

Maine Coastal News

Volume 32 Issue 9

September 2019

FREE

Four More Races in the Books - Two to Go!



In the Diesel Free-for-All and the Fastest Lobster Boat the same three boats came to the line. The winner was WILD WILD WEST, followed by BLUE EYED GIRL and GOLD DIGGER.

The Lobster Boat Racing season is moving right along, with nine completed (Boothbay, Rockland, Bass Harbor, Moosabec, Stonington, Friendship, Harpswell, Winter Harbor and Merritt Brackett at Pemaquid) and just two to go (Long Island and Portland). We have already covered the first five races and in this issue we will cover the next four, The last two and the year end results will appear in the next issue. If you cannot wait until the end of September, go online to mainescoast.com and these races should be up by the end of August.

The Friendship Lobster Boat Races were held on 21 July. There were beautiful sunny skies, no fog, no breeze, and hot. Fortunately, a sea breeze filled in nicely after the races got going and it was very comfortable in the middle of Friendship Harbor.

Sign-ups started slow and by 0900 there were no more than 15 boats registered. Then we learned that a lobstermen rally was taking place in Stonington and wondered what effect that was having. Just as we got ready to close sign-ups down with 30 boats, another rush took place and we ended up with 39 racers, one more racer than last year. The race committee had gathered a lot of prizes and those that came reaped the benefit.

There were a number of boats missing, which I thought we might see there. In the Gasoline Classes: Steve Johnson's BUD & DAWN [Jingle Johnson 28; 1,100-hp Chevrolet]; Shawn Alley's LITTLE GIRL [28' Calvin Beal Jr.; 429 Ford]; Jeremy Beal's

MARIA'S NIGHTMARE [Mussel Ridge (formerly Wayne Beal) 28; 2,500-hp Chevrolet]; and Wayne Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet]. In the Diesel Classes: Winfred Alley's AIDEN MARINER [Calvin Beal 34; 425-hp Cummins]; Jeremy Tyler's ALL IN [Northern Bay 38, 500 hp Volvo]; Sean Haskell's BAD OBSESSION [Holland 32; 380-hp Cummins]; Ryan Haskell's DECADENCE [Lowell 46; 850-hp Baudouin]; Robert Alley, Jr.'s HANNAH LOUISE [Calvin Beal 42; 750-hp John Deere]; Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar]; Marshall Spear's JACALWA [Wesmac 46; 1000-hp Caterpillar]; Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT]; Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar]; Eben Wilson's LETTIE ELISE [Young Brothers 45; 650-hp Volvo]; Spencer Thompson's MAXED OUT [Calvin Beal 44, 800-hp John Deere]; Jason Chipman's MISS AMITY [Osmond 42; 700-hp Scania]; Nick Wiberg's MISS KATIE [Northern Bay 36; 700-hp Volvo]; Richard Williams' MONEY LOVE & DREAMS [Mitchell Cove 35; 800-hp 3406E Caterpillar]; Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins]; Todd Ritchie's SEACOCK [Calvin Beal 34; 436-hp Sisu]; and Colby Oakes' TRIPLE X [Mitchell Cove 35, 850-hp Detroit].

There were several classes that had no entrants. In the Gasoline Classes they were: Class A (4 & 6 cylinder 24 feet and over); Class B (V-8 up to 375 cid, 24 feet and up),

Class D (V-8, 376 and over, 28 feet and over) and Class E (V-8, Over 525cid, 28 feet and over, superchargers/Turbos). In the Diesel Classes just Class E (336 to 435 hp, 24 to 33 feet) and Class F (336 to 435 hp, 34 feet and over) had no entrants. Also there was no entrants in Wooden Boat Class B (36 feet and over).

There were some close races in several classes, which kept the race committee on their toes. When the racers in the final race crossed the finish line and the harbor was quiet once again the big winner was Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta], who won Diesel Class O, Diesel Free-for-All and Fastest Lobster Boat.

This is one of the best places to race on the coast and I fail to understand why there were not 60 or more boats signed up to race. They had a great day and great prizes and that should translate into a good turnout. Make sure you mark your calendar so you do not miss this event next year!

As we have at every race to date, and right through to the last one in Portland, there has been a moment of silence to honor lobster boat racer Galen Alley who lost his life in a traffic accident last winter. At Friendship they also honored one of their lost fishermen, Robert Gray, who passed away this past winter.

The highlights of the Friendship race: There was a good turn out in the three Work Boat Classes. Work Boat Class A winner was Nolan Gahagan [Holland 14; 30-hp Suzuki]; in Class B the winner came all the way from

the clam flats of the North Shore of Massachusetts came Frank Bennett's NADEN [Naden 16; 60-hp Suzuki] who easily got the top spot; and the winner in Work Boat Class C was Dave Johnson's CASCO MISS [Eastern 22, 250-hp Honda] from Peaks Island with a speed of 47.4 mph.

In the Gasoline Classes the winner in Class C was Randy Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet], who also won the Gasoline Free-for-All.

In the Diesel Classes the winner of Class B all the way from Long Island came Steve Johnson and ADELIN DAWN [32'; 235-hp]; the top boat in Diesel Class C was Steve Osgood's VENOM [Mussel Ridge 28; 300-hp Sisu] from Vinalhaven with a speed of 35.3 mph; Tony Hooper's LIBERTY [35' Ernest Libby, Jr.; 350-hp Caterpillar] took the top spot in Diesel Class D with a speed of 20.9 mph; David Osgood's SPLIT SECOND [Crowley Beal 33; 450-hp Volvo] won Diesel Class G with a speed of 35 mph; first in Diesel Class H was Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] with a speed of 30 mph; Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] jumped out in front and never looked back winning Diesel Class I with a speed of 39.5 mph; in Diesel Class J Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] from Harrington got the win with a winning speed was 42.5 mph; the winner of Diesel

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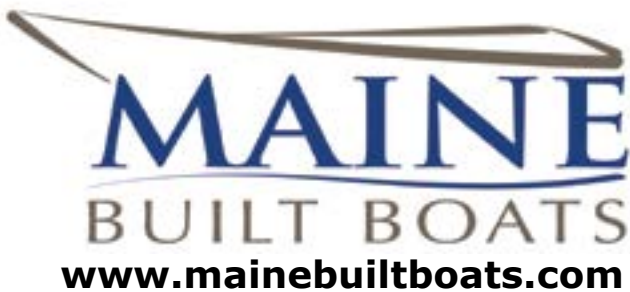
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**Jon B. Johansen**  
**Rachel Elward**

**Advertising Deadlines:** The deadline for the October issue is September 13.  
The deadline for the November issue is October 11.

# Publisher's Note

What a last couple of weeks with lobster boat racing taking centre stage. It all began with the Winter Harbor Lobster Boat Races. I came back up from my southern run of distribution and two days in Sawyer Public Library in Gloucester and stopped at Harpswell and picked up a skiff for the Winter Harbor races and learned what a pain it is towing a boat around for the weekend. Now I know why people for the most part do not do this.

The Winter Harbor races were offering a hull and that gave us the best turn out ever with 167 boats signed up. It was an impressive day of racing, long and capped by Jeremy Beal's MARIA'S NIGHTMARE going up on her side in the final race of the day. Not just once, but twice! This turned out to be the major talk of the last three races of the year. As I write this Long Island and Portland are also done and if you want the results and write up they have been posted on Facebook and online at mainescoast.com. Over the fall and winter I hope to really expand what we have on this website to include a lot of history, first starting with lobster boat racing, boatbuilding and then old schooner and steamer photos with histories on each of the vessels. Still working on a major database for the International Maritime Library that has now grown to 75,000 vessels and I expect that this number will be at least doubled in the next year.

Talking about history, I am not one that watches the news as that is what causes depression amongst the masses that do. I scan

the news headlines on AOL and then off to read my emails. Sometimes I catch a story that I will click on and one I did open was about one of the clowns running for office that said if they were elected to the White House they would remove a painting. Okay what painting did they find offensive? It was of Andrew Jackson. Now do they also not take a \$20 bill as part of their protest? I have a book in the pile of books next to my reading couch that is on Andrew Jackson and need to pull it out a read it next. I do know that he did a lot of good things, like trying to balancing the budget of this country. Maybe that is what is offensive to a politician. However, I am going to wager it is more likely his treatment of the Native Americans. We have to remember the times and what they world was like. That is not saying this was right, because it was not. In fact it is embarrassing, but at the time common. Go back further and you would be appalled at what politicians and religion leaders did to the common folk.

There is no question that we, as many other nations do, have some skeletons in the closet that we are not proud of. However, this is part of our history and if you bury it in the dark recesses and not let people know and understand this period of time it could be repeated. What scares me are those people who are offended begin re-writing our history and paint a much rosier story. Fortunately, they cannot cover up everything, but they could make it hard for someone to find the truth and that is not right either.

## Mystic Seaport Museum Honors Benjamin Mendlowitz with William P. Stephens Award

*Maritime Photographer Whose Work Chronicles the Renaissance of Wooden Boats*

MYSTIC, CT — Mystic Seaport Museum is pleased to announce it honored maritime photographer Benjamin Mendlowitz with the William P. Stephens Award.

Established in 1988, and named after William P. Stephens (1845-1946), known by many as the “Dean of American Yachtsmen” and “the grand old man of American yachting,” the award is given periodically in recognition of a significant and enduring contribution to the history, preservation, progress, understanding, or appreciation of American yachting and boating.

“We are deeply honored to present this award to Benjamin Mendlowitz to recognize his life's work capturing the beauty and craftsmanship of wooden boats,” said Mystic Seaport Museum President Steve White. “Much as the Rosenfeld family chronicled the early and middle of the 20th century of American yachting with their iconic black-and-white photographs,

Mendlowitz applies his talented eye and intuitive sense of light and curve to portray the classic boats that remain from the past and to document the important vessels from our generation. His work helped drive the renaissance of wooden boats in America over the last 40 years.”

Mendlowitz was born and raised in New York City and drew his passion for boats and the sea from summers on the New Jersey Shore, where he was influenced by the local traditional boat builders. After graduating from Brandeis University, he embarked on a career in photography with his work appearing in *WoodenBoat Magazine* and other nautical publications. Through his company NOAH Publications, Mendlowitz publishes the *Calendar of Wooden Boats*, which has been a staple on the walls of wooden boat

enthusiasts for more than 30 years.

Mendlowitz photographs have appeared regularly on the covers of many trade and educational books, and in feature articles and on the covers of the most respected boating magazines including *WoodenBoat*, *Nautical Quarterly*, *Sail*, *Yachting*, *Cruising World*, *Maine Boats*, *Homes & Harbors*, *Soundings*, *Chasse-Maree* and *L'annee Bateau* (France), *Classic Boat*, (Britain), *Yacht* (Germany), and *Arte Navale* (Italy). His work has also appeared in magazines such as *Time*, *Esquire*, *Money*, *People*, *Atlantic Monthly*, *Connoisseur*, *Historic Preservation*, *Field & Stream*, *Down East*, *Yankee*, *Sports Illustrated*, *The London Times Magazine*, *The Boston Globe Magazine*, *The New York Times Magazine*, among many others.

Mendlowitz's newest book, *Herreshoff: American Masterpieces*, created in collaboration with Maynard Bray and Claas van der Linde, was published in November 2016 by W.W. Norton & Company of New York. In 1998, Norton published *Wood, Water & Light*, a large-format, full-color book featuring more than 180 of Mendlowitz's finest early images with accompanying text by Joel White. In addition to seven other book published by Norton, two books published by NOAH Publications feature his photography: *Joel White: Boatbuilder, Designer* (2002), with text by Bill Mayher and Maynard Bray, and *Aida* (2012) by Maynard Bray.

The award was presented as part of the Castine Classic Race Symposium at the Maine Maritime Academy, in Castine, Maine, July 31.

Previous recipients include Olin J. Stephens II, Jon Wilson, Elizabeth Meyer, Briggs Cunningham, John Gardner, Carleton Mitchell, Maynard Bray, John Rousmaniere, and Louie Howland.



# WILLIS SPEAR TALKS FISHING IN CASCO BAY

## Part II

In the last issue we learned about the early years of Willis Spear, who grew up at Cape Elizabeth. Willis is someone that paid attention and learned not only how to fish from the older fishermen, but also their stories. In this issue we will cover the middle portion of his fishing career on Casco Bay and beyond.

