM

Penobscot Marine Museum's National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20th century North America.

See the images online:
penobscotmarinemuseum.org/national-fisherman/

THE NATIONAL FISHERMAN COLLECTION

@ PENOBSCOT MARINE MUSEUM

www.penobscotmarinemuseum.org
Route One, Searsport, Maine 04974 ■ 207-548-2529

LB2012.15.8056

Final Results: Bass Harbor, Moosabec & Stonington Lobster Boat Races



Before the races started at Moosabec Reach a lot of boats lined up and sailed the course in memory of Galen Alley while some of his ashes were spread on the race course.

Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp: 1) *Alpex*, Ralph Davis; 2) *Thundercraft*, Doug Dodge, Jr.; 3) ---, Franklin Smith; **No position given:** *Broke but Afloat*, Michael Emerson; *Big Enough*, Dennis McComack; *Reach Keepa'*, Joseph McDonald; *21 RLC*, Robert Farnsworth; *Ground Keeper*, Lester Drisko; *Clam Fool*, Aiden Alley; *Hooligan*, Brandon Norton; *Workhorse*, Charlie Smith; *Iris*, Carroll Merchant; and 19 *KRW*, Devin Beal. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *White Lightning*, Kaleb Norton (21.3 mph); 2) *Bandit*, Marcus Fenton; 3) *Helpful Henry*, Ian Alley; **No position given:** *No Attachments*, Tucker Rooks; *Daddy Didn't Buy It*, Nathaniel Robertson; *Jack's Jewell*, Michael Gray; *Hurricane Reagan*, James Robinson, Jr.; *Kane Nikata*, Walter Howland; *Hey You*, Jared Alley; *Lobster Chomper*, Chris Crowley; ---, Nicholas Graham; *Crista Pauline*, Emery Merchant; *Tater Tots*, Verrill Pinkham; *After the Rest*, Isiah Barrett; ---, Jazmin Carver; and *KOB Express*, Sidney Look.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4. Class A, Four and Six Cylinder, 24 feet and over: No entrants. **Race 5. Class B, V8, Up to 375 cid, 24 feet and over:** 1) *McKensi Starr*, Clark Mills; and 2) *Wide Open*, Wayne Rich. **Race 6. Class C, V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Randy Durkee. **Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Little Girl*, Shawn Alley. **Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Maria's Nightmare*, Jeremy Beal.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9. Class A, Up to 235 hp, 24 to 31 feet: 1) *Jeanine Marie*, Calvin Beal, Jr.; 2) *Bare Bottom*, Jacob Kirby; 3) *Hot Shot*, Josef Guptill; 4) *Jumpin's*, Jeremy Tyler; 5) *Money Shot*, Mitch White; 7) *Miss Kris*, Michael Kenney; (?) *Shell Shock*, Arlin Alley; and (?) *Holly & Kacey*, Kacey Crowley. **Race 10. Class B, Up to 235 hp, 32 feet and over:** 1) *Myrtle Belle*, Chad Libby; 2) *Daddy's Girl*, Chris Perry; and 3) *Mr. T.*, Ron Carver. **Race 11. Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde. **Race 12. Class D, 236 to 335 hp, 34 feet and over:** 1) *Sylvia Jean*, Glenn Libby; 2) *Ashley Nicole*, Troy Crowley; 3) *Kinsley-Mae Rose*, Jeremy Chandler; 4) *Rachel & Loretta*, Michael Emerson; and 5) *Liquid Assets*, Bill Houck. **Race 13. Class E, 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer; 2) *Bad Influence*, Kenton Fenney; 3) *Nataya & Bransen*, Ned Merchant, Jr.; 4) *Hard to Handle*, Bill Merchant; and 5) *Father's Favourite*, Harris Norton. **Race 14. Class F, 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley; 2) *Ms. Rose*, Ed Torosian; 3) *Hayley Marie*, Braden Alley; 4) *Teacher's Pet*, Ralph Backman, Sr.; 5) *Noble Lady*, Craig Crowley; and 6) *Reef Creeper*, Dean Faulkingham. **Race 15. Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Semper Fi*, Jeremy Beal; 2) *Right Stuff*, Dana Beal; 3) *Obsession*, Ryan Lemieux; and 4) *Another Dirls*, Steve Carver. **Race 16. Class H, 436 to 550 hp, 36 feet and over:** 1) *Top Secret*, Tee Trundy; 2) *Miss Norma*, Dean Beal; 3) *Risky Business*, Kyle Look; 4) *Just Dew It*, Tony Graham; and 5) *Whit's End*, Abraham Beal. **Race 17. Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith; and 2) *Last Round*, Cody Hooper. **Race 18. Class J, 551 to 700 hp, 36 feet over:** 1) *Gold Digger*, Heather Thompson; and 2) *Miss Katie*, Nick Wiberg. **Race 19. Class K, 701 to 900 hp, 28 feet and over: No entrants.** **Race 20. Class L, 901 hp and over, 28 feet and over:** 1) *Motivation*, Tom Clemons. **Race 21. Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, Milton Merchant; 2) *Night Moves II*, Aaron Beal; 3) *Nancy Anne*, Sonny Beal; 4) *Hurricane*, Andrew Hall; 5) *Sea Monster*, Verrill W. Pinkham; 6) *Amanda May*, Alan Crowley; 7) *Seacoast Rambler*, Wade Faulkingham; 8) *Butterfly Kiss*, Mark Carver; and 9) *Miss Behavin'*, Joe McDonald. **Race 22. Class M(B), 40 feet and over, 501 to 750 hp: Heat I** 1) *Kimberly Ann*, Eric Beal; 2) *Hannah Louise*, Robert Alley Jr.; 3) *Miss Amity*, Jason Chipman; 4) *Size Matters*, Dixon Smith; 5) *Grin & Barrett*, Dean Barrett; 6) *Joy Frances*, Logan Alley; 7) *Lord Byron*, Matt Lester; and DNS) *Lobster Monster*, Keven Tozier. **Heat II** 1) *DDT II*, Ira Kelley; 2) *Nikki Elizabeth*, Zach Geel; 3) *Ain't Miss Behavin'*, Trevor Jessiman; 4) *Kerri Ann Lynn*, Cameron Farris; 5) *Devocean*, Jordan Drouin; 6) *Tied Together*, Mike Ross; 7) *Miss Shaylee*, Luke Crowley; 8) *Tamie Lynn*, Mitchell White; and 9) *Another Notch*, Travis Alley. **Finals:** 1) *Miss Amity*, Jason Chipman; 2) *Kimberly Ann*, Eric Beal; 3) *Hannah Louise*, Robert Alley Jr.; 4) *DDT II*, Ira Kelley; 5) *Ain't Miss Behavin'*, Trevor Jessiman; and 6) *Nikki Elizabeth*, Zach Geel. **Race 23. Class N, 40 feet and over, 750 hp and over: Heat I:** 1) *Miss Amity*, Jason Chipman; 2) *Kayla Anne*, Joshua Beal; 3) *Isla & Gryson*, Travis Perry; 4) *Caleb & Brayden*, Ryan Geel; 5) *Sandy Rose*, Charles Smith; and 6) *Miss Jessica*, Parker Murphy. **Heat II:** 1) *Relentless*, Sean Milliken; 2) *Maxed Out*, Spencer Thompson; 3) *Monica Tymin*, Chris Chipman; 4) *Carlee Marie*, Alex Thompson; 5) *Phantom*, Nick Lemieux; 6) *Weather Oar Knot*, Shane Farris; and 7) *Endeavour*, Devin Schoppee. **Finals:** 1) *Miss Amity*, Jason Chipman; 2) *Relentless*, Sean Milliken; 3) *Kayla Anne*, Joshua Beal; 4) *Maxed Out*, Spencer Thompson; 5) *Monica Tymin*, Chris Chipman; 6) *Isla & Gryson*, Travis Perry. **Race 24. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford.



WIDE OPEN with BLACK DIAMOND on the far side, battling MCKENZI STARR for the top spot in Gasoline Class B at Moosabec Reach.

Race 25. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): 1) *Little Girl*, Sean Alley; and DNS) *Wide Open*, Wayne Rich. **Race 26. Wooden Boat Race B (Any hp, 36 feet and over): No Entrants.**

Race 27. Gasoline Free-for-All: 1) *Black Diamond*, Randy Durkee; and 2) *McKensi Starr*, Clark Mills.

Race 28. Diesel Free-for-All: 1) *Wild Wild West*, Cameron Crawford; 2) *Motivation*, Tom Clemons; 3) *Semper Fi*, Jeremy Beal; 4) *Gold Digger*, Heather Thompson; 5) *Miss Katie*, Nick Wiberg; 6) *High Voltage*, Dan Sawyer; 7) *Last Design*, Roy Fagonde; 8) *Hannah Louise*, Robert Alley Jr.; and 9) *Miss Tonia*, Milton Merchant.

Race 29. World's Fastest Working Lobster Boat: 1) *Motivation*, Tom Clemons; 2) *Gold Digger*, Heather Thompson; 3) *Miss Katie*, Nick Wiberg; and 4) *Another Dirls*, Steve Carver.

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

Continued on Page 22.

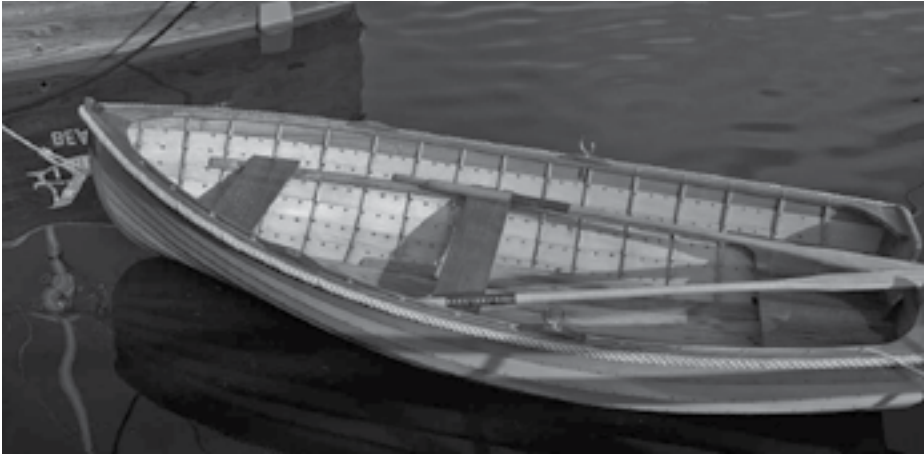


Luke's Boatyard

Storage/Repair * Feathering Propellers * Storm Anchors

Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544
(207) 633-4971 www.PELuke.com



EFFORT AND ART

PRIDE AND JOY

▶ SEA HISTORY ALIVE
mysticseaport.org/stories



Final Results: Bass Harbor, Moosabec & Stonington Lobster Boat Races



Jason Chipman's MISS AMITY, Robert Alley, Jr.'s HANNAH LOUISE and Eric Beal's KIMBERLY ANN as they cross the finish line in Heat I of Diesel Class M(B) at Moosabec.

STONINGTON LOBSTER BOAT RACES

7 July 2019

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 16 years and younger: 1) ---, Isaac Chipman (23.6 mph); 2) ---, Carson Parker; 3) *Guess What*, Kolbe Hardy; **No position given:** *Miss Behavin'*, Jared Murphy; *Shark Nadeau*, Hunter Ciomi; and *Holli*, Jay Boyce. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) ---, Doug Hanson (35.4 mph); and 2) *No Hand Outs*, Tyler Bemis. **Race 3 – CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *White Lightnin'*, Caleb Norton (39.3 mph); 2) *Sarah Christina*, Devin Bray; 3) *Valknut*, Shane Carlsen; 4) *Priorities*, Richard Quinn; 5) *My Cassandra*, Travis Dammier; 6) *Hat Trick*, Casey Spofford; and 7) *SS Narlee*, Zachary Treygall.

Race 4 – Johns Bay Boat Co. Race: 1) *Sailor's Way*, Nathan Jones (27.6 mph); 2) *Resolute*, Ryan Larrabee; 3) *Sari Ann*, Vance Bunker; 4) *Emma & Andrew*, Ben Weed; and 5) *Khristy Michelle*, John R. Williams.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: *No entrants*. Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: *No entrants*. Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet: 1) *Black Diamond*, Randy Durkee (31.4 mph); and 2) *Roar*, Jim Lee. Race 8 – Gasoline Class D – V-8, 376 and over, 28 feet and over. 1) *Little Girl*, Shawn Alley (33.7 mph). Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. 1) *Maria's Nightmare*, Jeremy Beal (52.3 mph).

Race 10 - Wooden Boat Race (Any hp, up to 35'11"): 1) *Little Girl*, Shawn Alley (26.2 mph); 2) *Emma G.*, Kathy Lymburner; and 3) *Queen's Lady*, Gary Hatch. **Race 11 -**



Nick Wiberg's MISS KATIE got close, but just could not get by Heather Thompson's GOLD DIGGER in the Diesel Free-for-All at Moosabec Reach.

Wooden Boat Race (Any hp, 36' and over): 1) *Sailor's Way*, Nathan Jones (29.1 mph); 2) *Resolute*, Ryan Larrabee; 3) *Emma & Andrew*, Ben Weed; 4) *Khristy Michelle*, John R. Williams; and 5) *Sari Ann*, Vance Bunker.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 12 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *High Hopes*, Kevin Hornby (26.4 mph); 2) *Queen's Lady*, Gary Hatch; 3) *Black Thundah II*, Brandon Murphy; and 4) *Miss Chif*, Nate Snow. **Race 13 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches.** 1) *Hello Darlin' II*, Cory McDonald (18.9 mph); 2) *Rhonda Jean*, Hilton Turner; 3) *Tranquil Sea*, Forest Dow; and 4) *Miss Kylee*, Ed Shirley. **Race 14 - Diesel Class C, 236 to 335 hp, 24 to 33 feet.** 1) *White Lightning*, Daniel Eaton (37.8 mph); 2) *Venom*, Stephen Osgood; 3) *Last Design*, Roy Fagonde; and 4) *Cat Sass*, Julie Eaton. **Race 15 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches.** 1) *Briella Grace*, Kaleb Campbell (23.9 mph); 2) *Samantha Erin*, Robin Dunham; 3) *Lineage*, Zeb Campbell; and 4) *Liberty*, Tony Hooper. **Race 16 - Diesel Class E, 336 to 435 hp, 24 to 33 feet.** 1) *High Voltage*, Dan Sawyer (37.5 mph); 2) *Calypso*, Royce Fifield; 3) *Bad Obsession*, Sean Haskell; 4) *Emma G.*, Kathy Lymburner; and 5) *Deuces Wild*, Nick Eaton. **Race 17 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches.** 1) *Aiden Mariner*, Winfield Alley (38.6 mph); 2) *Islander II*, Jason Barter; 3) *Hooligan*, Deven Haskell; 4) *Gypsy Queen*, Kevin Oliver; 5) *Wicked*, Justin Boyce; 6) *Southern Comfort*, Avery Waterman; 7) *Southeaster*, Johnny Wallace; 8) *Addi & Alden*, Brian Tripp; 9) *Addie's Way*, John Lymburner; and DNF) *Ms. Rose*, Ed Torosian. **Race 18 - Diesel Class G, 436 to 550 hp, 28 to 35 feet.** 1) *Right Stuff*, Dana Beal (36.2 mph); 2) *Seacock*, Todd Ritchie; 3) *Mistress*, Ryan Marves; and 4) *Always Something*, Stuart Bray. **Race 19 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches.** 1) *All In*, Jeremy Tyler (35.6 mph); 2) *Judith Ann*, Rusty Candage; 3) *Miss Madison*, Adam McDonald; 4) *Intuition*, Tony Bray; 5) *Carla Jean*, Joe Wallace; **No position Given:** *Miss Brianna*, Francis Hardy; *Captain Jack*, Ethan Turner; *Margaret Ann*, Jeremiah MacDonald; *First Team*, Travis Otis; and *Daddy's Gems*, Jason Clough. **Race 20 - Diesel Class I, 551 to 700 hp, 28 to 35 feet.** 1) *Misty*, Chris Smith (38.1 mph); and 2) *Sea Borne*, Keaven Tyler. **Race 21 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches.** 1) *Gold Digger*, Heather Thompson (39.6 mph); 2) *Miss Katie*, Nick Wiberg; 3) *Hard Goins*, Jason McDonald; 4) *Molly Ryan*, David Haskell; 5) *Defiance*, Brian Eaton; and 6) *Elizabeth Grace*, Jay Clough. **Race 22 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches.** 1) *Blue Eyed Girl*, Andrew Taylor (46.4 mph); 2) *Triple X*, Colby Oakes; 3) *La Bella Vita*, Jeff Eaton; and 4) *Money Love & Dreams*, Richard Williams. **Race 23 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches.** 1) *Motivation*, Tom Clemons (49.8 mph). **Race 24 - Diesel Class M(A), 40 feet and over, up to 500 hp.** 1) *Old School*, Chris Pope; and 2) *Khristy Michelle*, John R. Williams. **Race 25 - Diesel Class M(B), 40 feet and over, 501 to 750 hp. Heat I:** 1) *Miss Amity*, Jason Chipman (31.8 mph); 2) *Alexsa Rose*, Matt Sheppard; 3) *Money Moves*, Baren Yurchick; 4) *Sylvia Mae*, Andy Smith; 5) *Tied Together*, Michael Ross; 6) *What's Next*, Eric Ray; 7) *Catch 22*, Johnson Boyce; and 8) *Carpe Diem*, Ethan Whittaker. **Heat II:** 1) *Kimberly Ann*, Eric Beal (34.8 mph); 2) *Lettie Elise*, Eben Wilson; 3) *Renegade*, David Ames II; 4) *Miss Joanne*, Jamie Hardy; **No position Given:** *Grin & Barrett*, Dean Barrett; *Sea Smoke*, Nick Lunt; *Under Pressure*, Cory Alley; and *Resurrection*, Phil Torrey. **Finals:** 1) *Miss Amity*, Jason Chipman; 2) *Kimberly Ann*, Eric Beal; 3) *Alexsa Rose*, Matt Sheppard; 4) *Money Moves*, Baren Yurchick; 5) *Renegade*, David Ames II; and 6) *Lettie Elise*, Eben Wilson. **Race 26 - Diesel Class N, 40 feet and over, 750 hp and over.** 1) *Jacalwa*, Marshall Spear (33.1 mph); 2) *Maxed Out*, Spencer Thompson; 3) *Avery & Alden*, Jeromy Simmons; **No position Given:** *Decadence*, Ryan Haskell; *Isla & Grayson*, Travis Perry; *She's All Wet*, Charles Giren; *Miss Jessica*, Parker Murphy; and *Money Shot*, Drew Eaton. **Race 27. Class O. Non-working boats, any length, any horsepower.** 1) *Wild Wild West*, Cameron Crawford (55.8 mph).

Race 28 – Deer Isle-Stonington Exhibition. 1) *Miss Katie*, Nick Wiberg (40 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *White Lightning*, Daniel Eaton; 4) *Sarah Christina*, Devin Bray; 5) *Alexsa Rose*, Matt Sheppard; and 6) *Samantha Erin*, Robin Dunham.

Race 29 - Gasoline Free for All: 1) *Little Girl*, Shawn Alley (32.8 mph); and 2) *Black Diamond*, Randy Durkee.


Race 30 - Diesel Free for All: 1) *Wild Wild West*, Cameron Crawford (53.6 mph); 2) *Motivation*, Tom Clemons; 3) *Blue Eyed Girl*, Andrew Taylor; 4) *Gold Digger*, Heather Thompson; and 5) *Miss Katie*, Nick Wiberg.

Race 31- Jimmy Stevens Cup – Fastest Working Lobster Boat. 1) *Motivation*, Tom Clemons (47.4 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *Gold Digger*, Heather Thompson; and 4) *Triple X*, Colby Oakes.

Race 32) Fastest Lobster Boat Afloat. 1) *Wild Wild West*, Cameron Crawford (53.4 mph); 2) *Motivation*, Tom Clemons; and 3) *Gold Digger*, Heather Thompson.

BATH INDUSTRIAL SALES

bistools.com



DISCOUNT POWER TOOLS
CORDED POWER TOOLS
CORDLESS POWER TOOLS
FUELED POWER TOOLS
PNEUMATIC POWER TOOLS
FASTENERS
HAND TOOLS
MATERIAL HANDLING
POWER TOOL ACCESSORIES
SAFETY SUPPLIES
WELDING SUPPLIES

Bath Industrial Sales
56 New Meadows Rd
West Bath ME 04530
(207)443-9754 www.bistools.com

WILD, WILD WEST's Domination Threatened?

Continued from Page 19.

STONINGTON –Stonington has always been one of the most popular races, with the most entrants and spectators. One major factor for this is that this race is centrally located on the coast surrounded by several major lobstering villages. With a forecast of bright sun and warm temperatures one knew that the racers and spectators would certainly be there on 7 July.

Signing up the racers began just before 0800 and when done about 1000 it did not seem like an exceptional turn out, but it was with 109 racers entered.

Before the races began a moment of silence for Galen Alley was observed as MISS KATE came down the course spreading some of Galen’s ashes.

The first races of the day were the three Work Boat Classes. In Class A the winner was Isaac Chipman. In Class B there was just two boats on the line and the win went to Doug Hanson [14’ Steury; 60-hp Mercury]. Class C had a very interesting entrant, Devin Bray’s SARAH CHRISTINA [Libby 34; 425-hp Yamaha]. This is the first full sized lobster boat fitted with a high-powered outboard that has been entered in the lobster boat races. When the flag dropped SARAH CHRISTINA was right with the leaders as they headed for the finish line. She did not get first, that went to Caleb Norton’s WHITE LIGHTNIN’ [Eastporter 24; 225-hp Yamaha], but she was second.

The John's Bay Boat Co. Race had five entrants and Nathan Jones’ SAILOR’S WAY [47’ Johns Bay Boat; 1,000-hp Caterpillar] got the win.

Next up were the Gasoline Classes, which had four entrants. There were no entrants in Class A or B. Two came to the line in Class C, BLACK DIAMOND and Jim Lee’s ROAR [32’ Clinton Beal, 1960; 454 ci Chevrolet]; and since there was just one entrant in Class D, LITTLE GIRL, these two classes were run together. It was not surprising to see LITTLE GIRL leading the way to the finish with BLACK DIAMOND getting the win in Class C. The only entrant in Class E, was MARIA’S NIGHTMARE

ran the course by herself.