In the fall of 1978 Willis took delivery of a Newman 46. He had an exceptional time on the steel fishing vessel SANDPIPER, but as he said, “I got my Newman and I went backwards. I tried to go netting and we missed the Pollock. We got going late so we went off shore. We fished Caches and New Ledge and it was a real hard winter. When we got out we took a beating. I gave that up and we went scalloping and never caught a scallop, offshore or inshore. Now it is March and I am getting a little desperate so I put the ground fish net on that my father-in-law had built. We went out March 17 to try it out, St. Patty's Day, on the edge of the bottom, made a tow in the afternoon just to see how it would work, myself and two other guys who had been with me through the gill netters and we caught a few fish. It was hard to see even 500 pounds of fish at the end of the day but that is what we had. Down below us, on Long Hill another piece of bottom about 6 miles to the south of us, Harry Tinisville was running Roger Woodman's gill netter and he came across some haddock down there. We went down and I never shut that boat off after that. We fished on those haddock for three or four weeks. They kind of dried up and then there was codfish and flounders over around the ridge by Wood Island. We kept going every single day to make up for all that we had lost. We did well enough to get back on our feet. Someone was catching the scallops in the nets around the outside of New Ledge and southwest of Mohegan so we would go down there, fish for a couple or three days. We would come in with 300 or 400 pounds of scallops and a couple thousand pounds of groundfish or something. So I got back on my feet and those guys with me did well enough, one stayed and one went out and bought his own boat. This was all because Jimmy Darling taught me so much and my father-in-law had built me my nets so again it was all these people that had helped me along the way.

Donnie Rich, the guy I had fished with as a kid, he had been working over at Donnie Barnes' lobster place, Union Wharf and it

went under so he went with us the fall of '80-'81. They opened up shrimping that winter and he went with me shrimping and we did okay. The first year nobody did anything but '81 we did, and we had a good winter. Went groundfishing in the spring offshore and did real well. He stayed with me for a couple of years and then he got done and I took this other guy, Dicky Nelson who grew up with my father-in-law. He had been on the WAWENOCK and he was Veteran and had been overboard six times in his life.

Willis explained the times Dick Nelson had been overboard. He said, “He was with my father-in-law on ANDARTE when they went ashore at Richmond Island February of 1960. The lights were all out because the power went off and they didn't have generators. Portland Head was out, Ram Island was out and they hit the eastern end of Ram Island. There are ledges that made out and they walked all night to keep from freezing to death. In the morning someone saw the tips of the masts sticking up above the fog and the phones were out in Peak's Island. A ham radio operator called the Coast Guard base in South Portland and they picked up my father, Buster Sargent, Ed Shea, Dicky Nelson, my father-in-law and another guy. They were all rescued but my father-in-law never went skipper again, he just went deck. Dick went right back fishing but he had been overboard in Boston when he was on one of the boats that the Navy had taken for coastal patrol, a red fish boat. He came back to the boat drunk, went up the gangway, slipped, hit his head on a barge below the gangway and was floating around. The marines fished him out that time. Then he was on an LST 808 at Iwo Jima by Mount Saribachi. They were up on the beach and they had the ramp down and the Japanese torpedoed them. They hit them just forward of the house and he said the whole engine room gang was killed. His best friend was an electrician and he found him floating in the shaft alley. The rest of the War wasn't much more than another month or six weeks. The Sea Bees towed the bow up on the beach and they lived in that bow section, what was left. What was interesting about that story, the captain was John Calvin Stevens, Jr. who was a great architect who had studied in Boston and designed some of the homes you see on Mount Desert. You also see them around Portland, Eastern Promenade, Western Promenade, Cushing's Island, and Cape Elizabeth's shore, around Delano Park. Well, John Calvin Stevens, Jr. was the captain and

he was there when they got torpedoed along with Dick. It was odd because there was a third guy from Portland right there when it happened, he was chief Flynn, Red Flynn, fire chief from Peak's Island. He was with the Navy reconnaissance and he remembers that LST getting torpedoed. That was twice, so when with my father-in-law that was three times. He went seining with Timmy Ashbury and went overboard with the running twine where they were making a stop seine. He wasn't a religious man, but he said he heard the bugles and saw the lights by the time they got him back. He was with Tommy Jordan, Sr. on the ST. JUDE, when she down went off Mount Desert Rock, that is five times. They had loaded the ST. JUDE, which had her wheelhouse forward, kind of a typical dragger you would see down to Rhode Island. She was heavy and Dick felt she was going down but the captain would go down and check the engine room and there was no water. They could not get out on deck, but she was going down, stern first. Something had opened up. Wayne Withers was with him, there was a guy from Newfoundland, Tommy, and Dick, four of them and they were in the dory. They lowered a stretcher and they got in that one at a time. Wayne fell on the way up, and hit his head on the edge of the dory on the way back down. They almost didn't get him but the lights of the helicopter were bright enough. They hauled him out and threw him back in the basket. They got the dory back a year or two later by that same guy I mentioned help me rebuild that Detroit, Clare Hicks. He was from Eastport or Lubec originally and he was down home and there was the dory with ST. JUDE on the side. It was on top of the cabin roof on the new boat that Tommy Jordan had bought, called the MISS ELLEN. She was an eastern rig with house aft. Dick was putting

the canvas cover on the dory with a ladder up against the side of the wheel house. The ladder slipped and over he went in the winter time. He didn't hit anything, but he was hollering for help. Hubber Bradford and all the crew from the MARY ANN BRADFORD II were watching this from Reggie Lamb's place on Custom House Wharf. Dick was hanging on to the back straps of the after door, hollering. Wayne Withers came up, the same guy that had fallen out of the stretcher, and he was looking all around and he finally looks down in the water and he sees Dick and he says, “My God, I am going to have a heart attack,” and Dick goes, “You are going to have a heart attack, I am in the water.” They used that same ladder, put it down in the water and Dick was able to get out and that was six times. Dick went with me dragging for three winters. That is all he ever did was go dragging, swordfishing or gill netting. His brother Cliffy, he had two brothers, Cliffy and Pat, they were fishermen. Cliffy got drowned down in Gloucester in '38 in some hurricane. They were trying to get their gill nets from Stellwagon or someplace. Pat went dragging on all the big boats with O'Hara for a long time. He got his heel pulled through a ball of wire and crushed it, but he made gill nets the last part of it. Dick did too. Dick must have felt sorry for me, because he had done well enough, bought a nice house and he was in his 60s when he went with me. We went out one day and it was on the edge of the bottom shrimping. It was snowing a little bit and it was blowing nor'east, It was crappy and cold, really cold. I said, maybe we better go home. He said, “Look we are already here. We are on the edge, we can tow fair wind for

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# 70s Memories: Singlehanded Captain

By Lee S. Wilbur

Lee S. Wilbur & Co. built powerboats. Commercial and Pleasure. I enjoyed sailing, never had a lot of time for it unless we got away for a couple of weeks and chartered one of Dick Avery's "rag hanger's" down in the Virgins to get away from the cold. HRH and Tom Morris built sailboats, and Jarvis occasionally sold a Friendship Sloop hull and deck to be finished in another shop. So why was this ex-naval Captain coming to us? Eric White at North End Marine in Rockland had told him we'd be happy to finish his sailboat. Phone wires sang on that one, but I finally agreed and the Captain came up to see us.

Interesting Guy. Retired Naval Captain, in for some 25 years. Had a Filipino steward (common back in the WWII era of naval hierarchy) who was still with him, though not to be on the planned "singlehander". His wife had died several years ago and he wanted to be back on the water again. As we got to know him over the course of building "Standfree," we realized, 1. How lonely he was and 2. How many Gin martinis a navy Captain can handle at lunch and still motivate.

I called Eric after the Captain had left and we soon got down to details of plans (which they would draw) and when the fiberglass parts would begin to arrive, somewhere on the order of six months. Our schedule was tight, meant filling the fourth and last spot in the shop which I didn't like doing with three other powerboats going at the same time and having to move work around to keep everything progressing.

Hull, as usual, arrived first. With our overhead cranes we could normally move hulls, decks, engines, generators around,

over and under, with no problems. Soon realized not to be the case with "Standfree" (naval term for I think, throwing the docking lines ashore). This ship was "very" ruggedly built. Glass at the bow was at least two-three inches thick. I assumed singlehandlers must run into immovable objects from time to time or needed "bullet proof" to outrun the Coast Guard.

Captain Bill arrived a few days after the hull and we started working out the details and myriad questions generally associated with a project such as this was to be. Luckily, there was a guy from HRH who'd either ended employment there or they'd ended it who was looking for work and understood the intricacies of sailboat building. He signed on as part of the assigned crew and as go-between with Captain Bill, a relationship which took a fair amount of minor responsibility off my schedule.

Capt. Bill, as one might expect, was in effect a lonely man. Wife had passed away. Said he'd never made RearAdmiral because Rickover, father of the Nuclear Submarines wasn't promoting "Diesel" Captains. And, I would assume living alone is not the greatest adventure. So, when he'd come up to Manset for his visits about every three weeks and stay for a week, Heidi and I got to know him quite well, probably more than we really wanted to. Two young children, business to run, other customers coming and going, not much free time. And...Capt. Bill was always wanting to have one or both of us join him for lunch which for Capt. Bill usually meant three (3) martinis. I never drank at lunch, having had a beer once and trouble staying awake in the afternoon, so this was another challenge, one to be avoided with polite excuses.

As it was, the building schedule as I recall went reasonably well. I'm sure we were a few weeks behind, but that was often the case as owners made changes and "defulgity's" developed with getting parts and materials on time.

Finally, "launch day". Boat had been taken down over the hill to HRH where mast had been stepped, sails mounted, engine started and run, tanks filled, and the several page checklist endemic to sailboats as we realized was checked off. Things went relatively well. Engine was overheating which was soon remedied and ready for "Maiden Sail" and "Shakedown", taking, as it worked out, about a week or two. In the meantime, Capt. Bill had been provisioning. He'd asked for someone to give him a hand which I'd gladly done, guy coming back to the shop, somewhat in shock, telling of the cases of Heineken, Gin, Vermouth, along with food being delivered aboard.... And then, an unseasonable storm

blew in.

Better part of a week, "northeaster" ruled the harbor. Wind seemed to hover between 35 and 50mph and wouldn't let go. We'd drive down to the dock, blow the horn, Capt. Bill would push the companionway hatch back, stick his head up, wave, and disappear again. He was happy. Storm over, Standfree would need to replenish its stores.

Next year at Miami boat show, Capt. Bill paid us a visit and told of some of his sailing adventures. One of which I still remember of him sailing back from the Bahamas through another bad storm. He'd been exhausted, Making landfall at a harbor he'd been in before, he sailed right up the harbor, running aground in the mud on purpose, then going below and sleeping for at least 24 hours straight.

Quite an experience for us, and then for the Capt.

## WILLIS SPEAR TALKS...

Continued from Page 5

a couple of hours. I will put on a pot of coffee and make some bacon and eggs and see what we have got. If it is still crappy we will go home. We will ride side to it but we will be close enough to home." So we towed down a couple or three hours and hauled back, it was a half-assed set of shrimp not 1000 pounds, but maybe 800 or something. Well, it calmed down a little so we towed back again, another 600, 700, 800 pounds and we did it three times and we did fine. There was no starch out of him, for a man that had been overboard so much. He was a big Swede, his father was from Stockholm. When he was 66 or so and he would be mending shrimp twine and he would be saying feel these hands, they would be ice cold. One time we hauled back and we had taken half the wing out of the net. It was freezing out and I said 'we have to go home' and he says 'no, no, no we will mend it,' 'patch it in this weather?' It was cold, close to zero. He said, go grab a handful of twine from the fish hole. I bring up this big gob of twine, and he says, 'now come it in. Don't even think about it just come it.' It looked like shit and he goes, the shrimp will never know the difference, it is not going to matter. We set it back out and you know at least we are still fishing. He told me these stories that I have told you about being with my father-in-law and being in the Navy and he would sit in the wheelhouse on a bucket, and he goes some day you are going to be sitting on a bucket and your kids are going to be steering and about five or six years ago, my oldest son had bought that Wesmac and he wanted to go shrimping so I went with him and guess what I was doing? Sitting on a bucket in the wheelhouse telling the stories. All these guys were good to me and I will never forget them."

Willis looked at a photograph of a dragger that belonged to Willard Daggett. There were four men on the deck and he said, "The four men, I can name three - this first guy is Waldo Tuttle, this is my father-in-law Vinnie, Albert Vincent, they call him Susie, this guy we don't know, and this is George Doody who was the father of Eddie, Ronnie and George. George ran Humpty Dumpty potato chips. Eddie was killed on the SNOOPY when they picked up the torpedo. Ronnie stayed scalloping his whole life out of New Bedford. They all came from Pine Point.

"Frank O'Hara's first job was with this guy on the sardine carrier/dragger KENNEBEC," said Willis. "She was built by Newbert & Wallace. KENNEBEC carried herring from St. Mary's Bay to a reduction

plant in Portland. This story was told to me by Frank. Frank had been kicked out of the nest in Boston and he had come to Portland to work. O'Hara had a couple of boats at this wharf along with Folsom Brothers and Jackie Willard had some of these boats, two or three of them. Frank could not get a job so he was working in the sardine reduction plant there where the fish pier is now, grinding up herring. Somehow Tuttle knew about him and his man quit on the KENNEBEC and he went in and talked to Frank and said do you want the job? Frank told me it was the usual Tuttle speech, show up late and you are fired, show up drunk and you are fired, if you can't cook you are fired, and if you don't do what I tell you, you are fired. So Frank took the job and all summer long he said they would run across to St. Mary's Bay just to lug herring back to be ground up for cat food. Frank said he spent the whole summer on the bow of the KENNEBEC because the old Bendix radar never worked worth a damn and it was always pea soup over there on the Novi shore. The rest of the story goes, he did alright with Tuttle, made enough money to kind of get back on his feet in the fall of that year. The story goes that sometime during the following week they got a set and Frank made \$7500 in one night which was a king's ransom in '63. He got enough money so he called up his father and said, I am going to run Folsom Brother here in Portland, Frances told him, "Well, why don't you take my boats from Portland and take them to Rockland and manage them out of Rockland. That is how Frank got his start. He got back on his feet because of Timmy Ashbury from the Cape. Timmy went on to fish eventually out of Rockland for Frank right up until he could not go anymore, probably the mid-'80s. Timmy was a real good fisherman. He had a dragger called the SANDRA ANN, I think Newbert & Wallace might have built her and he went dragging and swordfishing. He was a real good swordfisherman. Everybody wanted to go swordfishing with Timmy. They told me that another guy that fished with me out of Rockland, Billy Jones, in three days they'd make \$24,000 swordfishing. Everybody was so psyched, they went out the next trip and they got a little too excited because they got this big reel that winds up the swordfish line and they wound it on too fast and spread it and it hung up and so they had to come in, they had nothing. The second trip was nothing. These are some of the people I have met and fished with.

Continued in the Next Issue

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# U. S. NAVY NEWS

## Future USS Oakland Launched

From PEO Unmanned and Small Combatants Public Affairs

WASHINGTON (NNS) -- The future USS Oakland (LCS 24) launched July 21 at Austal USA's ship manufacturing facility in Mobile, Alabama. This event marked the first time the ship floated in the water as it is prepared for delivery next year.

The future USS Oakland is the 12th of 19 Independence-variant littoral combat ships (LCSs) that will join the fleet. Ship sponsor Kate Brandt, Google's sustainability officer, christened the vessel in Mobile on June 29. She previously welded her initials onto a steel plate included in Oakland's hull during a keel laying ceremony on July 20, 2018. Brandt is a recipient of the Distinguished Public Service Award, the highest award the U.S. Navy can give to a civilian.

Four additional LCSs are under various stages of construction at Austal's Alabama shipyard. The future USS Kansas City (LCS 22) is preparing for sea trials. The future USS Mobile (LCS 26), Savannah (LCS 28) and Canberra (LCS 30) are under construction, and Austal has four more LCSs under contract.

The future USS Oakland honors the long-standing history its namesake city has with the Navy. It will be the third naval ship to bear the city's name.

The first, commissioned in 1918, was largely used to transport cargo. The second USS Oakland was commissioned in 1942 during the height of World War II. While in service for just seven years, it was key in many anti-aircraft missions in places such as Pearl Harbor, Marshall Islands, Pagan, Guam, Iwo Jima, Rota, Peleliu and Okinawa. After the war, Oakland performed two duty patrols off the coast of China before

being decommissioned.

The littoral combat ship is a fast, agile, mission-focused platform designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats such as submarines, mines, and swarming small craft. They are capable of supporting forward presence, maritime security, sea control and deterrence.

The Freedom variant and the Independence variant are designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin and Fincantieri Marinette Marine, Marinette, Wisconsin, and the Independence variant team is led by Austal USA.

## Future USS Tripoli Completes Builder's Trials

From Team Ships Public Affairs  
PASCAGOULA, Miss. (NNS) -- The Navy's newest America-class amphibious assault ship, the future USS Tripoli (LHA 7), successfully completed Builder's Trials July 19. The ship returned to the Huntington Ingalls Industries (HII)-Ingalls Shipbuilding Division's shipyard following four days underway in the Gulf of Mexico.

Builder's Trials is the Navy's first opportunity to assess the operational readiness of the ship. During the trials, the multipurpose amphibious assault ship underwent dock trials followed by more than 200 at-sea test events.

"The Navy and industry team did a commendable job this week," said Tom Rivers, amphibious warfare program manager for Program Executive Office (PEO) Ships. "America class ships bring tremendous capability to our Sailors and Marines and Tripoli will be the first large deck amphib



GULF OF MEXICO (July 15, 2019) The future amphibious assault ship USS Tripoli (LHA 7) conducts builder's trials in the Gulf of Mexico, July 15, 2019. Tripoli is scheduled to be commissioned in May 2020 and will be the third U.S. Navy ship named for the Battle of Derne in 1805. (U.S. Navy photo courtesy of Huntington Ingalls Industries by Derek Fountain/Released)

to reach the fleet fully ready to integrate the Marine Corps air combat element to include Joint Strike Fighters."

Tripoli is the second ship of the America (LHA 6) class, built to facilitate forward presence and power projection.

LHA 7 is the last Flight 0 ship planned for construction and features an enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, an

Continued on Page 8.

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# U. S. NAVY NEWS



**PORT EVERGLADES, Fla. (July 27, 2019) The crew of the Navy's newest Arleigh Burke-class guided-missile destroyer, USS Paul Ignatius (DDG 117), brings the ship to life during its commissioning ceremony. Paul Ignatius is the 67th Arleigh Burke-class destroyer and the first warship named for the former Secretary of the Navy who served under President Lyndon Johnson from 1967 to 1969. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alana Langdon)**

### Continued from Page 7.

increase in available stowage for parts and support equipment, and increased aviation fuel capacity. LHA 8 will be the first Flight I ship, reincorporating a well deck to enhance expeditionary warfighting capabilities while maintaining the principal aviation characteristics of the Flight 0 ships.

LHA 7 incorporates gas turbine propulsion plant, zonal electrical distribution, and fuel-efficient electric auxiliary propulsion systems first installed on USS Makin Island (LHD 8). LHA 7 will be 844 feet in length, will have a displacement of approximately 45,000 long tons and will be capable of operating at speeds of over 20 knots.

HII's Pascagoula shipyard is also currently in production on Bougainville (LHA 8), the guided missile destroyers Delbert D. Black (DDG 119), Lenah H. Sutcliffe Higbee (DDG 123), Jack H. Lucas (DDG 125), and amphibious transport dock ships, Fort Lauderdale (LPD 28) and Richard M. McCool Jr. (LPD 29).

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

### Navy Announces Commissioning Date for the Future USS Cincinnati

From Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs  
CINCINNATI, Ohio (NNS) -- The U.S. Navy has approved the commissioning date for the future littoral combat ship USS Cincinnati (LCS 20).

The Navy will commission Cincinnati, Oct. 5, 2019 in Gulfport, Mississippi. The commissioning ceremony signifies the acceptance for service and the entrance of a ship into the active fleet of the U. S. Navy.

Former U.S. Secretary of Commerce Penny Pritzker is the ship's sponsor. As the

sponsor, Pritzker leads the time-honored Navy tradition of giving the order during the ceremony to "man our ship and bring her to life!" At that moment, the commissioning pennant is hoisted and Cincinnati becomes a proud ship of the fleet.

Indianapolis, Indiana native Cmdr. Kurt Braeckel is the commanding officer of the littoral combat ship.

Former Secretary of the Navy Ray Mabus announced LCS 20 would be named for Cincinnati at the Cincinnati Reds baseball game, July 19, 2015.

LCS 20 will be the fifth ship in naval history to be named Cincinnati. The first played an integral part in the Civil War; the second enforced neutrality laws during the Cuban Revolution and saw service during the Spanish-American War; the third acted as a patrol and flagship during World War II; and the fourth, a Los Angeles class submarine, was commissioned in 1978 and served during the Cold War.

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The LCS class consists of two variants: the Freedom variant and the Independence variant. Indianapolis is a Freedom variant.

The future Cincinnati will be homeported in Naval Base San Diego upon her commissioning.

A fast, agile surface combatant, the LCS provides the required war fighting capabilities and operational flexibility to execute a variety of missions; areas such as mine warfare, anti-submarine warfare and surface warfare.

### Secretary of the Navy Names Newest Towing Salvage and Rescue Ship Saginaw Ojibwe Anishinabek

From Secretary of the Navy Public Affairs  
WASHINGTON (NNS) -- Secretary of the Navy Richard V. Spencer has announced the newest Towing, Salvage, and Rescue ship (T-ATS 8) will be named Saginaw Ojibwe Anishinabek in honor of the history, service and contributions of the Saginaw Chippewa Indian Tribe of Michigan.

The Saginaw Chippewa people are comprised of Saginaw, Black River, and Swan Creek bands. Ojibwe is also referred to as Chippewa and Anishinabek means "original people."

This is the first ship to bear the name Saginaw Ojibwe Anishinabek, and the fifth U.S. ship to be named in honor of the Saginaw Chippewa people.

"It's a great honor to have the name and

language of our people on a Navy ship," said Chief Ronald Ekdahl, chief of the Saginaw Chippewa Indian Tribe of Michigan.

Gulf Island Shipyards was awarded a \$64.8 million contract option for the detail design and construction of the new Towing, Salvage and Rescue Ship, which will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships in service with the US Military Sealift Command. The future USNS Cherokee Nation is the second ship in the new class of Towing, Salvage and Rescue Ships and will be designated T-ATS 7.

The contract includes options for potentially six additional vessels, and each additional ship will be named in honor of prominent Native Americans or Native American tribes.

The T-ATS will serve as open ocean towing vessels and will additionally support salvage operations and submarine rescue missions. The ship will be built at the company's shipyard in Houma, Louisiana, and is expected to be completed in July 2021.

### Warship USS Paul Ignatius (DDG 117) Brought to Life

By Mass Communication Specialist 3rd Class Alana Langdon, NPASE East, Det.

Southeast Public Affairs

PORT EVERGLADES, Fla (NNS) -- The ship's namesake, Paul Ignatius, served honorably as Secretary of the Navy under President Lyndon Johnson from 1967 to 1969 and as a commissioned lieutenant during World War II aboard the Casablanca-class escort carrier USS Manila Bay (CVE 61).

"What could be greater than serving aboard a Unites States destroyer," said Ignatius himself, speaking from a podium aboard the ship's quarterdeck. "Destroyers have an honorable role in Navy history because of their many capabilities."

It was Dr. Elisa Ignatius, granddaughter to the ship's sponsor, the late Nancy Ignatius, who ordered the crew to bring the ship to life. Sailors rushed from shore, carrying aboard their motto "ALWAYS READY, FIGHT ON," running two-at-a time to populate the ship. Medals jangled from their dress whites as Paul Ignatius Sailors manned all rail space and deck stations available under a sun-lit, billowing Ensign.

"Thank you all for your mental toughness and unwavering dedication to get our ship through every milestone of performing at sea with excellence," said Cmdr. Robby D. Trotter, commanding officer of Paul Ignatius, to his crew. "I'm extremely proud of each and every one of you."

Secretary of the Navy Richard V. Spencer was the ceremony's principal speaker.