There are not as many wooden boats left, but at Stonington they have a good number of them due to the number of John’s Bay Boats they have homeported there. In Wooden Boat Race A no one was surprised to see LITTLE GIRL come up the course well in front of his other two competitors. In Wooden Boat Race B it was a re-race of the Johns Bay Boat Company Race with nearly the same results. The difference was third, which went to Ben Weed’s EMMA & ANDREW [John’s Bay 44; 700-hp Caterpillar].

It was now time to see what the Diesel Classes had. In Class A there were four boats on the line and it was Kevin Hornby’s HIGH HOPES [Osmond 27; 225-hp John Deere] that jumped into the lead and got first. Another four boats came to the line for Class B and as they came up the course Cory McDonald’s HELLO DARLINGS II [Holland 32, 220-hp Izusu] worked his way out in front. Class C has been a very competitive class between three racers: LAST DESIGN; Stephen Osgood’s VENOM [Mussel Ridge 28; 300-hp Sisu]; and WHITE LIGHTNING and today would be no different. As they went past half way they were close, but WHITE LIGHTNING had the lead and got the win. Crossing the line first in Class D was Kaleb Campbell’s BRIELLA GRACE [Duffy 35, 300-hp Cummins]. The boat to beat in Class E has been HIGH VOLTAGE, who has won every race in this class so far this year and today would be no different. Ten boats were on the line for Class F and getting the win was AIDEN MARINER. MS. ROSE did not finish the race and ended up going home on a trailer. RIGHT STUFF has dominated Class G for the last couple of years and she continued that domination with another win. There were ten boats on the line for Class H and the favourite had to be ALL IN, which jumped right into the lead. MISTY has been the boat to beat in Class I and today was no different. There has been a great battle in Class J all year between GOLD DIGGER and MISS KATIE with just feet separating their bows at the finish line most of their races. As they came up the course it was obvious that they were close and at halfway it was too close to call. At the

line the call was GOLD DIGGER followed by MISS KATIE. The next race, Class K was going to be a good one as all four boats have about the same amount of speed. Right after the start the battle was between Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] and Colby Oakes’ TRIPLE X [Mitchell Cove 35, 850-hp Detroit] and at midway TRIPLE X looked like she had the edge. At the line it was BLUE EYED GIRL. There was just one entrant in Class L, MOTIVATION, which ran down with Class M(A) two entrants. The winner of Class M(A) was Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins]. Sixteen boats were signed up in Class M(B) so they were divided into two heats with a final race to determine the winner. In the finals no one was surprised to see KIMBERLY ANN and MISS AMITY out in front and at halfway MISS AMITY had the edge and held on for the win. Third went to ALEXSA ROSE, which shows just how slippery this hull is. There were eight boats on the line for Class

N and for the first time this year Marshall Spear and JACALWA [Wesmac 46; 1000-hp Caterpillar] was entered to defend her title. JACALWA took the early lead for the win. The only boat in Class O was WILD WILD WEST and she ran down the course by herself.

Six boats were on the line for the Deer Isle-Stonington Exhibition and the win went to MISS KATIE.

Only two boats were on the line for the Gasoline Free-for-All and the winner was LITTLE GIRLS.

No one was surprised to see WILD WILD WEST leading the way to the finish in the Diesel Free-for-All.

Four boats were on the line for the Jimmy Stevens Cup – Fastest Working Lobster Boat and again no one was surprised to see MOTIVATION take the win.

The final race of the day, Fastest Lobster Boat Afloat, was all WILD WILD WEST.

It was a great day of racing, with several close finishes and just a couple of surprises. Now it is onto Friendship, 21 July!



KYMCO

World 's #1 Scooter
starting at \$1499



HJC

Woody 's

ZOX

Amsoil

Carbide

Katadin Gear

56 New Meadows Rd., W. Bath, ME 04530

Open Mon.-Fri. 8-5, Sat. 8-12

207-443-9702

LS-17 Center Console 40th Anniversary "Special Editions"



The LS 17 Runabout & LS 17 Center Console are multi-functional outboard driven boats that can be used for a variety of on the water outings, from water skiing, tubing picnicking cruising or fishing. Their rugged WEST System “cold molded” construction creates a very sound small craft for lakes, rivers or inshore adventures. All of our LS 17’s are hand built by our students in the Wooden Boat Building Program using the best materials and processes available. Early purchasers will have the opportunity to become part of the very dynamic building process and have the option of choosing a variety of paint colors for their boat. These boats are available NOW!!!!

PRICE: \$29,450.00 including trailer & engine
Contact: Jamiehoutz@landingschool.edu
207-602-4813

MCN ADVERTISERS

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

U. S. NAVY NEWS

Continued from Page 9.

es who fought to defend Korea throughout the war. Donnelly attended on behalf of Gen. Robert. B. Abrams, commander, United Nations Command.

Donnelly said it is the commitment of the United Nations that continues to ensure that the sovereignty of the Republic of Korea is maintained to this day.

“The lives lost here, the men and women who lay in this ground, are our reminders of the terrible cost of war,” Donnelly said. “Today we remember that our dedication to this region is our promise to honor their memory by continuing to strive for peace and stability on the peninsula and around the world.”

Later that day, Cmdr. Jeremy Ewing, commander, Fleet Activities Chinhae (CFAC), threw out the first pitch at the NC Dinos baseball game with USFK and CFAC Sailors as well as Korean War veterans in attendance. Ewing said he was humbled to join the veterans of the Republic of Korea to commemorate the start of the Korean War.

“The Sailors assigned to Commander, Fleet Activities Chinhae, many of whom have joined me on the field today, are steadfast in their devotion to fight and defend Korea alongside our Korean allies," Ewing said. "We're honored to participate in this ceremony that celebrates the incredible contributions of our veterans who fought so valiantly to secure freedom and democracy in Korea 69 years ago."

The next day, Donnelly laid a wreath at Gungang Park in Busan to commemorate the Battle of Daehan Strait, the battle that marked the start of the war, at which a North Korean troop transport attempted to land

near Busan before it was sunk by a South Korean patrol ship.

CNFK is the regional commander for the U.S. Navy in the Republic of Korea (ROK) and provides expertise on naval matters to area military commanders, including the commander for the United Nations Command; the Republic of Korea-U.S. Combined Forces Command; and commander, U.S. Forces Korea. CNFK also serves as liaison to the ROK navy and the Combined Forces commander staff in armistice and in wartime to commander, U.S. 7th Fleet, based in Yokosuka, Japan.

Corry Station "Sailors' Sailor" Mike Hawley Retires After 54 Years

By Glenn Sircy, Center for Information Warfare Training Public Affairs

PENSACOLA, Fla. (NNS) -- Retired Navy Master Chief Cryptologic Technician (Collection) Mike Hawley, a Corry Station icon and fixture, officially retired from leading and mentoring Sailors in his federal service role, June 28.

Hawley served the Navy and Sailors for a total of 54 years—16 of those years in a Navy chief, senior chief and master chief petty officer role—and ended his successful Navy career as a barracks manager onboard Naval Air Station Pensacola Corry Station, Florida.

Over the years, thousands of previous and current Information Warfare Training Command (IWTC) Corry Station student Sailors and staff members have benefitted from Hawley’s leadership and mentorship.

“Master Chief Hawley consistently utilizes his extensive leadership experience to shape and mold the 6,000 Sailors who train at Corry Station each year,” shared

Cmdr. Chad Smith, IWTC Corry Station’s commanding officer. “His mentorship has proven instrumental in turning countless troubled Sailors around by instilling the grit and perseverance we need in the next generation. Our Sailors and the Navy are better because of him. I’m proud to call Mike Hawley a mentor and a friend!”

In his most recent position, he led Sailors in maintaining 220 double occupancy rooms, courtyards, perimeter areas, lounges and office spaces that now resemble upscale college campuses. Most importantly, he also served as a mentor and sometimes a father to the Sailors on a daily basis.

“Master Chief Hawley’s mantra his whole career has been, ‘take care of your Sailors’, said retired Navy Senior Chief Cryptologic Technician (Maintenance) Tom Priest. “He not only believed it, he lives it, day in and day out. Mike believed every Sailor deserved it and he demanded it from his peers, those work for him, and those he worked. His guidance and mentorship still resonates in the Navy today and will carry into the future. Every Sailor and officer he has touched holds him in the highest regard and all know they can reach out to him at any time. Mike’s influence was so strong, that this retired senior chief and training supervisor can say I will not miss Mike as he is in my heart and I will carry on in his honor—taking care of Sailors.”

Hawley added he is no stranger to Corry Station. He first attended cryptologic technician (collection) “A” school in 1966, returned for another tour in 1988 and then retired onboard as the command master chief of Naval Technical Training Center Corry Station in 1995. Since retiring from active duty, he continued his legacy of leading and mentoring Sailors as a civilian and veteran.

“It’s all about the Sailors and I always share with them that leadership is not about power, but respect,” said Hawley. “There’s certainly nothing Sailors can’t do, and I’m committed to always help them strive to be and do their best, not only while here, but throughout their careers.”

When asked what advice he gives Sailors on how to be successful, Hawley shared, “I look Sailors in the eyes and tell them it is not about you, but it is about your country, your family, about doing the right thing for your Shipmates every day. If you think about this every day, you will be successful.”

Hawley’s passion comes from doing the right things for Sailors every day. “Since I was initiated a chief petty officer in 1979, I’ve look in the mirror every day and tell myself to make sure you are squared away and do the best thing you can do for your Sailors today,” shared Hawley.

“If there is something that needs to be done on base, and you do not know where to start, he is the person to go to,” shared Fire Controlman 2nd Class Bryan Nunez with IWTC Corry Station. “His vast knowledge of Corry Station has led him to help every Sailor, Marine, Airman and Coast Guardsman that has been on base in one way or another. Mr. Hawley has been someone I have gone to for personal advice as well as advice in my naval career. A friend, a mentor, and someone that I strive to be like. Mr. Hawley is someone that will be missed on base but I am sure he will be around to continue helping Sailors!”

Hawley will be a missed fixture onboard Corry Station but his memory and legacy here will live well into the future.

When asked what he will miss most about retiring, Hawley shared, “The last day when I muster the Sailors and let them know this is the last day I’ll do this and I won’t formally be here for them anymore. That’s going to be the killer for me and it won’t be

easy—it’s just not.”

Information Warfare Training Command Corry Station is a part of the Center for Information Warfare Training (CIWT). With four schoolhouse commands, two detachments, and training sites throughout the United States and Japan, CIWT is recognized as Naval Education and Training Command’s top learning center for the past three years. Training over 21,000 students every year, CIWT delivers trained information warfare professionals to the Navy and joint services. CIWT also offers more than 200 courses for cryptologic technicians, intelligence specialists, information systems technicians, electronics technicians, and officers in the information warfare community.

USS John S. McCain Conducts Change of Command and 25th Commissioning Anniversary Ceremony

From USS John S. McCain (DDG 56) Public Affairs

YOKOSUKA, Japan (NNS) -- On Tuesday, July 2, USS John S. McCain (DDG 56) celebrated the anniversary of her 25th year of commissioned service in a ceremony that highlighted the ship's past, while also looking to the future.

Guest speakers included three of the ship's former Commanding Officers: Capt. Chase Sargeant, Capt. Jeffrey Kim, and Commissioning Commanding Officer, retired Capt. Jake Ross.

Each man offered his own unique glimpse into his chapter of the ship's story, the character of its crew, and the challenges and triumphs they saw it through. Exactly 25 years to the day, Capt.(Ret.) Ross shared the stage once again with the ceremony's final guest speaker, ship sponsor Mrs. Cindy Hensley McCain, wife of the late Senator John S. McCain III.

“My family and I are honored to be included in the 25th Anniversary of the commissioning of the USS John McCain. As the ship's sponsor, I got to play a role in her commissioning. This ship serves as a symbol of our family's legacy of service to the country,” said Cindy McCain. “The crew of the USS McCain sails to defend the interests and values of our country, and wherever they go, the spirits of John Sidney McCain, Senior, Junior and the Third, sail with them.”

The ceremony then transitioned to a look to the future, as the current commanding officer of John S. McCain, Cmdr. Micah Murphy, relinquished command to Cmdr. Ryan Easterday. Cmdr. Murphy's tour began at the same time the ship arrived in Tokyo Harbor back in December of 2017, following a collision at sea that August. From there, he worked to rebuild and upgrade the ship to return a more capable and lethal ship to the fleet. He also worked to restore its crew - their skill, pride, and the fighting spirit that has long been associated with the “Big Bad John”. Addressing the assembled crew, guests and visitors, family and friends, Cmdr. Murphy acknowledged the unconventional nature of his tour, and his excitement for the next phase of the ship's life.

Cmdr. Murphy will relieve Cmdr. Gil Clarke as commanding officer of Afloat Training Group Western Pacific, where he will be responsible for the training of ships stationed in the 7th Fleet area of operations, including USS John S. McCain.

Cmdr. Easterday previously served as executive officer onboard John S. McCain, working alongside Cmdr. Murphy to prepare the ship for its return to sea.

Miscellaneous Commercial Fishing News

Continued from Page 13.

implications for the resilience of our marine ecosystems and the people who depend on them for livelihoods and food.

“Diversifying the species of fish available to the public fits in with our efforts at ecosystems based fisheries management,” said Mike Fogarty, a senior scientist in the Northeast Fisheries Science Center’s ecosystems dynamics and assessment branch. “We need to look at an integrated whole rather than at individual species. It is better for fishermen from a financial aspect, and can have less impact on the ecosystem as a whole if we market a wider array of species but take fewer of each, rather than heavily targeting just a few species.”

Fogarty and others at the Center have been working with the New England Fishery Management Council on ecosystem-based fishery management. They hope to submit a plan this fall.

The Eat Like a Fish project is one attempt to get the public to ask for a more varied selection of seafood. is a cookbook, “Simmering the Sea: Diversifying Cookery to Sustain Our Fisheries,” by authors from Eating with the Ecosystem, Johnson & Wales University College of Culinary Arts, and the University of Rhode Island Graduate School of Oceanography. Forty recipes using species from Northeast waters are included to help the public find ways to prepare unfamiliar species.

The Eat Like a Fish citizen science project is a component of a larger collaboration between Eating with the Ecosystem and the University of Rhode Island supported by NOAA’s Saltonstall Kennedy Grant Program called “The other EBFM: Designing Ecosystem-Based Fisheries Marketing Strategies to Complement Eco-

system-Based Fisheries Management.” Fishadelphia

NEFSC researcher John Manderson has been involved in another community-supported seafood program based in South Philadelphia called Fishadelphia since its inception about four years ago. Middle and high school students, some now college students who are still involved, from the Mastery Charter Thomas Campus in South Philadelphia plan and coordinate the day-to-day operations of the seafood program, which brings quality fresh seafood from regional harvesters and processors to economically and culturally diverse consumers at reasonable prices.

Consumers sign up for the seafood buyers club and pay in advance for a season of eight deliveries of fresh local fish and shellfish bought directly from fishermen, docks and farmers in New Jersey. The seafood varies with the season and is delivered once every other week to the campus for club members to pick-up.

“It’s a super cool project,” said Manderson, who has known founder Talia Young since she was a graduate student at Rutgers University and later taught at the Mastery Charter Thomas Campus. “We talked about how cool it would be to link up school kids and New Jersey fishing communities through food with the kids running the food distribution as a business. She wrote a grant around that concept and I have been an advisor providing some connections to fishing in New Jersey and some advice since then.”

Last year 50 Fishadelphia customers and friends visited the Fishermen’s Dock Cooperative in Point Pleasant, New Jersey, for a dock tour and a monkfish lunch at the nearby restaurant Shore Fresh. The program also held a cook-off at the campus, providing fresh monkfish for contestant’s dishes.

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

3 January
**Industrial Review of the Year.
General Survey of Maine’s Diversified
and Fast Multiplying Industries,
showing the Progress druing the year
past and the outlook for 1890.
[Continued from Last Issue]
Lumber.**

The general features of Maine’s lumber business of the year have been a moderate cut of logs last winter in consequence of a short and unfavorable season for operations, and the difficulty in getting the drives out on account of the low water in the spring. Some longs were run down on high water later in the season, but many mills finished sawing their available stock and closed earlier than usual. The markets, however, have been active and prices have ruled favorably. The result is the stock of sawn lumber is pretty well cleaned out and our lumbermen started for the woods early and have made preparations for a large cut of logs. The principal operators have contracts fully equal to previous years, an the number of small concerns that are filling contracts is considerable in excess of last year. Prospects are good for the spring market, and with a favorable season for handling the logs, next season should be a busy and profitable one for all lumber industries.

The new enterprises in the lumber manufacturing line are notable and numerous.

The most important advance step in the use of improved machinery is the introduction of the bank sawmill at the extensive works of F. W. Ayer & Co., South Brewer, where it has been successfully operated for the first time in Maine, and two more band sawmills will be put in the same establishment this winter. W. T. Pearson & Co. have also put of the bank mills into operation at Great Works, and the prospect is that this innovation has come to stay. At Winslow Lumber a number of gentlemen, associated under the style of the Winslow Lumber Co., have erected a large steam mill and equipped it with the best modern machinery, including the bank sawmill, with the intention of starting up next spring. The enterprise is located at the junction of the Sebasticook and Kennebec rivers, with unsurpassed booming advantages, will have a side track on the Maine Central close to the mill, and the plant will be equal to the best in New England, for the manufacture of building lumber. The Bodwell Water Power Co. have put in operation a large and thoroughly modern new lumber mill at Milford, on the site of the extensive lock of mills destroyed by fire in the fall of 1888. George B. Goodrich & Co. have erected a steam lumber mill at Mechanic Falls where they own a valuable timber lot. Hill Bros., Cannan, have a new mill for the manufacture of lumber, tables, stands, etc.; William Peters, Brownville Junction, new steam lumber mill; McKenney & Wheeler, Phillips, new steam mil for short lumber; Levi Trundy, Searsport, new box factory; George Smith, Chesterville, new lumber mill; H. M. Bearce, Hebron, new saw mill; J. A. & F. F. Perkins, Sebois, new steam mill; Burnham & Clark, Albany, saw mil; F. A. Cushman, Sebois, Stream, new mill, store and boarding house; D. W. Wheeler, Freeport, new shingle mill. The Saco River Lumber Co. has been organized with a capital of \$100,000, consolidating under one management the mills of the former Saco Lumber Co. and a mill purchased of George A. Crossman & Co. The latter firm is, however, is to continue in the manufacture of box boards. Morse & Co., Bangor, have made extensive additions to their plant and fitted up a first-class wood working

department. H. J. Dexter & Sons, Foxcroft, have enlarged by the addition of a building for shingle sawing. Perkins & Livermore, Bradley, rebuilt their mill partially destroyed by fire. Chas. Linscott, rebuilt his kit and bobbin mill destroyed by fire. D. Sargent’s Sons, Brewer, added steam power to their water mill. F. W. Ayer & Co., Bangor, put in machine for baling saw dust at their Orono mill; G. W. Hanger, Fairbanks, has enlarged his lumber and birch mill; M. Lincoln, Kenduskeag, mills enlarged and improved; A. H. & C. E. Duren, Fairfield, added new dry house; Fred Tuttle, Athens, new steam ill; A. T. W Wing & Son, Oldtown, enlarged mill; John Holman, Weld, erected portable mill on side of Mt. Blue; Robert Munson, Houlton, purchased and put in operation the Brown mil; Chas. Gould, West Farmington, new steam mill on Mt. Blue, Avon; Keen Bros., Burdin, new lumber mill; Veazie Lumber Co. has made extensive repairs and enlargements. Tow mills at Machias have been rebuilt; Somerville has a new steam saw mill. The Augusta Lumber Co. has put in a large steam plant for supplying heat for the Insane Asylum. West Cove, Moosehead Lake, has a new establishment for manufacturing veneering. Sedgwick has a new steam lumber and grist mill. Jas. L. Saunders, Penobscot, has erected a mill for the manufacture of lumber and spool wood, at an outlay of \$10,000. Two new saw mills have been erected on the line of the Canadian Pacific Railway, one at Lowelltown and the other at Moose River.

Turning & Novelty Wood Working.

Maine’s annual production of turned wooden goods, toothpicks, pegs, and other novelties is truly wonderful to contemplate. In those portions of the State where the old timber growth has been cut off and the land left untilled the general succeeding growth is poplar, birch and maple. As this growth has become valuable for the manufacturing purposes these industries have grown numerous and of large proportions. Our woods are solid, fine grained, and produce superior articles to the above line. The demand for these novel and useful articles in great variety has constantly increased. While the old concerns have been generally prosperous, we might, mention several new enterprises. The Merrick Thread Co. has built a large spool mill at Schoodic Pond on the line of the Canadian Pacific Railway. Tolman & Chalmers, Brownfield, have built a new factory for the manufacture of clothes pins and wooden ware. Robert Chase & Son, Northumberland, NH, have built a large new factory at Wilton for the manufacture of pegs, and a mill near by for the manufacture of barrels for shipping pegs. Abbot Village Mfg. Co., has organized for the purpose of establishing the manufacture of wooden goods and novelties in their village. G. A. Harlow & Co., Buckfield, have built and put in operation a new toothpick factory. The Oxford Turning Co. at Dixfield has organized and built a number of patent lathes, for novelty turning. John F. Dearborn, Bryant’s Pond, has bought of the town the spool mill he has leased and operated at that place for several years. David Greely, Foxcroft, has erected a new mill in Guilford for sawing squares, for turning.

Miscellaneous Industries,.

Our diversified manufactories include any other lines of industry that might from their nature and relative importance claim a distinctive place here, but for present purposes we can only notice some of the leading developments of the season. Maine’s ice business is growing from year to year, and now amounts to a big sum of money annually. The harvest for 1889, including the amount carried over from the previous year,

was reported 1,509,600 tons, an increase of 175,000 over 1888. Good prices have been obtained this year and the houses are carrying over considerably less than usual, there being at present less than 100,000 tons on the Kennebec and less than 50,000 tons on the Penobscot. This insures an active harvesting season this winter, as all, will be anxious to fill their houses. Although the open weather thus far interferes with any calculation on the immediate future, past experience proves that Maine is a pretty reliable field for the ice industry. Several new ice houses have been erected during the past season. Our packing industry is so diversified and extensive that anything like a complete review would require whole editions of an ordinary newspaper. It includes nearly al forms of canned meats, fish fruit and vegetables. The season has witnessed a perceptible reduction of the corn pack, owing to the idleness of a portion of the factories. The sever frosts of 1888 dealt a blow to the corn packers and farmers of Maine that they have not yet recovered form. The past season was about an average, as far as weather is concerned and the corn pack has been of excellent quality. In all the other branches of the packing industry we might quote as active, steady advance, with no unusual features.