"The ship in her magnificence alone provides peace through presence and will keep the maritime commons open, which is the artery of free trade and commerce for our allies, friends and ourselves," said Spencer, the 76th Secretary of the Navy. "But please keep in mind that at a moment's notice, this well-trained crew and this ship can be put into harm's way as your forward-deployed force to deliver the fight tonight in order to keep our peace and prosperity. That is the mission of this crew. That is the mission of this ship. And that, ladies and gentlemen, is the mission of your United States Navy."

About 310 officers and enlisted personnel make up the crew of Paul Ignatius, slated to be home ported in Mayport, Florida. Together they have tried, tested and demonstrated seaworthiness as a lethal, ready and well-trained crew prepared to forward-operate in any ocean of the world.

"It's a rare and special opportunity for a Sailor to be a plank owner," said Chief

Machinist's Mate Gilbert Laguerre, the leading chief petty officer of Paul Ignatius' auxiliary division. "We learn first-hand from the builders how to manage our equipment as it's installed and we take great pride in becoming subject-matter experts."

The Arleigh Burke-class destroyer sails up to 30 knots at sea, carrying advanced RADAR and SONAR systems that allow the ship to engage targets in the air, on the sea and underwater. The decks host two MK 41 Vertical Launching Systems (VLS), one five-inch gun turret, a close-in weapons system (CIWS) and two MK 32 triple-barrel torpedo mounts.

The guest speakers also included Fort Lauderdale's Broward County Mayor Mark D. Bogen, who welcomed the community to the ceremony, and Huntington Ingalls Industry President Michael C. Peters, who shared details of the momentous energy and thought put into the ship's design and construction.

Trotter reported Paul Ignatius ready and in his command to Adm. Craig Faller, Commander of U.S. Southern Command (SOUTHCOM).

### Rear Adm. Shoshana Chatfield Takes Command of U.S. Naval War College

By Jeanette Steele, U.S. Naval War College Public Affairs

NEWPORT, R.I. (NNS) -- Rear Adm.

Shoshana Chatfield assumed command of the U.S. Naval War College on Aug. 1 as the 57th president.

Chatfield presides over a graduate institution that awards Master of Arts degrees to military officers and civilian national security employees in a one-year in-residence program focused on strategic studies and national defense. The college also provides other professional military education on campus and through distance-learning programs, in addition to conducting research on defense topics.

The command includes 375 faculty members – both military and civilian – and a staff of 312.

A helicopter pilot and former squadron commander who also led a provincial reconstruction team in Farah Province, Afghanistan, Chatfield holds a master's degree from Harvard's Kennedy School of Government and a doctorate in education from the University of San Diego. Most recently, she was commander of Joint Region Marianas.

Founded in 1884, the U.S. Naval War College is the oldest institution of its kind in the world with more than 50,000 graduates, including nearly 300 of today's active-duty admirals, generals and senior executive service leaders.

### First Marine to Begin F-35C Lightning II Joint Strike Fighter Training

By Marine 1st Lt. Pawel Puczko, Chief of Naval Air Training Public Affairs

KINGSVILLE, Texas (NNS) -- Marine 1st Lt. Catherine Stark earned her Wings of Gold as a Marine Corps aviator with Training Air Wing 2, Naval Air Station Kingsville, Aug. 2 and is now preparing to begin training on her assigned fleet aircraft: the F-35C Lightning II Joint Strike Fighter.

Stark, currently attached to the "Fighting Redhawks" of Training Squadron (VT) 21, has been in training since early 2016. She completed training as Marine Corps officer aboard Marine Corps Base Quantico, Virginia, and reported for flight training aboard NAS Pensacola, Florida. After more than two years of flight training in the T-6B Texan II primary flight training aircraft and the T-45C Goshawk advanced jet training

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# WOODS HOLE OCEANOGRAPHIC NEWS

## Study Finds No Direct Link Between North Atlantic Ocean Currents, Sea Level Along New England Coast

A new study by the Woods Hole Oceanographic Institution (WHOI) clarifies what influence major currents in the North Atlantic have on sea level along the northeastern United States. The study, published June 13 in the journal *Geophysical Research Letters*, examined both the strength of the Atlantic Meridional Overturning Circulation (AMOC)—a conveyor belt of currents that move warmer waters north and cooler waters south in the Atlantic—and historical records of sea level in coastal New England.

“Scientists had previously noticed that if the AMOC is stronger in a given season or year, sea levels in the northeast U.S. go down. If the AMOC weakens, average sea levels rise considerably,” says Chris Piecuch, a physical oceanographer at WHOI and lead author on the paper. “During the winter of 2009-2010, for example, we saw the AMOC weaken by 30 percent. At the same time, sea level in our region rose by six inches. That doesn’t sound like a lot, but a half-foot of sea level rise, held for months, can have serious coastal impacts.”

“But, it’s been unclear whether those two things—coastal sea level and the AMOC—are linked by cause and effect,” adds Piecuch. Although the study confirmed that AMOC intensity and sea level seem to change at the same time, it found that neither directly causes changes in the behavior of the other. Instead, both seem to be controlled simultaneously by variability in major weather patterns over the North Atlantic, such as the North Atlantic Oscillation (NAO).

“Changes in the NAO alter both AMOC and sea level separately,” says Piecuch. “As the NAO changes, it affects the trade winds, which blow from the east across the tropical Atlantic. When the NAO is high, the trade winds are stronger than normal, which in turn strengthens AMOC. But at the same time, the westerly winds over New England are also stronger than usual. Together with unusually high air pressure on the northeast coast, this lowers the average sea level. It’s wind and pressure that are driving both phenomena.”

According to Piecuch, a study like this was not even possible until recently. For the past few decades, satellite imagery has given scientists a record of movement at the ocean’s surface, but has been unable to detect currents below the surface. Starting in 2004, however, an international team of scientists began maintaining a chain of instruments that stretch across the Atlantic between Florida and Morocco. The instruments, which are collectively called the RAPID array, hold a variety of sensors that measure currents, salinity, and temperature. “RAPID doesn’t resolve the details of every individual current along the way, but it does give us the sum total of the ocean’s behavior, which is what the AMOC represents,” Piecuch notes.

These findings are particularly important for residents along the northeast coast of the U.S., he adds. Existing climate models suggest sea levels will rise globally in the next century due to climate change, but that sea level rise on the New England coast will be greater than the global average. Scientists have traditionally assumed that the heightened future sea level rise in the northeast U.S. is inextricably tied to a weakening of the AMOC, which the climate models also predict. But, given the study’s findings, that assumption might need to be revisited, Piecuch says. “The problem right now is that we only have about 13 years of AMOC data to work with. To get a better sense of how

these two things relate to one another in the long term, we’ll need to wait for a longer stretch of observational records to become available,” he says.

Also collaborating on the study were Glen G. Gawarkiewicz and Jiayan Yang of WHOI; Sönke Dangendorf of Universität Siegen in Germany; and Christopher M. Little and Rui M. Ponte of Atmospheric and Environmental Research, Inc.

The work was supported by National Science Foundation awards OCE-1558966, OCE-1834739, and OCE-1805029; NASA contract NNH16CT01C; and the J. Lamar Worzel Assistant Scientist Fund and the Penzance Endowed Fund in Support of Assistant Scientists at the Woods Hole Oceanographic Institution.

## Organic Carbon Hides in Sediments, Keeping Oxygen in Atmosphere

A new study from researchers at the Woods Hole Oceanographic Institution (WHOI) and Harvard University may help settle a long-standing question—how small amounts of organic carbon become locked away in rock and sediments, preventing it from decomposing. Knowing exactly how that process occurs could help explain why the mixture of gases in the atmosphere has remained stable for so long, says lead author Jordon Hemingway, a postdoctoral researcher at Harvard and former student at WHOI. The paper publishes June 14 in the journal *Nature*.

Atmospheric carbon dioxide (CO<sub>2</sub>), Hemingway notes, is an inorganic form of carbon. Plants, algae, and certain types of bacteria can pull that CO<sub>2</sub> out of the air, and use it as a building block for sugars, proteins, and other molecules in their body. The process, which occurs during photosynthesis, transforms inorganic carbon into an “organic” form, while releasing oxygen into the atmosphere. The reverse occurs when those organisms die: microbes start to decompose their bodies, consuming oxygen and releasing CO<sub>2</sub> back into the air.

One of the key reasons Earth has remained habitable is that this chemical cycle is slightly imbalanced, Hemingway says. For some reason, a small percentage of organic carbon is not broken down by microbes, but instead stays preserved underground for millions of years.

“If it were perfectly balanced, all the free oxygen in the atmosphere would be used up as quickly as it was created,” says Hemingway. “In order to have oxygen left for us to breathe, some of the organic carbon has to be hidden away where it can’t decompose.”

Based on existing evidence, researchers have developed two possible reasons why carbon is left behind. The first, called “selective preservation,” suggests that some molecules of organic carbon may be difficult for microorganisms to break down, so they remain untouched in sediments once all others have decomposed. The second, called the “mineral protection” hypothesis, states that molecules of organic carbon may instead be forming strong chemical bonds with the minerals around them—so strong that bacteria aren’t able to pluck them away and “eat” them.

“Historically, it’s been hard to tease out which process is dominant. The tools we have for organic geochemistry haven’t been sensitive enough,” says Hemingway. For this study, he turned to a method called “ramped pyrolysis oxidation”, or RPO, to test the hypotheses in sediment samples from around the globe. With a specialized oven, he steadily raised the temperature of each sample to nearly 1000 degrees Celsius, and measured the amount of carbon dioxide it released as it warmed. CO<sub>2</sub> released at

lower temperatures represented carbon with relatively weak chemical bonds, whereas carbon released at high temperatures denoted strong bonds that took more energy to break. He also measured the age of the CO<sub>2</sub> using carbon dating methods.

“If organic molecules are being preserved because of selectivity—because microbes aren’t able to break them down—we would expect to see a pretty narrow range of bond strength in the samples. Microbes would have decomposed the rest, leaving only a few stubborn types of organic carbon behind,” he says. “But we actually saw that the diversity of bond strengths grows rather than shrinks with time, indicating that a wide range of organic carbon types are being preserved. We think that means they’re getting protection from minerals around them.”

Hemingway also saw a pattern in the samples themselves that supported his findings. Fine clays like those found at river outlets had a consistently higher diversity of carbon bonds than coarse or sandy sediments, suggesting that fine sediments provide more surface area on which organic carbon could attach itself.

“If you take, say, granite from New Hampshire and break it down, you’ll get a sort of sand. Those grains are relatively large, so there’s not that much surface available to interact with organic matter. You really need fine sediments created via chemical weathering at the surface—things like phyllosilicate clays,” says Valier Galy, a biogeochemist at WHOI and co-author on the paper.

Although this work provides strong evidence for one hypothesis over another, Hemingway and his colleagues are quick to note that it doesn’t provide a definitive answer to the organic carbon puzzle. “We were able to put our finger on the mechanism

by which carbon is being preserved, but we don’t provide information about other factors, like sensitivity to temperature in the environment, for instance. There are a lot of other factors to consider. This paper is intended as a sort of waypoint to direct biogeochemists in their research,” says Galy.

Also collaborating on the paper were Daniel H. Rothman of the Massachusetts Institute of Technology; Katherine E. Grant and Louis A. Derry of Cornell University, Sarah Rosengard of the University of British Columbia; and Timothy I. Eglinton of ETH Zürich, Switzerland.

The research was supported by the NSF Graduate Research Fellowship Program (grant number 2012126152; NASA Astrobiology (grant number NNA13AA90A), The National Science Foundation (grant number EAR-1338810); the NSF-IGERT in Cross Scale Biogeochemistry and Climate at Cornell University; and the WHOI Independent Study Award.

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# CONTINUED SAGA OF A FISHERMEN'S LIFE

By Sheila Dasset

This article gives me a chance to express what it is like to be a fishing family in this day and age. I do not want to spread gloom and doom all of the time, and I will not. The big part of our maritime lives is trying to accept and conform with the “change” that is happening in our 21<sup>st</sup> Century World. As my Dad got older, coming from the Great Generation and a World War II Veteran, he would say to me, “I just want to fish!” So we did our best to make those last years of his life just that. I love that generation! When did it all have to get so complicated?

As time marched on, we dealt with rules that came along with over fishing. Now, the population has grown and we became more aware of the latest and greatest technology on our boats that show us depth, the bottom for setting gear, radars that took the place of the compasses, even stereo radios and CD players. Wow, now we need to catch more fish or lobster in order to cover all of our overhead. Our boats have doubled in size and the engines cost more than the houses that we lived in when we started out in our adult lives. This is how times have changed over the generations, “the American Dream.” This is all what we have become accustomed to. This is all fine, as long as our resource is there for the taking and longevity over time. “Life is Good.”