Maine produces annually a large quantity of shook and heading for molasses and sugar, shipped principally to the West Indies, and there are a number of mills devoted to the production of the lighter varieties of shook. Among the new enterprises of this nature we notice the establishment of a new mill for the manufacture of apple barrels, in Temple, by C F. Hodgkins; the shook, stave, and spool works in Calais, by C. C. Whitlock; the new steam mill for heading, tree-nails, ship wedges, and short lumber, at Round Pond, by George A. Benner; the new shook and ax handle mill at Denmark, by James F. Lord; the new cooper shop at E. Brownfield, by W. H. Stickney; the new mill for shook and heading at Sebago Lake, by L. S. Mayo; and a new stave mill at So. Liberty. The manufacture of clothing for Boston jobbers is growing to be an important industry. Large, manufactories are scattered about in various sections of the state devoted entirely to the making up on one kind of garment, the goods being shipped all cut by the firm hiring the work done. Large crews of both male and female help are employed in these factories, and thousands of families are allowed to take this work to their homes and devote spare time to it. New clothing factories have been started the past year at Waterville by Spaulding & Murphy, at Farmington Falls by A. Elwell; at Deering by Watkins & Co.; at Skowhegan, by E. E. Towne; at Brewer by F. Littlefield; at Fairfield and at Round Pond, Bristol.

New butter factories have been established at Portland, Bangor, Rockland, Bridgton, Lisbon Falls and Pemaquid. In new milling enterprises, several notable ones are reported. On the line of the Canadian Pacific at Greenville, the Chicago & Moosehead Mill Co., has erected extensive mills for flour, grain and feed, and will erect a large elevator in the spring. At Mattawamkeag the Mattawamkeag Milling Co. contemplate putting in a 6-roller Noye mill for grinding flour, grain and feed and the erection of a large elevator. Albert Dingley, Deering has erected a new steam grist mill, and at Lincolnville Beach, H. A. Mills has built a grist mill. Waldoboro also has a new steam grist mill, and Machias has two large new grist mills. A new tannery has been established at Bucksport; the Norway Tanning Co. has increased its business, and L. W. Smith, Canton, has nearly doubled

the capacity of his sheepskin tannery. The Pioneer Chair Co., West Paris, has a new factory used for the manufacture of reed and rattas chairs the West Paris Mfg. Co. succeeds J. W. Kimball and has greatly enlarged its factory and business in the manufacture of embossed leather decorated furniture; the Bethel Chair Co. succeeds J. H. Barrows and has increased its production of chairs. The Paris Mfg. Co. has increased the quantity and variety of its product. The Russell Mfg. Co., Bethel, has engaged in the manufacture of bedsteads, cribs, cradles, etc. W. J. Knowlton, Liberty, operates a new wire spring bed factory. Arad Fassett, Pemaquid, has a new excelsior factory in operation, and there is another new one at Wiscasset. C. B. & C. E. Varnum, Caribou, have engaged in the manufacture of brooms. James Bickford, Portland, has built a new sash and blind factory. S. G. Davis, Winthrop, a new wood working and machine shop. The L. C. Bass Mfg. Co. has been organized at Guilford for the manufacture of spools, bobbins, and wooden ware, with an extensive new plant. The Brockway Mfg. Co., Auburn, ahs been organized and engaged in the manufacture of extension cases, shawl straps, etc. Mark Morse, Auburn, has enlarged his paper box factory. The Greenwood Ear Protector factory, Farmington, has been considerably enlarged. The Lakeside press Co. had moved form Auburn to Portland and enlarged its capacity. The Champion Dry Plate Co. has a new factory at Milbridge. Extensive plants for the manufacture of terra cotta, lumber and brick have been established at Columbia Falls. J. F. Bond, Portland, has enlarged his harness factory. The Portland Cement Pipe and Stone Co. have built a new factory and moved into it. Portland Sugar Refinery has started up, afr having been idle some time. Waterville has a new steam dye house. Peavey Bros. Bangor, have established a mill at Westfield, Aroostook County, for getting out stock for cant dogs.

Quarrying and Mining.

The development of our mineral resources has never furnished more satisfactory results as proof of their boundless value than in the operations of the past year. We don’t mean to convey the impression that Maine has experienced a boom or craze for mining for the more precious metals, but that our granite, slate, lime and the more useful mineral productions, are proving an inexhaustible source of wealth. Nevertheless proof seems to force its way to notice that some of the more precious metals are contained in rich deposits that will sooner or later be worked. We have recently given full particulars of the report of an old California miner who has washed gold from the bands of the Swift River in Byron, for several season, and finds distinctive traces of it on the mountain ranges extending from the Androscoggin and Sandy River. Some very pure specimens have been taken out at Byron this season. Interest has also been revived in the Gouldsboro silver mines by the removal of a cargo of ore to the Portland Reduction Works. Ore from Cherryfield has also been smelted at Portland. A syndicate has devoted some expense to a search for coal, which has been supposed to exist near the mouth of the Kennebec River. By means of boring it is expected the bed may be located, if such exists. The granite operations exceed any previous years. The old quarries have been worked with extra forces and several new one are being developed. The Booth Brothers & Hurricane Island Granite Co. is the name of a new corporation with \$250,000 capital stock, expanding the operations at Hurricane Island quarries, two quarries at Vinalhaven, and others at Long Cove, St. George, Atlantic and Seal

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Harbor, also at Millstone Point, Conn. The Union Granite Co. has opened three granite quarries at Long Island, Friendship, E. B. Mallett, Jr., has opened a new quarry between Freeport and Brunswick, and G. W. Pettengill has opened another at Swan’s Island. The Black Diamond granite quarry, Addison, has been purchased by New York parties. A new granite ledge has been discovered in Norway and will be worked another season. The Brownville and Monson State quarries have been in active operation this season, and a new slat mill has been erected at the latter place. The State of Maine Slate Co., of Blanchard, has enlarged its business and a new company has been organized to develop a slate quarry in Shirley. The lime quarries mine has been opened at Phippsburg. New brick yards have been opened at Columbia Falls, Ellsworth and Walpole, and at Blanchard Wm. Wood has leased and enlarged a brick yard.

Water Works and Electric Light.

Marked progress has been made in the introduction of these two great public conveniences where they were not before enjoyed. Modern methods of supplying cities and villages with water and light for public and private use form on great plant and system of distribution, turn attention to some convenient water power where both the supply of pure water and the power necessary for driving the machinery may be obtained at the same location at reduced cost. Maine’s innumerable water powers offer such opportunities for carrying out this plan with the best results that the day is drawing near when every village of considerable size in the State will be thus supplied. The advanced position our State has taken in the utilization of electricity for power and light is, no doubt, largely due to those facilities for cheaply generating it by water power wherever its use is most desirable. Even northern Aroostook is not asleep in the matter of modern improvements. A dam 500 feet long has been constructed across the Aroostook river at Caribou, flowing the water back six miles. Water works have been erected in connection with this to supply the wide-awake village of Caribou. The entire out-lay was \$100,000. Bangor has underway extensive changes and improvements in here electric matters. The city plant for street lighting is located at the Water Works dam on the Penobscot and is operated by water power at less expense. Also an expensive electric plant is being put in at Veazie to furnish light and power for general purpose in Bangor and water for the city of Brewer. Old Town has an electric light plant and water works in process of construction. Skowhegan has a Union Electric Light & Power Co., organized to furnish light and power for general purposes. Portland has completed this year the construction of a large reservoir of 20,000,000 gallons capacity for the use in her water supply. Fort Fairfield has put in a system of water works this season, costing \$30,000. Ellsworth has organized a Citizens’ Water Co., to furnish water supply. Boothbay Harbor is putting in water works; Bucksport likewise; and Litchfield has contracted for a supply. A system of water works has been put in at the State College, Orono, and gone in so successful operation within the past fortnight. Auburn has increased her water supply by putting in an additional main, to meet the demands of an increasing population. York Beach is attending to the matter of sewerage. Belfast, Dexter, South Berwick and Dixfield have introduced electric lights, and many other towns either have this innovation under way or are agitating it. Also the number of private electric plants to furnish light for manufacturing establishments is

innumerable.
Boards of Trade, Building Associations, Etc.

The general prosperity of our State is shown in the activity among the organizations established for the mutual effort in public enterprises. The Board of Trade and Building Associations have been so successful in localities where earnest business methods have been employed that their neighbors looking on have seen the advantages that might result to them, individually and collectively, from similar efforts. The result has been a large number of local Boards organized during the year, and the organization of the State Board of Trade, composed of delegates from each local Board, whose purpose is to assist in forwarding the interests of enterprises beyond the province of a single local Board. The towns named below have established Boards of Trade during the year, while others are moving in the same matter; Ellsworth, Fairfield, Bristol, Newcastle and Damariscotta, Houlton, Boothbay Harbor, Farmington, Deer Isle, Winthrop, Waterville, Dove and Foxcroft, Caribou, Belfast, Oakland, Presque Isle. Camden has formed a Business Men’s Association for similar purposes. The Building Associations have generally been prosperous, proving successful financially and practically. Portland has organized a Building Exchange and Pittsfield has lately formed a Loan and Building Association. There are now some thirty Boards of Trade and fifteen Building Associations in the State.

Page 4.
HOTELS AND SUMMER RESORTS.
Gifford Gamage is building a summer hotel at South Bristol. The house will be 30 x 45 ft. 3 stories high, and will contain 25 rooms.

Page 8.
SHIPBUILDING IN MAINE.
(Continued from Page 5)
(Last Issue of MCN)
Of the vessels recorded above, the Mabel Jordan and Augustine Welt are both four-masted schooners. The Mabel Jordan measures 180 feet 6 inches in length, 31 feet beam and 19 feet depth. The Augustine Welt was named for the senior member of the shipbuilding firm of Welt & Co., who has attained his 80th birthday. Her dimensions are as follows: length of keel 187 feet; width 41 feet; depth 20½ feet. She spreads about 6000 yards of canvas.

The tonnage on the stocks in Waldoboro district aggregates of 1000 tons; Dunn & Elliott, Thomaston, schooner Of 600 tons; Leavitt Storer, Waldoboro, schooner of 1000 tons; I. I. Snow, Rockland, schooner of 200 tons; Washburn Marine Railway Company, St. George, schooner of 250 tons; Thomas E. Gay, Damariscotta, schooner of 260 tons; and A. P. Gamage, Damariscotta, sloop of 6 tons.
Additional to this is from 8000 to 9000 tons now under contract and upon which work will very soon commence. Washburn Bros. & Co., Thomaston, have contracts for two schooners, of 1000 each and one of 600 tons; Dunn & Elliott, Thomaston, two schooners, 1000 and 800 tons; A. Welt & Co., Waldoboro, schooner of 1000; Cobb, Butlet & Co. Rockland, two schooners, 900 and 750 tons; and George Gilcrest, Rockland, two schooners, each of 600 tons. A. F. Crockett & Co., Rockland, also contemplate building a schooner.

Belfast District.
Five vessels aggregating 4709.48 tons were launched from Belfast during the year. Of the above vessels the Cornelius

Hargraves and Millie G. Browne are both four-masters, the latter being the largest craft of that class afloat on salt water. The Cornelius Hargraves measures 2000 feet keel, 45 ft. beam and 20 feet depth of hold, being 230 feet over all. She is owned by Fall River, Philadelphia and Boston parties and is commanded by Captain J. F. Allen of Fall River, MA. The Millie G. Browne, the king among four-masted schooners, measures 220 feet length of keel, 47 feet breadth and 21 12 depth. Her frame is of Virginia white oak, with keelson and ceiling of yellow pine. Her centre board is of hardwood 60 feet long and 10 inches thick. Her lower masts are 107 feet long and 30 inches in diameter. Topmasts are of spruce 18 inches through and 56 feet long. Fore-topmast and jib-boom are also of spruce and are 20 inches in diameter. The jib-boom is 74 feet long. The spanker boom is of Oregon pine, 73 feet long. Other booms are 46 feet and gaffs 44 ft long and when all sail is set, she spreads about 8000 yards of canvas. Her blocks, windlass, capstans, winches, wheel and brass work were made by Knowlton Brothers of Camden. The anchors are very large, one weighing 6735 lbs. and the other about 6000 lbs. each. In the engine house, is a Knowlton Brothers Iron windlass which weighs three tons more than the one they made for the large four-masted ship, Frederick Billings. She also has one of T. W. Hyde’s 35 H. P. engines for hoisting sails, getting anchors, etc. and one of his steam wrecking pumps, capacity of 400 gallons per minute. Captain H. M. Bean, the builder of the Cornelius Hargraves and the Millie G. Browne, now has two schooners on the stocks, of 500 tons and 800 tons, the latter a four-master for Captain B. P. Reed of Linwood, N. J., her dimensions being 160 feet length of keel, 57 feet breadth and 13½ feet depth. W. B. Browne, the owner of the Mille G.. Browne, has recently closed a contract with Captain Bean for two four-masted schooners to be built this season. The one to be built first will be the following dimensions: 160 feet keel, 86 feet beam and 18 feet deep with a carrying capacity of from thirteen hundred to fourteen hundred tons, to be launched in June 1890. The other which will be a larger vessel, will measure 206 feet keel, 45 feet beam and 20 feet depth of hold, with a carrying capacity of about twenty-two hundred tons and will probably be ready for sea next August. Captain Bean since coming to Camden about fifteen years ago, has built 28 vessels of all sizes ranging from 300 to 1700 tons. Just as we go to press the unpleasant news comes that the fine four-masted schooner, Millie G. Browne, en route from Boston to Montevideo, has been abandoned at sea.

Carleton, Norwood & Co., of Rockport, builders of the schooner Edward S. Stearns, are veterans in the shipbuilding business. The firm of Carleton, Norwood & Co. was formed in 1844, and in 1849 was changed to Carleton, Norwood & Co. J. G. Norwood died in May, 1876 but the syyle of the firm remains the same, business being carried on by the surviving partners, S. D. & P. J. Carleton. The whole number of vessels built by the two concerns is 56 aggregating 39,000 tons, all built under the superintendence of John Pascal who with the assistance of his son are building the ship now on the stocks. This ship will register
About 1800 tons and will be off early in 1890. When the ship is off the ways Carleton, Norwood & Co. propose building a schooner of 450 tons. It was from this yard that was launched in 1885 the famous ship Frederick Billings, which has since enjoyed the reputation of being the largest wooden sailing vessel afloat, an honor, however,

which she will in a few days have to resign in favor of the Rappahannock. Among the ships built by Carleton, Norwood & Co. have been the following: John Pascal, 1450 tons; Raphael, 1542 tons; Wandering Jew, 1787 tons; W. H. Macy, 2202 tons; Robert J. Belknap, 2369 tons and Frederick Billings, 2628 tons, these figures being gross tonnage.
Geo A. Gilcrest, who built the schooner Olive Pecker and the barkentine R. A. C. Smith, has returned to Rockland and will continue his shipbuilding operations at the lime rock city. The J. Y. Cottrell yard, where Gilcrest built these vessels, has been leased by McDonald & Brown who have contracted to build a four-master schooner of 800 tons for Captain B. E. Young of Brewer, and Bangor parties. George W. Cottrell, of Belfast, has closed a contract to build a barkentine for C. Morton Stewart of Baltimore to be used in the coffee trade. She will be 190 feet keel, and 35 feet beam, and her frame is expected to arrive from Virginia the first of March. She is to have four masts and her rig will be quite unique, unlike any vessel afloat. She will be square rigged on the foremast and fore-and-aft on the remaining three masts. In Nickerson’s yard, Searsport, a schooner of 600 tons is to be built for Captain Wm. R. Gilkey; the moulds for the same are now being made by George E. Merrill. Captain E. H. Bramhall of Camden has completed a model and is at work upon the plans for a 95 foot passenger steamer for Western parties. He is also getting together material for the construction of a 48 ft. steam yacht.
Bangor District.
The only craft on the stocks in this district is a three-masted schooner building in the Oakes yard, Brewer, by Captain S. H. Barbour. She will register about 350 tons and when launched will be commanded by Captain Charles A. Barbour of Bangor. E. & I. K. Stetson, who have established a high reputation as shipbuilders are preparing for an active season at their Brewer yard. They will in a few weeks stretch the keel for an 850-ton barkentine, to be commanded by Captain L. C. Blake. The contract calls for hulls, spars, and top iron work. As soon as the barkentine is off the ways the Stetsons will build a schooner of about 850 tons. She will be either a three-master or a four-master, very likely the latter. Captain S. H. Barbour, in addition to the schooner now on the stocks, has contracted to build for Waterville parties a shoal water steamboat to ply on the Kennebec between Waterville and Gardiner. She will be 90 ft. in length over all and 24 ft. wide, including guards, will have a stern wheel and flat bottom. Captain Barbour has acquired much fame as a builder of small steamers and he has built in all about twenty steam craft of varying sizes.
Castine District.
There are now on the stocks in this district two vessels, a three-masted schooner building by Wm. Beazley & Co., Bucksport, and a two-masted schooner by A. M. Webster of Brooksville, the latter of about 95 tons. The schooner at Bucksport will measure about 600 tons and is being constructed in the Genn yard, which was purchased by Beazley & Co., during the past season.
Frenchman’s Bay District.
One vessel only has been built and launched in Frenchman’s Bay district during the year as follows:
Schooner E. T. Hamor 50.07 Eden E. T. Hamor
During the year there have been thoroughly rebuilt and tonnage changed the following: Schooner Wesley Abbott, 137.26 tons net; schooner Storm petrel, 165.37 tons; schooner Fair Wind, 91.20

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

tons; schooner Nellie Grant, 132.20 tons. The British schooner Evangelline, having been wrecked, was bought, repaired and registered as an American vessel under the name of Glendy Burke, 89.41 tons net.

There are no vessels on the stocks at present. There will be soon built however at Ellsworth a schooner for Captain M. M. Whittaker of schooner Lavoita. She will be a three-master of about 250 tons and will be built by Master I. M. Grant.

Machias District.

From the above it will be seen the three largest vessels launched in the district during the year were the barkentine John Swan, built at Columbia Falls, the schooner H. E. Thompson at Machias and the schooner Johanna Swan at Harrington. The barkentine measured 144 feet keel, 163 feet over all and 12 feet depth of hold. Her guildler, John h. Crandon of Columbia Falls, is a veteran in the business. The H. E. Thompson measures 144 feet keel, 33 feet beam, 12 feet depth of hold. Her builder John Shaw of Machias, is veteran shipbuilder land in the last 42 years has built 64 vessels with an aggregate tonnage of 13,795 tons. He has commenced cutting the frame for another vessel which he will set up in his yard in the early spring. The Johanna Swan measures 165 feet over all, 34 feet beam and 12½ feet depth of hold. Her builder A. M. Nash of Harrington, has the keel laid and the frame all up for a vessel of 700 tons. Her dimensions are 154 feet. keel, 34 ft. beam and 12 ft. depth of hold. She is building for Captain Isaac Boynton and others and is expected to be off in July. J. W. Sawyer & Sons sent out the past year

from their Milbridge yard more tonnage than any other firm in the Machias district. They are at work now on a 700 ton schooner for Captain George E. Smith of Bangor and also on one of about the same tonnage for the Pendletons of Islesboro, and are getting out the frame for a third of about 400 tons, the aggregate tonnage of the three being 1800 tons. Captain J. W. Sawyer, the senior member of the firm, has built 35 vessels in this yard. Captain Gilbert Leighton of Milbridge, whose custom is to build a coaster every season, intends soon to get out the frame of a schooner for Bangor parties and is also laying the keel for a good sized three-master to be completed this season. There is a good prospect of a new yard being started in Milbridge this season. Those interested in the movement have already been successful in getting a sufficient amount of stock subscribed to build a vessel of 300 tons, to be commanded alternately by Captain Almon Strout and George S. Sawyer of that town. Captain Chas. I. Nash, of the bark John F. Rottman that was wrecked last season on the Florida Keys, intends building a vessel at Harrington, this season, of about 600 tons. Captain Nash is the son of the late Alonzo P. Nash, who received fatal injuries while in his Harrington shipyard in June last. Captain O. C. Cole of Harrington has contracted with Isaac Carlton of Columbia Falls, to build him a schooner of about 350 tons to be launched in the fall of 1890. Captain O. W. Look of Jonesport has a crew in Cutler getting him out a vessel frame. He is to have a vessel built during 1890, probably about 400 tons. H. L. Watts will be

master builder. I. K. Ackley, of Cutler, has at his logging camp in Edmunds, a crew of fifteen men engaged in getting out a vessel frame for D. J. Sawyer, of Jonesport.

Passamaquoddy District.

No vessels have been built in Passamaquoddy district during the year and none are now on the stocks. J. B. Nutt, the enterprising shipbuilder of Perry, has, however, a contract for a schooner of 750 tons and his crew is now in the woods at Whiting getting out the frame. Her dimensions will be 145 feet length of keel, 36 feet breadth of beam, and 12 feet depth in lower hold. She will be 5 feet between decks, with a 4 feet waist and a 12 foot poop forward of the cabin. In Calais a vessel repairing project has been inaugurated, with H. A. Rideout as Manager. Prominent business men of Calais have subscribed freely to the stock, it being the intention of the syndicate to raise \$10,000. Organization has been perfected under the name of the Calais Shipbuilding Association with John G. Murchie as President and George A. Lowell, Secretary and Treasurer.