Now, comes along our folks that feel that we need to protect our endangered species, which is not just whales. In recent years, our shrimp season is closed, our scallops are limited, the urchins were over fished

and are just now starting to come back. Our herring season has been cut just about in half and the price has sky rocketed for a barrel of the silver gems. Our ground fishery is just now making a comeback after all of these more recent years of “over fishing.” This year, almost everyone that I have spoken to that is out there on the water, is saying that their catch is about half of what it was last year at this time. I’m talking about the lobsters. Have they started their molt? It has been a real unusual year that way. Is it because we’re trying to catch them on different bait sources instead of the precious herring? Or is the lobster count really down this year? We will not know until the final tally at the end of the season.

How many of you are enrolled in automatic deduction payment plans? Modern way of paying our bills so we don’t have to think about it, right? When we’re not catching lobsters and our overhead is high, that system can be a nightmare. For the average fisherman, we cannot fall back on those convenient plans for making payments. Personally, I have made payment arrangements for a certain day of the month and found myself on the phone, saying please don’t deduct it until I can make the payment. Am I alone with this scenario? I remember when my grandparents would have envelopes set aside each month with cash in them for the monthly payments. They had to remember to pay them and most likely went to the office of the utility company and paid them in person. I remember going with my grandmother to do just that.

It was routine and responsibility all in one. We didn’t have to pay for dumpsters, cell phones, TV reception, Internet, credit card payments, and so on.

Now, as I read through my messages (social media), I’m seeing that clambers need air boats because they are no longer welcome to cross people’s land to get to the flats. This is another expense that we never had. Remember when a new boat was launched and the entire town was there to cheer it on? Not any more.....trust me, we’ve been there and done that. The big questions now is “how long are you going to be on that dock, we have a yacht coming in that has paid for that slip.” Have you experienced that one yet? It is all part of it, and these are the changes that I have struggled with accepting. We have gone to meetings to speak for a new fishery to come into the community and been told to my face that I am stupid. These are the same folks that do not seem to feel that the fisherman is also an endangered specie. Are they contributing to the lost time and effort that we are all putting in to defend ourselves at the recent meetings? Not likely.

I am confused, because for as much as were are adding aquaculture to our coastal waters to supplement for our lack of product to feed all of us, these green minded folks are against a larger company of the same nature from coming into the community with an on land operation. There has been a lot of misinformation that frankly, has people pushing to close the upper Penobscot Bay to fishing. We have had double standard protests on a

lot of these projects. How can we save the fishermen, but be against a project that could be a food source and now possibly a bait source for the fishing community? Have you been really watching how this is all playing out? Be careful who you follow.

As far as shipping our products out of the country, we have been told that there is a great need in these forty-eight states. A lot of folks would love to have a lobster roll or the lazy man lobster dish that is so popular. When they come to Maine, the first thing that they want to see is the lobster boats and eat a lobster while they are here. Yes, we are a scarce bunch on the coast, and we need to hang on to our heritage as long as we can. What is an oxymoron? I think it is when society loves us but wants us out of the way in the name of progress and prosperity. The American Dream.

Yes, we are the endangered species. Every time I hear about a fatality or injury on the boat, it usually has to do with some of the changes in gear configurations and rope issues. Now, with the new suggestions that are coming out, the safest location will be the quarter mile closest to the shore. The rest of it will be quite dangerous in a lot of cases.

I have the whale rules that were the “final rule” from 2005 to 2007. The books are very thick and quite in depth. How many times can we re-invent the wheel? This will be an ongoing issue, much like the unrest in the Middle East. It goes on and on. Who are the ones that will benefit from this? Go figure.

## MAINE DEPARTMENT OF MARINE RESOURCES NEWS

### Will Reinsborough to Join Marine Patrol

Will Reinsborough from Pownal will serve as the newest member of the Maine Marine Patrol upon graduating from the Maine Criminal Justice Academy's Basic Law Enforcement Training Program in November.

Reinsborough will bring significant relevant experience to the post, having served as a sternman on a lobster fishing vessel from 2013 to 2017 and a Summer Intern with the Maine Marine Patrol from March to August in 2017.

A graduate of Unity College with a degree in Conservation Law Enforcement, Reinsborough also served as a Deputy Game Warden for the Maine Warden Service from May to August in 2018.

Reinsborough spent over 200 hours in the field with Marine Patrol Officers during his internship, gaining hands-on experience in enforcement techniques, fisheries issues, and Maines marine resource laws and regulations.

After graduating from the 18-week Basic Law Enforcement Training Program, Reinsborough will serve in the Freeport-Harpswell patrol.

### Zechariah Thomas to Join Bristol - Bremen Patrol

Zechariah Thomas from Phippsburg has filled a vacancy in the Maine Marine Patrol's Bristol-Bremen patrol. A graduate of the Maine Criminal Justice Academys (MCJA) Pre-Service Training Program, Thomas will serve through the summer and fall and then resume his duties after graduating from the MCJA Basic Law Enforcement Training Program (BLETP) which begins in December and concludes in the Spring of 2020.

Prior to joining the Marine Patrol Thomas served as a part-time Police Officer for the town of Phippsburg since 2016. Thomas has also served as a Security Officer

for Bowdoin College, and as a Class and Squad Leader while attending the Maine Youth Law Enforcement Academy in Vassalboro.

Thomas received a Bachelor of Science degree in Conservation Law Enforcement from Unity College in 2017, where he was on the Deans list all four years. Course work related to his new position in the Marine Patrol included Marine Law Enforcement, Environmental Law, and Natural Resource Law.

While taking part in the Pre-Service Training Program at MCJA, Thomas received certifications in Firearms Safe Handling and Qualification, Breath Testing Device Operator Training, and Low Speed Emergency Vehicle Operations.

The Maine Marine Patrol is a Bureau of the Department of Marine Resources that provides law enforcement, search and rescue, public health, maritime security, and public safety services on Maines coastal and tidal waters. For information on job openings in <https://www.maine.gov/dmr/about/jobs.html>

### Dive Team Searching for Bremen Man

BRISTOL - The Maine Marine Patrol/ Maine State Police Dive Team is searching the waters of Round Pond Harbor for 63 year old Glenn Murdoch of Bremen. Marine Patrol was notified that Mr. Murdoch was missing at approximately 9:30 pm 12 August and began searching the waters and shoreline of Round Pond Harbor with members of the US Coast Guard and the Bristol Fire Department. The search was suspended at 1:00 am Tuesday and resumed by the dive team in the morning.

Mr. Murdoch was reported missing Monday night at approximately 9:30 pm after his skiff was found adrift in the harbor where his boat, an 18 foot aluminum Starcraft is moored. The skiff was returned to shore by a good Samaritan. Members of Marine Patrol along the US Coast Guard

and the Bristol Fire Department conducted a search of Round Pond Harbor and the nearby shoreline until suspending the search at approximately 1:00 am Tuesday morning. The search continued Tuesday with members of the Maine Marine Patrol/State Police Dive Team focusing its search near Mr. Murdoch's mooring, located near the town dock in Bristol. This search was suspended at 6:00 pm and resumed the following morning at 8:00 am with the dive team, Marine Patrol's airplane and Marine Patrol vessels participating in the search.

## Silent Maid Takes Castine Classic Race

CASTINE --- Silent Maid, a 39’ Barnegat Bay catboat, built in 2009 and sailed by Peter Kellogg, bested the fleet in the 20<sup>th</sup> annual Castine Classic Yacht Race to Camden, sponsored by the Castine Yacht Club.

The Castine event kicked off three days of classic boat racing, culminating in the Eggemoggin Reach Regatta.

Under clear skies and a dying northwest breeze moving to the southwest, thirty-six boats set sail from the Castine harbor bell on a 19.6nm course ending off Curtis Island in Camden. Because of a dying wind and a turning tide, the race was shorted to about 11nm ending at Mouse Island. Sailing in Classic B Class, Silent Maid nipped Isla, a 45’ New York 32 sailed by Henry May, by a mere 9 seconds. Neith, a 53’ Herreshoff built in 1907, sailed by Van Brown, took third place among the classic classes.

In Classic B, Silent Maid was followed by Otter, a 41’ Concordia built in 1954, sailed by Robert Keefer. Palawan, a 47.3’ Sparkman & Stephens yawl built in 1952, sailed by Scott Gazelle, took third place.

The Classic C fleet was led by the gaff sloop Alera, the first of the 43.5’ Herreshoff New York 30 class, built in 1904 and sailed by Claas van der Linde.

In the Spirit of Tradition class, Vortex, a 52’, 55 square meter sloop skippered by

The Maine Marine Patrol has recovered the body of a deceased male found at approximately 11:00 am on 19 August by a commercial fishing vessel in Greenland Cove, near Bremen. The body has been transported to the Medical Examiner's Office for identification.

The Marine Patrol had been searching Round Pond Harbor, nearly 2 nautical miles south of the location of the body, since last Monday for 63 year old Glenn Murdoch of Bremen.

Steve White, took honors, leading Blackfish, a Taylor 49 sailed by Ron Zarella, and Outlier, a Botin 55 built in 2019, sailed by Harvey Jones.

The race celebrated the iconic designs of NG Herreshoff, with an exhibition at the Castine town dock of nine Herreshoff boats and a symposium at Maine Maritime Academy chaired by Bill Lynn, Executive Director of the Herreshoff Marine Museum/ America’s Cup Hall of Fame, featuring a panel of distinguished Herreshoff sailors and experts. The Commodore of the Castine Yacht Club, John Zoller, paid special tribute to David Bicks for 20 years of leadership of the annual Castine Classic celebration.

As overall winner, the Ames cup was awarded to Silent Maid. The Ames Cup honors the memory of Richard Glover Ames and Henry Russel Ames who were lost at sea on June 19<sup>th</sup>, 1935 south of the Grand Banks in an unsuccessful effort to save their father who was washed overboard during the Newport to Bergen, Norway, yacht race. The Ames family hailed from Castine.

The Sparkman & Stephens trophy, awarded to the S&S yacht with lowest corrected time, was won by Isla. The Phalarope Trophy, awarded to the top Concordia yawl in memory of Thomas G. Ashton, Sr, was won by Otter.



Commercial Fishing News

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

From the Director -

With all of this excitement concerning whales and our future because of them, I thought it might be a good time to go over why it is a good idea to belong to D.E.L.A. We were established in October, 1991 in Jonesport. There were reasons for its inception along the way, such as the needs and concerns of the folk that live Downeast. Geographically, Downeast is a lot different than the Western and Southern part of the state. We primarily depend on fishing, blueberries, boat building and wood. There's not as many malls and industries in Downeast, Maine.

Primarily, our members are fishing families, or connected with the industry, one way or another. I am the Director, and my family is at least five generations deep into the fishing industry. We are all connected, share similar ways of life and understand that. We need to protect our way of life and be able to maintain tradition to the best of our ability. Times are changing, and so is the status of our associations. The original members have either passed away or retired from fishing altogether. Then we have the "forgotten generation" which are the ones in the middle that have been on a waiting list for a long time and are just now establishing their Class I Lobster Licenses, and then we have the students that are a bit younger that are up and coming into the fishery. From this point onward, we need to refresh what we are all about.

Over the years, D.E.L.A. has had seats on the boards of the Lobster Institute, of the University of Maine, Orono. This is a round table of research and communications with our Canadian neighbors and the Atlantic States, so we can all work for the same common cause. The Lobster Institute has helped our industry with a lot of valuable research.

We sit on the Board of the Maine Fish-

ermen's Forum, which pretty well explains itself. It is one of the largest venues on the East Coast for gathering fishermen from all walks of life, lobstering, dragging, tuna fishermen, crab fishermen, boat builders and tradesmen of all walks of the industry. It also gives us a chance to meet our State Representatives and local government officials, as well as our Maine Governor. The Board of Directors work on the next Forum as soon as the present one is behind us.

D.E.L.A. has past and present members on the Whale Take Reduction Team, which is working as we speak on the protection of the whales and fishermen alike. This has been going on for a long time. They have also had experience knowing how to disentangle a whale, if it isn't too dangerous to do so. I don't believe it is allowed due to safety now.

For many years, I sat as the Chair of the R.E.D. (Research, Education and Development) Maine license plate Board. This Board is very important to establishing that the funds go to the Maine Lobster Industry in the direction that it is needed the most. We do not take this board lightly, as it has been very important these days for our future.

We have participated with the Marine Stewardship Council, which has evolved over the years to make sure that our seafood is safe and qualified as certified for consumption.

D.E.L.A. has served on the Maine Lobster Collaborative Board and the Promotion Council when it was previously named as such. Our President, Clive Farrin was the Salty Lobsterman on the TV ads promoting Lobster from Maine.

We took active participation with P.E.R.C. when it was Penobscot East Resource Center, now the Maine Center for Coastal Fisheries. This was first established as a hatchery for new lobsters and relocating them where they were most needed. Our

members are also with the Oceanarium in Mount Desert Island, with David and Audrey Mills. Our members have worked with Brian Beal, developing young lobsters as well. These research projects have been fairly successful over the past years, with the test of time needing to prove it.

D.E.L.A. worked with Jeffrey Pierce of the Alewife Harvester of Maine, helping to open the St. Croix to their natural habitat once again for spawning. This was a big one for the river herring.

One of our big accomplishments was establishing that the dragger bills that wanted to allow lobster by-catch to be kept did not get passed in Augusta. We faced that bill twice in our experience over the years and twice it did not pass. We have worked with the draggers to try to help their situation in more productive ways and the ground fish appear to be coming back once again. Penobscot Bay is a big nursery for them as we have been seeing in our travels.

We are the "special interest group with a photo copier" that had the petitions when our industry was upset with our short termed commissioner. We believe in being fair with our industry and looking out for our own. We say what we mean and mean what we say. We also don't sway our position when it comes to the issues that we have been facing over the years. We have sat on the Lobster Advisory Council and discussed some crucial issues, such as drug and alcohol testing with the U.S. Coast Guard.

D.E.L.A. has participated with bait ex-

periments with herring, how much to use and with bait extenders when herring is scarce. These have all needed to be approved by the D.M.R. for healthy use.

I can go on and on, but this is just the tip of what we have been doing over the years. I understand that potential new members have really needed a review of what we do for our members and industry. Please consider signing up and helping us to keep our Industry going strong. We can't do it alone, the more members, the bigger the voice! There is a membership form in this and every issue of the Maine Coastal News, which you also receive in the mail upon membership.

Our next meeting is our Annual Meeting, which will be held in Ellsworth, at the Tan Turtle (formerly Jasper's) on Thursday, September 12<sup>th</sup> at 6:00 p.m. All are welcome to attend and please bring a friend interested in coming aboard and joining! Come and meet our President, Hilton Turner and our Board of Directors....great bunch of guys!

Take care and have a safe season, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

2020 ATLANTIC MENHADEN QUOTAS				
		Metric Tons	Pounds	
TAC		216,000	476,198,486	
1% Set Aside*		2,160	4,761,985	
TAC After Set Aside		213,840	471,436,501	
STATE	ALLOCATION	QUOTA (MT)	QUOTA (LBS)	
ME	0.52%	1,106	2,437,866	
NH	0.50%	1,069	2,357,313	
MA	1.27%	2,725	6,008,565	
RJ	0.52%	1,107	2,440,542	
CT	0.52%	1,103	2,431,491	
NY	0.69%	1,477	3,256,768	
NJ	10.87%	23,250	51,257,740	
PA	0.50%	1,069	2,357,183	
DE	0.51%	1,096	2,416,467	
MD	1.89%	4,038	8,901,558	
PRFC	1.07%	2,295	5,060,296	
VA	78.66%	168,213	370,846,528	
NC	0.96%	2,044	4,507,320	
SC	0.50%	1,069	2,357,183	
GA	0.50%	1,069	2,357,183	
FL	0.52%	1,108	2,442,500	
TOTAL	100%	213,840	471,436,501	

\*1% of the TAC is set aside for episodic events, the remaining TAC is allocated to the states per the provisions of Amendment 3. Quotas may be adjusted pending final 2019 landings and the redistribution of any relinquished quota.

**ASMFC Atlantic Menhaden Board Maintains TAC at 216,000 MT for 2020**  
ARLINGTON, VA – The Atlantic States Marine Fisheries Commission’s Atlantic Menhaden Management Board maintained the total allowable catch (TAC) of 216,000 mt for the 2020 fishing season with the option to revisit the 2020 TAC following review of the 2019 single-species and ecological reference point benchmark stock assessments and peer-review reports. The TAC will be made available to the states based on the state-by-state allocation established by Amendment 3 (see table below).

The 2019 benchmark stock assessments are scheduled for peer review at the Southeast Data, Assessment and Review process (SEDAR 69) in early November. It is expected the benchmark assessments and peer-review reports will be available for Board review in February 2020. The assessments will be used to evaluate the health of the stock and inform the management of the species in an ecological context. Should the Board determine a change in the quota is necessary after review of the assessments, a two-thirds vote would be required for reconsideration of the 2020 TAC.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at [mappelman@asmfc.org](mailto:mappelman@asmfc.org) or 703.842.0740.

**ASMFC Awards Grants to 5 Aquaculture Pilot Projects**

The Atlantic States Marine Fisheries Commission (Commission) has selected five aquaculture pilot projects to receive funding. Through these pilot projects,

emphasis is being placed on promising but less commercially developed technologies for finfish and shellfish, and other industry needs like increased permitting efficiency. As part of its efforts to foster responsible aquaculture and seafood security in the US, NOAA Fisheries provided \$575,000 in funding to the Commission to support these projects. Following a rigorous review, which included an evaluation of the technical aspects of the proposals as well as their compliance with environmental laws, the following five projects were selected. The projects, ranging from black sea bass production to aquaculture workforce development, will begin in August and are scheduled for completion in 2020.

For more information, please contact Dr. Louis Daniel, at [ldaniel@asmfc.org](mailto:ldaniel@asmfc.org) or 252.342.1478.

**EXECUTIVE COMMITTEE Meeting Summary**

The Executive Committee met and discussed several issues including: 1) development of a policy on non- payment of state assessments; 2) revised format for the Annual Report; 3) transition to state conduct of the For-Hire Telephone Survey; 4) a proposed resolution regarding biosecurity and bait sources; and 5) future Commission Annual Meetings. The following action items resulted from the Committee’s discussions: Policy on non-payment of state assessments – Staff presented a discussion paper on non- payment of state appropriations. The paper notes that the Commission guiding documents do not provide any remedies to address late payments by member states. The paper also presents an example policy on addressing non-payment of state appropriations. The Executive Committee provided feedback on the example policy. Staff will further develop the policy for the Committee’s review at the Annual Meeting. Revised Annual Report – The Executive Committee approved a shortened version of the Commission’s Annual Report. The updated version will focus on the highlights of the Commission’s activities while still meeting the obligation to annually report to Congress. The updated version will direct readers to the Commission website for additional details.

Transition to state conduct of the For-Hire Telephone Survey (FHTS) – The Executive Committee agreed to transition the conduct of the FHTS to state conduct beginning on January 1, 2020. NOAA Fisheries will provide resources to support state conduct. The State of Delaware has asked ACCSP staff to conduct its relatively small number

of FHTS calls. Proposed resolution regarding biosecurity and bait sources – The Executive Committee reviewed a draft resolution that details biosecurity risks and impacts associated with non-native bait sources. The resolution will be updated based on the Executive Committee feedback and presented to the ISFMP Policy Board for consideration at the Annual Meeting in October.

Future Annual Meetings – The Commission’s next three Annual Meetings will be held in New Hampshire (2019), New Jersey (2020), and North Carolina (2021).

For more information, please contact Laura Leach, Director of Finance & Administration, at [lleach@asmfc.org](mailto:lleach@asmfc.org) or 703.842.0740.

Motions  
No motions made.

**LEGISLATORS AND GOVERNORS’ APPOINTEES Meeting Summary**

The Legislators and Governors’ Appointees had a robust discussion about how best to address the impacts of shifting species distributions on our species management programs and in particular allocation among the states. Some of the issues discussed include:

Building in the concept of conditional allocation into our management programs that would allow dynamic allocation based on resource health and distribution  
For quota managed species, establish a pool of unassigned quota that could either be used by the states that need it or hold it back when the species conservation demands it  
Recognition that the public is increasingly intolerant of allocation paralysis  
The observation that we may not be including important information or data on species due to the rigorous criteria maintained by our technical committees regarding the number of samples in a dataset or the limited time series of a data collection program  
The need to evaluate current studies identifying those species that are most vulnerable to distribution shifts

The concept of using the market to determine species allocations between sectors  
How do you reallocate quota and maintain critical infrastructure that was created as a result of historical allocation schemes  
The recognition that if we don’t address this head-on, someone else will force our hands to do so or will do it for us (e.g., Congress)

Based on this discussion, the LGAs recommended to the ISFMP Policy Board that it conduct a workshop to allow for a thorough discussion of shifting species distribution and reallocation that is not tied to a specific species. Further, the LGAs recommended that the staff draft a whitepaper that provided background on those species that are exhibiting distribution shifts with some examples

of species allocation schemes.  
For more information, please contact Deke Tompkins, Legislative Executive Assistant, at [dtompkins@asmfc.org](mailto:dtompkins@asmfc.org) or 703.842.0740.

**AMERICAN EEL MANAGEMENT BOARD Meeting Summary**

The American Eel Management Board met to receive an update on the Draft Coastwide Cap Coverage Policy and to consider Glass Eel Aquaculture Proposals. An Allocation Work Group met over the past year to develop a draft policy to address overages of the coastwide cap established under Addendum V.

The Work Group discussed and evaluated different overage scenarios and how best to allocate potential reductions among jurisdictions that contribute 1% or more of the coastwide harvest. The draft policy will be presented to the Board at the Commission’s Annual Meeting In October.

The Board was presented glass eel aquaculture proposals from North Carolina (two year proposal) and Maine (for 2020 only). Both states summarized their 2019 season, with the American Eel Farm (AEF) in North Carolina harvesting 13.82 pounds and American Unagi (AU) in Maine harvesting 130 pounds.

While AEF harvested 13.82 pounds no glass eels survived due to a total mortality event in June. For the upcoming fishing season, AEF proposed a number of changes, in particular changing the fishing year to be continuous over two calendar years, starting November 1 and ending March 31 the following year. AU chose not to harvest the full 200 pound allocation to prevent stressing the facility’s capacity. AU proposed no changes to its monitoring or husbandry program for 2020, only a continuation of its previously approved proposal. The Technical Committee (TC) reviewed and approved both proposals. The TC recommended that future proposals include information on the waterbody harvest occurs in; catch per unit effort at the harvest site; and a summary of the previous year’s harvest. The Law Enforcement Committee also reviewed the proposals and had no objections. The Board considered these reports and after a lengthy discussion approved both aquaculture proposals for one year with the specification that harvested eels will be grown out to the yellow eel life stage (min 9”). For the North Carolina proposal, the fishing season will start November 1, 2019 and end March 31, 2020.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

Motions  
Move to approve the 2020 aquaculture proposals (Maine 1 year, North Carolina 2

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

years) with the TC's recommendations and following the addendum to harvest up to 200 lbs per calendar year.

Motion made by Ms. Patterson and seconded by Mr. Geer Motion split.

Move to approve Maine's 2020 aquaculture proposal with the TC's recommendation. Eels harvested will be grown out to the yellow eel life stage (minimum 9").

Motion made by Ms. Patterson and seconded by Mr. Geer Motion passes (17 in favor).

Main Motion: Move to approve NC's 2020-2021 aquaculture proposal with the TC's recommendations. In 2019, there will be no fishing in Nov-Dec. As per the addendum, the facility can harvest up to 200 lbs per calendar year. Eels harvested will be grown out to the yellow eel life stage (minimum 9") and the Board will be provided with an annual review.

Motion made by Ms. Patterson and seconded by Mr. Geer.

Motion to Amend: Move to amend to remove 2021. Motion made by Sen. Miner and seconded by Mr. Kane. Motion passes (10 in favor, 6 opposed, 1 abstention).

Main Motion as Amended: Move to approve NC's aquaculture proposal with the TC's recommendations for 2020 only. In 2019, there will be no fishing in Nov-Dec. As per the addendum, the facility can harvest up to 200 lbs per calendar year. Eels harvested will be grown out to the yellow eel life stage (minimum 9") and the Board will be provided with an annual review to approve the second year.