For Sale
15' Monhegan Skiff



Here is my skiff just after the bottom was replaced. The breast hook and quarter knees were also replaced and the transom fixed. It has 2 rowing positions. I have a pair of oars, a nice Honda 8hp and new fuel tank to go with it. I'm hoping to find a good home for it and not have end up being beat to death on the mud flats or somewhere. I was told it was 50's vintage but can't verify that. The bottom is cedar and I believe the sides are as well. It is pretty light considering the size. As you can see it hasn't been used as a workboat. \$3,000. 207-350-5753

FOR SALE



26'4" Douce Arnie is a wonderful wooden daysailer which received an extensive restoration during the winter of 1999/2000. The boat was originally built in 1947 at the Brigham Shipyard in Greenport Long Island. Most of Douce Arnie's life was spent sailing the shores of Connecticut and New York, only recently did the boat find it's way to Maine. Recently surveyed (10/20/18) she has been determined to be in excellent shape. \$19,500. *This vessel has been donated to Maine Island Trail Association and the sale will greatly help this organization.*

East Coast Yacht Sales
Lower Falls Landing, 106 Lafayette Street, Yarmouth ME
Tel: 207-808-1312 Fax: 207-846-6088 yachts@ecys.com
http://www.yachtworld.com/eastcoastyachtsales

Maine Coastal News

Has a newly updated website!
Check it out:
mainescoast.com

Read the current issue of MCN
Lobster Boat Racing News
Photo Galleries
Boat Yard News
Feature Articles



MinnKota Model 65 MX w/ 28# thrust	\$50
2.5 hp 2007 Suzuki 4-stroke, s.s.	\$595
2.5 hp 2017 Suzuki 4-stroke, s.s.	\$595
6 hp 1986 Johnson, 2-stroke, s.s.	\$595
8 hp 1998 Evinrude 2-stroke, x.l.s.	\$595
9.9 hp 2015 Suzuki, 4-stroke, s.s.	\$1,890
15 hp 2004 Suzuki, 4-stroke, s.s.	\$995
50 hp 2015 Evinrude, 2-stroke, l.s.	\$3,995
75 hp 2005 Evinrude, 2-stroke, l.s.	\$3,500
200 hp 1999 Evinrude, 2-stroke, x.l.s.	\$2,395

163 Orion Street, Brunswick, Maine
207-729-3303 www.bamforthmarine.com

Shipyard Brokerage
at Jonesport Shipyard

(207) 497-2701 www.jonesportshipyard.com
info@jonesportshipyard.com

Sail:
17' Herreshoff Buzzards Bay 14 Sloop, 1977. 19,500.
23' San Francisco Super Pelican, 2010, \$7,500.



Used Boats

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

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

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

24' Robalo Walkaround 1999 SALE \$35,900
New in 2017 F350 Yamaha; 3 Years of warranty still available!
Galvanized tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.

207-443-6277

CLASSIFIED

POWER



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



17' SCOUT 175 SPORT DORADO, 2019. With Yamaha F90LB Outboard and EZ Loader trailer. Available in White or Rascal Blue. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



18' POLARKRAFTSIDE CONSOLE, 2015. With Yamaha F70 outboard, MinnKota bow-mount trolling motor, Bimini top, Livewell, Garmin EchoMap, Adjustable steering station, depth finder, fish finder and EZ Loader trailer. Asking \$14,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

POWER



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



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



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

POWER



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



20' GRADY WHITE 208 ADVENTURE, 1998. With 1998 Yamaha 225 hp Saltwater Series O/B. Bimini top, GPS and 2009 Venture trailer. Asking price \$16,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' CHRIS-CRAFT CARINA, 2018. With Mercury V8 6.2L 300 hp B3 DTS and EZ Loader trailer. Included upgrades: Midnight Blue gelcoat, Riviera Red gelcoat stripe, push button start, Heritage Trim Edition, bimini top, cockpit and bow covers. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 XSF CENTER CONSOLE, 2019. With Yamaha F150 outboard white hull color. Call for more details and pricing. Casco Bay

POWER

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



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



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



23' GRADY WHITE 232 GULFSTREAM, 2008. With 2008 Yamaha F250 Outboard and 2008 Venture trailer. Professionally maintained and loaded with extras. Asking price \$59,900. Casco Bay Yacht Sales, Freeport, Maine (207)

POWER

865-4103; www.cascobayyacht.com.





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



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



23' SAILFISH 2360 CENTER CONSOLE, 2009. With 2008 Yamaha F250 outboard. Fighting Lady Yellow hull color. Loaded with electronics and equipment. \$49,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



Current Inventory Outboards

3.5 Long shaft Leftover	\$900
3.5 Short Shaft	\$1,100
5 Sail power	\$1,472
6 short shaft	\$1,674
9.9 Long shaft Leftover	\$1,999
9.9 Short shaft	\$2,355
20 Long shaft	\$3,130
20 Long shaft Leftover	\$2,817
30 Long shaft	\$4,010
60 Long shaft	\$6,951
60 Long shaft Command Thrust	\$7,020
90 Long shaft leftover	\$7,906
90 Long shaft	\$8,785
90 Long shaft Commercial Use	\$9,290
115 Long shaft Command Thrust	\$8,950
150 Extra-long shaft	\$12,385
150 Extra-long shaft Coml. Use	\$12,425

Royal River Boat
307 Bayview St., Yarmouth, ME 04096
207-846-9577 www.royalriverboat.com

ROLLINS BOAT SHOP
2 Scotland Bridge Road
York, Maine 03909
New construction &
Overhauls.
(207) 351-7609


**EXHAUST
BLANKETS**

INFAB

**SPECIALTY MARINE
FABRICATOR**

(207) 786-0004
Maine Made
Lewiston, ME
www.infabrefractories.com
Soundown Distributor

FOR SALE



12' 4" long, 6-foot beam Beetle Cat with Maker's Brass Plaque (mid-1980s). Hull #1945. Gaff rigged. Has been stored in a garage and under a tarp. In very good shape. No sistered or cracked frames, planking is in good shape. Recent paint and varnish. Newer canvas deck. Bronze fasteners. Comes with 2 sails, trailer, centerboard, rutter, tiller, boom crutch, mast, boom gaff, all running and standing rigging. Will include 4 new life jackets. \$5400. Call/text 860-989-3805.

Moose Island Marine

Boats for Sale

2013 110 hp Yanmar diesel/Bob Tail	\$11,499
2013 19' Grand Laker F/G, with trailer	\$1,995
Project Boats:	
30' Hunter with Yanmar diesel	\$3,995
28' 1975 Silverton with rebuilt 318 Chrysler, new velvet drive	\$3,995

207-853-6058
www.mooseislandmarine.com

CLASSIFIED

POWER



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



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



28’ CHRIS CRAFT LAUNCH GT

POWER/SAIL

DUAL CONSOLE, 2019. With Yamaha F425 outboard. Midnight blue hull color. Loaded with options and extras. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.

40’ CUSTOM STEEL TUG, 1948. Built by Marine Supply of Sault St. Marie, Ontario. Originally used in the lumber trade. Complete bottom job in 2007. This tug would be a good candidate for conversion to a comfortable trawler yacht. Very stable and seaworthy with a full displacement hull \$19,900. (207)244-7854 or info@jwboatco.com.

SAIL



30’ TICON SLOOP, 1984. 1984 18 hp Volvo Diesel Inboard. Very clean and well maintained. \$15,000. Trades Welcome!!! Casco Bay Yacht Sales, Freeport, Maine, (207) 865-4103; www.cascobayyacht.com.

39’ YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

DINGHIES

10’ WEST MARINE RIB 310, 2004. With 2005 Mercury 9.9hp Outboard and 2004 Yacht Club trailer. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

ELECTRICAL PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder’s logo or boat name. 75 Front St. Rockland, ME

ELECTRICAL

04841 (207) 596-7357.

ELECTRONICS

LARGEST DISCOUNT MARINE STORENORTHOFBOSTON.Deep discounts on major manufacturers. Hamilton Marine, (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno*, *Raytheon*, *Data Marine*, *Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 ccapressure treated southern yellow pine boards and timber with 20’ and 24’ lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60’ in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00
Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# _____ Exp. date _____

Signature: _____

Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496
Charge to a credit card by calling (207) 223-8846

Classified Order Form

Rates: **50¢ per word & \$5.00** for photograph per issue

CATEGORY: ☐ POWER ☐ SAIL ☐ OTHER _____
CLASSIFIED AD: _____

Total Number of Words ____ x 50¢: _____
\$5.00 for Photograph _____
Times ____ (Number of Insertions) _____
Total Enclosed: _____
_____ Check or money order is enclosed

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# _____ Exp. date _____

Signature: _____

**Make checks payable to Maine Coastal News or
charge to a credit card by calling (207) 223-8846**

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Maine Coastal News

P.O. Box 710, Winterport, Maine 04496 Email: igmatats@aol.com

SW BOATWORKS BOATS FOR SALE

47' H & H Passenger/Lobster Boat, 2015	\$420,000
45' Young Brothers, 1986	\$219,500
38' Calvin Beal, Special Edition Cruising Yacht, 2013	\$595,000
38' Wesmac Fishing, Pleasure, Picnic	\$CALL
38' Wesmac Cruiser	\$CALL
33' Young Brothers Commercial, 2000	\$116,000
30' Ellis Flybridge, 1986	\$49,900
26' Edgerly, 2014	\$220,000

358 Douglas Hwy, Lamoine, ME 04605
207-667-7427 www.swboatworks.com

Boat Hauling
Design

Custom Building
Repair

JOHN'S BAY BOAT COMPANY

www.johnsbayboat.com
jbbcol@gmail.com

Peter Kass, Prop.
207-644-8261

Box 58
South Bristol, ME 04568



Quality Marine Hardware
Bluewater Portlights, Port Screens, Cleats,
Chocks, U.L. Listed Seacocks, Stuffing
Boxes, etc. (Made in Maine, U.S.A.)

www.spartanmarine.com
207/371-2542 or 800/325-3287
Spartan Marine
340 Robinhood Rd.
Georgetown, Maine 04548



HARDING'S BOOK SHOP

BOOKS, MAPS & PRINTS



HOURS 7 Days, 9-5 · WWW.HARDINGSBOOKS.COM

85
98
2152 Post Rd., Rt. 1, North
Wells, ME 04090

CLASSIFIED

MARINE SYSTEMS

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

MISC.

DANISH MADE REFLEXES HEAT STOVES. 5500-27, 650 BTUs. Diesel fueled. Largest Discount Marine Store North of Boston. Hamilton Marine, Searsport (207) 548-6302.

MARINE SURVEYORS COURSE
– Recreational, commercial. Fishing

MISC.

program available, guidelines, USCG NVCS, regulations, forms. Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

LOWEST PRICE ON CHAIN IN MAINE! By the barrel or by the foot. Made in USA. Rope, buoys, hardware, complete supplies. **LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. HAMILTON MARINE,** Searsport, Maine. (207) 548-6302 or www.hamiltonmarine.com.

MOORINGS &...

Call **OCEAN PURSUITS** on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

RC MODELS

RC MODELS – Lobster boats, Sail boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

REPAIRS

SPECIALIZING IN WOOD

REPAIRS

& FIBERGLASS - Structural, Mechanical, Electrical, Cosmetics - new spray booth for Awlgrip systems, Paint, Varnish - Professional Service. Royal River Boatyard, Yarmouth, (207) 846-9577.

RIGGING

YACHT RIGGING - Full rigging shop: Furlers, Standing and running rigging, Mast repairs, Surveys, Insurance estimates, Custom deck layouts, Fabrication in stainless steel and aluminum. Portland Yacht Service, 400 Commercial Street, Portland. (207) 774-1067.

SCHOOL

BECOME A MARINE SURVEYOR - USCG Fishing Vessel Inspection. 800-245-4425. NAVTECH US SURVEYORS. Best in Business!