Motion to Substitute: Move to substitute to approve NC's aquaculture proposal for up to 200 lbs for 2019-2020 (Nov 1 2019-March 31, 2020) consistent with the TC's recommendations. Eels harvested will be grown out to the yellow eel life stage (min 9").

Motion made by Mr. Miller and second by Mr. Keliher Motion passes (16 in favor, 1 abstention).

Main Motion as Substituted: Move to approve NC's aquaculture proposal for up to 200 lbs for 2019-2020 (Nov 1, 2019-March 31, 2020) consistent with the TC's recommendations. Eels harvested will be grown out to the yellow eel life stage (min 9").

Motion carries without objection.

ATLANTIC MENHADEN MANAGEMENT BOARD  
ASMFC Atlantic Menhaden Board Main-

tains TAC at 216,000 MT for 2020

The Commission's Atlantic Menhaden Management Board maintained the total allowable catch (TAC) of 216,000 mt for the 2020 fishing season with the option to revisit the 2020 TAC following review of the 2019 single-species and ecological reference point benchmark stock assessments and peer-review reports. The TAC will be made available to the states based on the state-by-state allocation established by Amendment 3 (see accompanying table).

The 2019 benchmark stock assessments are scheduled for peer review at the Southeast Data, Assessment and Review process (SEDAR 69) in early November. It is expected the benchmark assessments and peer-review reports will be available for Board review in February 2020. The assessments will be used to evaluate the health of the stock and inform the management of the species in an ecological context. Should the Board determine a change in the quota is necessary after review of the assessments, a two-thirds vote would be required for reconsideration of the 2020 TAC.

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

Motions

Move to approve the 2019 Atlantic Menhaden FMP Review, state compliance reports, and *de minimis* status for Pennsylvania, South Carolina, Georgia, and Florida.

Motion made by Mr. Hasbrouck and seconded by Mr. Kane. Motion carries without opposition.

Move to maintain the TAC for 2020 at 216,000 metric tons with the option to revisit the 2020 TAC following review of the 2019 single-species and ecological reference point benchmark stock assessments and peer-review reports.

Motion made by Ms. Fegley and seconded by Mr. Borden. Motion carries unanimously. Roll Call: In Favor – ME, NH, MA, RI, CT, NY, NJ, PA, DE, MD, PRFC, VA, NC, SC, GA, FL, NMFS, USFWS.

## INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD

### Meeting Summary

The ISFMP Policy Board opened its meeting by taking a moment of silence to honor the life of Captain Ed O'Brien who passed away on June 1. The Board was

presented summaries of the Executive Committee (see Executive Committee meeting summary), State Director's and the Legislative and Governors' Appointee (LGAs) meetings (see LGA meeting summary). The LGAs recommend the Policy Board conduct a workshop to allow for a discussion of shifting species distribution and reallocation that is not tied to a specific species. It further recommended the staff draft a white paper to provided background on those species exhibiting distribution shifts with some examples of species allocation schemes. Given there are a number of related efforts in process regarding the impact of changing ocean conditions of fishery resources, staff will work with leadership to determine how best to move forward on this issue.

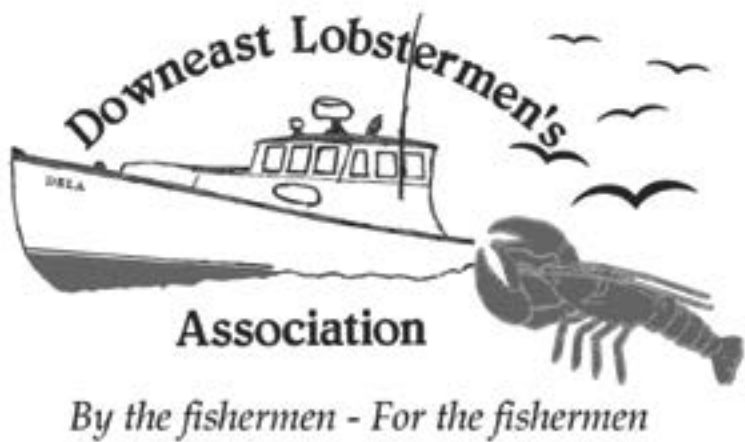
As a part of the Commission's 2019 Action Plan, the Policy Board conducted a review of stock rebuilding performance to determine if rebuilding for each species is consistent with the Commission Vision and Goals. The Board reviewed the rebuilding progress for each of the species under Commission management. This review was intended to determine if the progress toward each species rebuilding goals was occurring at an appropriate rate. The Board focused on the species in the categories of "concern," "depleted," and "unknown" in their discussions, as well as the species

board's response to scientific advice. It was noted while striped bass was placed in the depleted category (it did not fit into any of the 5 commission status categories) it was not considered depleted relative to Commission's definition of a depleted stock, it is overfished. Staff will work to present revised stock categories for Board review.

The Board reviewed and approved changes to two Commission guidance documents and approved a new guidance document. The ISFMP Charter was revised to reflect the number of public hearings (4) required under the Atlantic Coastal Act for FMPs/Amendments. The Technical Guidance and Benchmark Stock Assessment document was revised to add ACCSP Committees and provide greater clarity to Commission processes. In recent years, Commission management boards have established Work Groups (WG) to further explore complex management issues. The process and procedures in which individual WG and boards follow has varied. In order to have consistency and transparency in the WG process, the Board approved standard operating policies and procedures for WGs.

The Commission has been discussing ways to improve enforcement capabilities of the offshore lobster fishery. An Offshore

Continued on Page 24.



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# Boat And Ship Yard News



The sardine carrier WILLIAM UNDERWOOD hits the water after a total restoration at Rockport Marine in Rockport.

### Holland's Boat Shop Belfast

Anyone who follows lobster boat racing, you know Randy Durkee of Islesboro and his race boat BLACK DIAMOND [Holland 32; 454 Chevrolet], which is actually

owned by his daughter Lindsay. Randy has another boat that he has been fishing out of, but last year he placed an order for a new Holland 32, which would be finished out as a basic lobster boat. Down below she has just a set of bunks and for power she has a 425-



At John's Bay Boat Company in South Bristol their newest build is ready to go overboard for her owner from Cundy's Harbor. She was launched 10 August. (See below)

hp Cummins. She was launched mid-August and Randy already has her over at Islesboro and ready to go hauling.

On the floor in the shop is another 32, which is being finished off for a customer from Bermuda. She only has a few items

to finish up before she is shipped out. Also on the floor is another 32, but this one will be powered with a 250-hp Honda outboard. She has no keel, but the owner is planning to add fins on either side of her bottom back aft, maybe two or three feet long. There is also another person inquiring about a 32 powered with outboards but he is going to wait and see how well this one works. Glenn added, when asked if he saw a trend, "I think it would work in lobstering as soon as they get the pot hauler thing figured out. See, the problem they have right now is how to run the hauler. Most of these outboards you can't put a hydraulic pump on them. That's the catch. They don't like electric haulers because you can't reverse them."

"This 32 wasn't designed for outboards," continued Glenn. "I am hoping she is not going to be down by the ass too much. Obviously the outboard is going to be on the stern but the outboard doesn't weigh as much as a full tank of diesel fuel. We're moving the fuel tank right up forward as far as we can get them, right where the engine would normally be. We are kind of hoping one is going to offset the other."

This project will be done later this fall as the owner is planning to take her out to the Bahamas this winter.

Over and above the two 32s on the shop floor, they have a number of 14s to finish. On the floor they have three 14s, another waiting to come in and another in the mould ready to pop out.

Also in the lay-up shop they have a 38 that is almost ready to be popped out. She will be only a partial finish before being shipped to her owner.

### John's Bay Boat Co. South Bristol

On 10 August John's Bay Boat put over a brand new 45 foot splitwheel house lobster boat for Ed Munsey of Cundy's Harbor. This is a new model, a little bit wider than they have been doing at 15 feet 10 inches wide. Peter Kass, owner of John's Bay Boat Company said, "It's skinny compared to the rest of the world, but it is fat to us, but she seems to do pretty well. People are always after us to go wider and I always fight it, but she sits nicely and feels good going along. She's got a 16 liter Volvo, which is 600 hp at 1800 RPM, and she went along at about 18½ knots."

Down below she has four bunks forward, with a hanging locker, a counter with a door and drawer below and on the starboard side is an aluminum work bench. Up in the shelter she has a day bunk across the back with storage underneath and an oil skin locker in the port aft corner, which can be accessed from the deck. She is basic as the owner's current boat has a generator, heat and other frills and said they were not



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Photo Anne Blanchard

Photo Anne Blanchard



# Boat And Ship Yard News

worth having. He also opted for no tanks under the deck saying a 1,500 pound tank on deck would be more than adequate most of the time.

This boat was built cedar over oak. She has a 7 inch thick white oak keel, 2½-inch shaft, so you have to have the 7-inch keel, 1¼-inch planking, 2½-inch wide frames by 1½ to 2½-inch floor timbers. The platform is plywood and fiberglass covered with rubber bridge tiles.

Already they have their next boat underway, which will be a 42-foot pleasure boat. Peter explained, “This design is actually from a 36 foot model I did for a guy on Chebeague Island, GREAT NORTHERN. I made the half-model and because I don't draw I had a guy named Ted Roberts who at the time lived in Jefferson. He's from British Columbia but was here working with Bruce King. Ted moved back to British Columbia and we have done some projects together so he had the lines to this 36 footer and we stretched her out and built her for a customer who did not use her very much. This fellow that we are building for now bought her and has enjoyed the boat a great deal. He wanted something just about the same, but a little bigger so we went back to Ted who had expanded the lines, 6 inches wider and another 2 feet longer. The owner says he's going to keep it simple with no exterior varnish, which is smart, but I do think a little bit looks kind of nice.”

Right now they are lofting out the lines

and soon they will start cutting the pieces for the backbone and setting up the moulds.

On the railway is PHYLLIS P. which is a lobster boat owned at Cohasset, MA, which they built 20 years ago. She is up for annual maintenance.

### Stockton Springs Marine Stockton Springs

In the shop, they are replacing the stern in a 24-foot runabout. They cut the stern out and are now glassing it all back in. She will then be faired and once this is done they will gelcoat it. They have also stripped the bottom, added a barrier coat and two coats bottom paint. She will be out later this summer.

Out back in another shop they have a sailboat that is having her topsides painted. They will then begin putting her back together.

Outboard sales have been doing well. They are dealers for Tohatsu and was recently approved to be a dealer for Yamaha.

Already they have several paint jobs this winter as well as another, maybe two, transoms to replace. They will also be making a few changes around the main building, creating a parts room and organizing the upstairs storage area.

They will be doing more storage buildings at some point, which will go on the opposite side of the street where they own 16 acres. They are thinking of building one in a couple of years.

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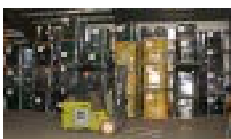
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# Four More Races in the Books- Two to Go!



In the Fastest Friendship Lobster Boat Race Andrew Simmons’ CARSON EMMA [Wayne Beal 46, 1400-hp MAN] and Keith Simmons’ ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN] heading for the finish. CARSON EMMA got fourth, ISAAC & COLBY took the win.

### Continued from Page 1

Class K was Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] with a speed of 44.4 mph; despite having a fuel issue Tom Clemons’ MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] slid down the course for a first place finish in Diesel Class K; Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] took the top spot in Diesel Class M(A) with a speed of 22 mph; and Jason Simmons’ THAT’S MY BOYS [Calvin Beal 44; 1,000-hp Caterpillar] lead the way for a win in Diesel Class N. In the Fastest Friendship Lobster Boat Race Keith Simmons’ ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN] got the win. In the Diesel Free-for-All and the Fastest Lobster Boat the same three boats went to the line with the same results. The winner was WILD WILD WEST, followed by BLUE EYED GIRL and GOLD DIGGER.