SERVICES

CASCO BAY MARINE SERVICES:

SERVICES

From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we've got you covered. Along with being an **AUTHORIZED YAMAHA and MERCURISER** service center, we have technicians on staff ready to service you HONDA, SUZUKI, MERCURY, EVINRUDE, JOHNSON, TOHATSU outboards, VOLVO, OMC I/O or Diesel Inboard. **CASCO BAY MARINE SERVICES 291 US ROUTE 1, FREEPORT, ME 04032 (207) 865-4048; www.cascobayyacht.com**

OCEAN PURSUITS Marine Systems & Services. Systems repaired, installed & designed. Complete boat repairs, painting, varnishing and Awlgrip available. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

STORAGE

STORAGE at Royal River Boat Yard with 50-Ton Travel Lift or Haul for

CUSTOM FLOAT SERVICES

DESIGN • SUPPLY • BUILD • SERVICE



THE MAIN SOURCE FOR:

FLOTATION

- ACE Roto-Mold Float Drums (58 sizes)
- Capacity to 4,600lbs.
- 15 yr. ltd warranty

HARDWARE

- 1/4" & 3/8" plate
- Hot dipped galv.
- 1" Connecting pin
- Cleats, anchor, chain

LUMBER

- Marine grade PT SYP
- CCA and ACQ
- Duralife Composite Decking
- IPE (ironwood)
- CCA Parallam eng. beams up to 60' lengths

DESIGN FOR

- Marine Contractors
- Homeowners
- Yacht Clubs
- Boatyards
- Marinas
- Towns & Municipalities
- Colleges, Schools & Clubs



11 Wallace Ave, South Portland, ME 04106
207-772-3796 • Toll Free 1-888-844-9666
info@customfloat.com

You can build it or We can build it for you

www.customfloat.com



Specializing in Buying, Selling & Trading Quality Pre-owned Boats Since 1987

17' '19 Scout 175 Sportfish	\$CALL		23' '08 Grady White 232 G. S.	\$59,955
17' '19 Scout 175 Sport Dorado	\$CALL		23' '08 Sailfish 2360 CC	\$49,900
18' '15 PolarKraft Side Console	\$14,500		23' '19 Scout 235 XSF	\$CALL
19' '18 Scout 195 Sportfish	\$CALL		23' '99 Hydra-Sports 230 CC	\$19,900
20' '98 Grady White 208 Adv.	\$16,900		25' '19 Scout 255 Dorado	\$CALL
21' '19 Scout 215 XSF	\$CALL		28' '19 Chris-Craft Launch	\$CALL

21' '18 Chris-Craft Carina \$CALL

21' '18 Scout Dorado \$CALL

26' 2019 Chris-Craft Calypso. Black Pearl Hull Color. Twin Yamaha F200 Outboard. Loaded with options.

We service what we sell. Full service facility. Over 150 boats to choose from. We take trades and arrange financing. Visit us on the web: www.cascobayyacht.com

291 US Route 1 Freeport, Maine (207) 865-4103 Fax (207) 865-0759



163 Orion St., Brunswick, Maine 207-729-3303 www.bamforthmarine.com

Used Boats for Sale

Several NEW Maritime boats in stock. 14' - 25'

2019 8'8" North Atlantic Inflatable Dinghy DB270AD. PVC Tubes w/air deck. Many extras.	\$999
1960s 17' Boston Whaler with trailer, no motor.	\$2,000
1988 20' Four Winns 200 Horizon. 150 hp Evinrude o.b., '08 Load Rite trailer.	\$2,500
1982 19' Alden Appledore rowing shell w/trailer.	\$3,500
1977 22' Starcraft w/fantastic cond. 4.3L MerCruiser I/O. Closed cooling. Trailer included.	\$5,995
2007 15' Shaw Runabout w/side console. 2012 25 hp Evinrude 2-stroke E-TEC o/b	\$5,995
2014 15' Peeler Skiff w/tiller 15 hp Suzuki 4-stroke EFI. 2013 Load Rite trailer included.	\$8,500
2016 15' Peeler center console w/'17 15 hp Suzuki 4-stroke EFT. '17 Karavan trailer incl.	\$8,595
1996 21' Boston Whaler Outrage w/200 hp Mercury o/b with '06 powerhead. No trailer.	\$14,500
1998 26' Proline 2610 Walkaround. Powered with 454 cid, 7.4L MPI MerCruiser I/O.	\$17,900
1946 22' Chris Craft Utility Sportsman. Powered with '99 GMC/Chevy 292 cu in engine	\$22,500
2004 22' Grady White Seafarer w/'04 225 hp Yamaha 4-stroke EFI o/b. No trailer.	\$24,500
2007 26' Larson Cabrio 260 w/Volvo Penta 5.7 & DuoProp o/b. Load Rite Trailer.	\$32,000



207.633.0773 www.boatus.com



Based in East Boothbay, covering Casco Bay to Penobscot Bay

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

Towboat Services

All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.

Repairs

The towing company either has their own dock, or contracts with a third party to provide repair services.

Salvage

The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.

Personal Coverage

Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.

Transportation

The towing company can arrange local transportation to transport you to a hotel or other local destination.

SPECIAL JUNE OFFER FOR NEW MEMBERS!

Unlimited Towing Membership

\$5000 Rebate

Use Source Code WT10898A On Application

33% SAVINGS!



STORAGES

Repairs (207) 846-9577.

SUPPLIES

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON.
Fishing, boatbuilding, sail, pleasure.
We discount everything. Hamilton Marine, Searsport, (207) 548-6302.

WANTED

NEW LISTINGS. Let Casco Bay Yacht Sales sell your boat. We have over 25 years experience and always have clients in search of the perfect boat. Call or stop by Casco Bay Yacht Sales, Route 1, Freeport, Maine (207) 865.4103.

These Classifieds Work!

Call today to place yours!

207-223-8846

MORE THAN JUST A BAIT AND TACKLE SHOP



A FULL SERVICE BOATYARD WITH ALL YOUR FISHING NEEDS!

- Live & Frozen Bait
- Huge Saltwater Tackle Selection
- Rod & Reel Combos
- Surf Rod Rentals & Crab Fishing Kits

Knowledgeable, Friendly Service

WWW.WRBY.NET
Located Across From Wells Public Boat Launch w/Plenty Of Free Parking!
345 Harbor Rd. Wells, ME
207-646-6949

Kayak and Paddleboard rentals located on the water • Introduce the kids to fishing

MAINE Ocean School



PURSUE YOUR PASSION FOR THE OCEAN

Maine Ocean School is a public magnet high school located in Searsport, Maine that provides an ocean-themed education on the water, in the lab, and in the classroom.

- Ocean-themed curriculum**
- Specialized marine 'tracks'**
- Credentialing opportunities**
- Small, coastal campus**
- A supportive, collaborative learning community**

The foundation for a successful future

APPLY NOW!

maineoceanschool.org • #maineoceanschool



WANTED

MARITIME BOOKS, MAGAZINES, DOCUMENTS, POSTCARDS and PHOTOGRAPHS

International Maritime Library
P.O. Box 710, Winterport, Maine 04496
(207) 223-8846

It is time to renew your membership!

MAINE LOBSTERMEN'S ASSOCIATION



image: Sam Whitney

Online. By mail. By phone.
We're stronger together.

www.mainelobstermen.org

207-967-4555

**2 Storer St. Suite 203
Kennebunk, ME 04043**



tranzon®

auction

STORYBOOK WOODLAND COTTAGE



"My Way" - This home shines with character - every nook has a distinctive purpose, every window is unique. The custom woodwork and carved details are everywhere you look. This home is a work of art. Functionally complete and far from ordinary. Don't miss this opportunity!

Online Bidding: July 31st to August 7th

Location: 37 My Way, Boothbay, ME

Open Houses: July 20th & 30th | 11am - 2pm



Tranzon Auction Properties | **Brokers Welcome**
10% Buyer's Premium. Sale subject to Terms & Conditions.



TRANZON.COM

207-775-4300

KENT
Type I Commercial Offshore Life Vest

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

\$34⁴⁹
ea

Adult Universal
Order# 748930



IMPERIAL
Adult Universal Immersion Suit

USCG APPROVED

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

\$269⁹⁹
ea

RVS-1409A
Order# 743829



GME **ACCUSat™ EPIRBs**

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

Cat II Manual
Order# 731676

\$349⁹⁹
ea

6 Year Battery!

Cat I Auto
Order# 731678

\$469⁹⁹
ea



HAMILTON MARINE

MAINE

ORION **LED SOS Distress Signal Light**

The Brightest Name in Safety

USCG compliant nighttime visual distress signal. Hand held, floating or hanging safety signal with lanyard. SOLAS grade reflective tape for a full 360 degree sighting (category exclusive feature.)

OLI-547
Order# 764242

\$89⁹⁹
ea



RIGID
High Performance LED Lights

Starting At
\$125⁹⁹
ea

Search# RIL-



ICOM **Commercial Radar**

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

\$1999⁹⁹
ea

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!



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.



GRUNDENS
Foul Weather Gear

Search# GRD-



NOW STOCKING!

Hairless Salted Pig Hide Lobster Bait

SAVE BY THE PALLET!

HML-HIDEBAIT
Order# 740935



Long Line Snaps

Stainless steel wire. Sold by the 10/pack.

Size	Length	Order#
Small, 8/0	4.5"	761648
Medium, 10/0	4.75"	761649
Large, 12/0	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
ea

PUR-15463
Order# 127675

120 Watts
\$39⁹⁹
ea

PUR-15463HD
Order# 735613



Fish Basket

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

\$19⁹⁹
ea

Orange
Order# 118243

Green
Order# 763280



Aluminum RIB Series Inflatable Boat

9'8" length, beam 62". 4 person, 1124 lbs. max weight capacity. Max 15 hp. Approx weight 112lbs. Pressure relief valves. Flat wash aluminum deck. Full keel guard. Under tube protection. Aluminum seats.

\$2679⁹⁹
ea

HMI-ALA300
Order# 760761

Perfect RIB for Maine!



12" Hand Pump

\$12⁹⁹
ea

SAVE \$7

Reg 19.99
HEN-BR57001
Order# 773769



Inflatable Mooring Buoys

Polyform U.S.

Red or White, many sizes in stock.

Starting At
\$28⁴⁹
ea

Search# POL-A



Bed-It Butyl Tape

1/16" thick, 1/2" wide x 50 ft roll. Formulated and extruded for the installation of deck fittings. Sticks to the parts, not your fingers.

\$18⁷⁹
roll


CMM-BUTYLTA50
Order# 755207



Oil Absorbent Sheets

Each 15" x 19" sheet absorbs 13 to 25 times its weight in oil, fuel and other hydrocarbons.

Order#	Thick	Weight	Each	Bale	#Bale
123472	3/16"	Single	0.59	89.99	200
123422	1/4"	Medium	0.77	58.99	100
145762	1/4"	Double	0.87	71.99	100



Starbrite

StarTron™ Ethanol Fuel Treatment

Prevents and reverses problems with E-10 ethanol! Available in gas or diesel formula.

Search# STARBRITE

\$5 REBATE manuf mail-in



Portable Fuel Tanks with Gauge

attwood Low perm. EPA and CARB certified.

\$61⁹⁹
3 Gallon
Order# 760201

\$67⁹⁹
6 Gallon
Order# 760199



COOSA
Coosa Composite Panels

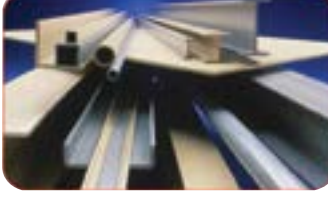
Use in place of plywood!

Search# CSA-



STRONGWELL
Extren Custom Fiberglass Shapes & Plates

Search# SGW-



Bridge Plank

12" x 24" x 1/2" thick rubber bridge plank with textured top.

\$9⁹⁹
ea

HM-BPLANK50
Order# 757474

Bridge Plank Cement

HM-BPLANK-ADH
Order# 758838

\$122⁹⁹
3.5 gal



SYSTEMTHREE Epoxy

State-of-the-art marine coatings, adhesives and putties.

Search# SYT-