The following weekend we headed to the Harpswell Lobster Boat Races (Sunday, 28 July). What a great day for racing. I worried that Harpswell would be fogged in, but fortu-

nately as we neared Harpswell the fog broke and it was clear sailing the rest of the way. Sign-ups started just after 0800 and it went slow, to point that I started worrying that we were not going to break 30 boats. At about 0900 a number of boats came into the harbor and gave us a total of 38 boats. Just before the start of the races there was a moment of silence for Larry Ward, his father and Galen Alley. Larry was the person who stepped up to run the Harpswell races in 2018, which had not been run since 2013. At the end of the 2017 racing season he found out what he needed to do to make it happen, put together his “Angels” and they were off. Larry and his “Angels” beat the bushes for prizes and racers and the day went off without a hitch. He was working hard on this season, when he passed away late this past winter. Fortunately his “Angels” and friends all stepped up and took over the reigns and did a great job making it happen, all in his memory.

There was just one Gasoline class with no entrants, Class D and there were two in the Diesel Classes: Class E and G. Since there were a number of classes with just one



Carl Anderson III’s DANICA HAILEY doing all he can to keep up with Heather Thompson’s GOLD DIGGER in Diesel Class J.

entrant we combined a number of the races. In the Gasoline Classes there was only one entrant in each of the classes so they were run together. In the Diesel Classes we combine Class B, C and D; K and L; and M(A), M(B) and N.

The highlights of the day began with Aran Johnson’s HAZEL B. [Lund 16; 25-hp Evinrude] of Long Island and Amanda Clemons’ [Kencraft 16; 25-hp Yamaha] from Harpswell battling it out in Work Boat Class A with HAZEL B. getting the win. In Work Boat Class B there was a great battle between Frank Bennett’s NADEN, David Noyes’ ZIPPIN’ [Corson 14; 60-hp Johnson], and his son, Jacob’s, ZIPPIN’ TOO [Corson 15; 90-hp Nissan], with ZIPPIN’ getting the win. In Work Boat Class C it was all CASCO MISS.

In Wooden Boat A Trevor Walls’ GRASSHOPPER [Frost 31’; 260-hp Volvo] got the win and also won Diesel Class C. Ann Johansen’s CINDY JEN [34’ Clinton Beal; 292 Chevrolet] took second in Wooden Boat A and won Gasoline Class A. Alan Dugas’ DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins] crossed the finish line first in

Wooden Boat B. Mark Davis’ WHISKEY GIRL [BHM 25; 350 300 hp Chevrolet] won Gasoline Class B and BLACK DIAMOND won Class C. BUD & DAWN showed up despite having lost his high powered Chevrolet engine several weeks ago and won Gasoline Class E. In the Diesel Classes Riley Johnson’s LYNN MARIE [Sisu 26; 235-hp Isuzu] of Long Island came out for the first time this year and took first in Diesel Class A with a speed of 28 mph. Tim Flynn’s DOTTIE MAE [32’ John Luke; 186-hp Isuzu] was the winner of Diesel Class B. Coming all the way from Scituate, MA was Jeff Patterson’s SIMPLE MAN [Stanley 36; 315-hp Cummins], who won Diesel Class D. Scott Merryman’s K. E. II [Northern Bay 38; 405-hp Cummins] took first in Diesel Class F with a speed of 26.9 mph. In Diesel Class H two boats came to the line: Ben Perry’s MISTRESS [Calvin Beal 38; 500-hp C9 Caterpillar] and Nick Martinez’s PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] with PRETTY WOMAN getting the win. We have not seen Scott Wood’s WILD ONE [Crowley/Beal 33; 892-GM] this year, but he came to Harpswell and faced off against Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] and just fell short as they finished one-two. GOLD DIGGER got the win in Diesel Class J. There was only one boat in Diesel Class K, BLUE EYED GIRL and one in Diesel Class L, MOTIVATION so each got the win in their respective classes. Wayne Clemons’ TEMPTATION [Young Brothers 40; 730-hp MAN] got the win in Diesel Class M(B) and JACALWA in Diesel Class N. Jesse Mitchell’s PHOENIX [30’ Stanley Greenwood; 130-hp GM] took top honours in the Slowest Boat Race. WILD WILD WEST got the win in Diesel Class O, Diesel Free-for-All and the Fastest Lobster Boat with a top speed of 56 mph.

All in all it was a great day of racing and the parties were legendary. Many of those attending the races headed up and had lunch at either Erica’s Take Out or the Dolphin Restaurant.

The following weekend we had off and then it was on to Winter Harbor on 10 August and the following day we headed to Pemaquid for the Merritt Brackett Lobster Boat Races. Winter Harbor was giving away a full-sized lobster boat hull, a 35-foot Mitchell Cove. The last time they had one was in 2002 and it drew 130 boats, this time the got 167 boats. There was only one Gasoline Class, Class A, that there were no entrants in. On the other side of the spectrum there were two Classes, M(B) and N+ (45 feet and over) that had so many entrants that they needed to be split up into heats. For the first time in more than 20 years they had an outboard class. The rule was that they had to be over 18 feet in length and have either an electric or hydraulic hauler. There were 11 racers in this class. Over the years they have always had a Lady Skipper’s Race, but this year they had to own the boat and have a lobster fishing license. Another new race this year was Hard Chine Boats,



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# Four More Races in the Books- Two to Go!



Battling for the top spot in the Hard Chine Race, Chris Chipman’s MONICA TYMIN [Mussel Ridge 46; 1,000-hp MAN] and Jason Chipman’s MISS AMITY [Mussel Ridge 46; 900-hp Scania] .

which was dedicated to the memory of Ron Thomas, former owner of R. E. Thomas of Hancock.

It was a great day of racing and the excitement was provided by MARIA’S NIGHTMARE in the final race of the day when she rolled over on her side doing over 55 mph. When she settled back down Jeremy hit the fuel again and over on her side she went again.

This year’s race was dedicated to Keith Young, who ever since the first race at Winter Harbor, has been instrumental in running them. His dedication to the races is why they have been one of the best lobster boat races on the coast.

Some of the highlights of the day were: There were just six boats in the Gasoline Classes. Colyn Rich’s WIDE OPEN [26’ Robert Rich; 350 Chevrolet] won Class B and BLACK DIAMOND won Class C. LITTLE GIRL got the win Class D and the winner of Gasoline Class E was MARIA’S NIGHTMARE. The winner of the Hard Chine Race was Jason Chipman’s MISS AMITY [Mussel Ridge 46; 900-hp Scania]. In the Diesel Classes Jacob Kirby BARE BOTTOM [BHM 25, 220-hp John Deere] got the win in Class A. The winner of Diesel Class B was Kit Johnson’s MR. LUCKY [Duffy 35; 225-hp John Deere]. In Diesel Class C we saw VENOM got first. The winner of Diesel Class D was Glenn Libby’s SYLVIA JEAN [Libby 34; 300-hp Caterpillar]. HIGH VOLTAGE got the win in Class E. In Diesel Class F, AIDEN MARINER was the top boat. In Diesel Class G the win went to Ryan Lemieux’s OBSESSION [Young Brothers 35; 450-hp Volvo] from Cutler who won with a speed of 38.9 mph. The winner of Diesel Class I was Cody Hooper’s LAST ROUND [RP-31. 700-hp Isotta] with a speed of 38.2 mph. GOLD DIGGER got the win in Diesel Class J. MOTIVATION won Diesel Class L and WILD WILD WEST was the winner of Class O with a speed of 52 mph.

The Merritt Brackett Races at Pemaquid drew a large contingent of racers. They are the only race on the coast that is not a points race because they run different classes and that means some racers are not pitted with the same boats they race against the rest of the year. As for the spectators who want to see a race from land this is the best one as they can sit at the fort and the racers come towards them and race by the point and into the harbor.

The winner of the first skiff race of the day was Greg Carter [14’, 25-hp]. In skiff race two the win went to ZIPPIN’. CASCO MISS was going for another win, but ZIPPIN’ TOO beat him across the line in race 3. The winner of 4 and 6 cylinder class was BUD & DAWN. Matthew Taylor’s PRETTY PENNY II [Crowley 28; 205-hp Lugger] won Diesel 176 to 210-hp, 24 feet and over. Don Drisko’s MERGANSER [33’ Calvin Beal Jr.; 230-hp Yanmar] took first in Diesel 211 to 250-hp, 24 feet and over and took first in the Wooden

Boat race. In Race 10, Diesel 251 to 350-hp, 24 feet and over, the winner was Raymond Carter’s WHO’S BUYN [Flower 33; 300-hp John Deere]. One of the big winners of the day was Travis Carter’s CANADIAN MIST [38’, 300-hp John Deere], which placed second in Diesel 251 to 350-hp, 24 feet and over and first in the Novi Boats. In Race 11, Diesel 351 to 450-hp, 28 to 39 feet Lucas Cocks’ LAURETTA & AUBREY [Calvin Beal 33; 425-hp Cummins] lead the way to the finish line. In Diesel 451 to 650-hp, 28 feet and over Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] jumped into the lead and never looked back. Nick Wiberg’s MISS KATIE [Northern Bay 36; 700-hp Volvo] who came up from Stonington to win Diesel 651 to 800-hp, 28 feet and over. Jim Barclay’s LINA ROSE [Calvin Beal 42; 550-hp Nanni] took first in Diesel up to 650-hp, 40 feet and over. Matt Shepherd’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] won Diesel 651 to 800-hp, 40 feet and over with a speed of 31.4 mph. Jason Simmons’ THAT’S MY BOYS [Calvin Beal 44; 1,000-hp Caterpillar] was the winner of Diesel 801-hp and over, 40 feet and over. The big winner of the day was WILD WILD WEST who won Diesel 801-hp and over, 28 feet and over, Diesel Free-for-All and the Fastest Lobster Boat Afloat.

On 17 and 18 August the final two races of the year, Long Island and the MS Harborfest in Portland will conclude the 2019 racing season. No question this has been the best lobster boat racing season to date. We have had great racing and more racers than ever and hopefully the last two races of the season will add to this great year.

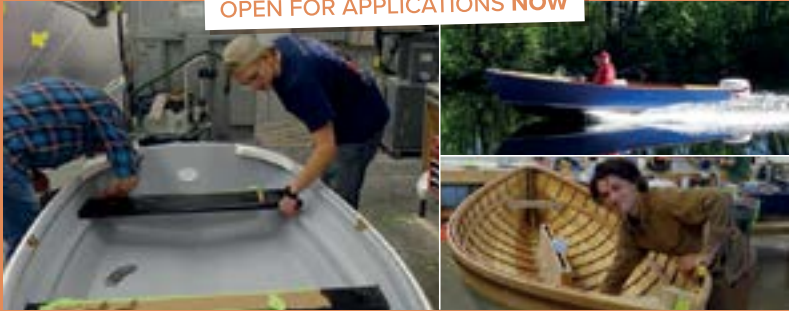


A look at the bows of Wayne Gray’s OCEAN BOUNTY, Spencer Thompson’s MAXED OUT, Ken Gieger’s SHE’S ALL WET, Tad Miller’s MALLARY SKY and Jason Chipman’s MISS AMITY.

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# Final Results: Friendship, Harpswell, Winter Harbor & Pemaquid Lobster Boat Races



ROAR [32’ Clinton Beal, 1960; 454 ci Chevrolet], owned by Jim Lee of Port Clyde took second in Gasoline Class C. second in the Gasoline-Free-for-All and first in the Wooden Boat Race A.

## FRIENDSHIP LOBSTER BOAT RACES 21 July 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:** 1) ---, Nolan Gahagan (25.1 mph); and 2) ---, Walker Simmons. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Naden*, Frank Bennett (43.6 mph); 2) *Big Mama*, Devon Carter; and 3) *Red Tide*, Avery Simmons. **Race 3 – CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *Casco Miss*, Dave Johnson (47.4 mph); 2) *White Lightnin’*, Caleb Norton; 3) *Melody Marie*, R. Achorn; 4) ---, Myron Wotton; and 5) *Lobster Catcher*, Wyatt Simmons.

### GAS POWERED WORK BOATS 24 FEET AND UP

**Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants.** **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 6 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Randy Durkee (31.6 mph); and 2) *Roar*, Jim Lee. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over: No entrants.** **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over,**



Second in Diesel Class M(B) went to Jim Barclay’s LINA ROSE [Calvin Beal 42; 550-hp Nanni]. superchargers/Turbos. *No entrants.*

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Little R & R*, Gregory Carter. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Adeline Dawn*, Steve Johnson. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet:** 1) *Venom*, Steven Osgood (35.3 mph); 2) *Briella Grace*, Kaleb Campbell; and 3) *Peyton Marie*, Samuel Lash. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Liberty*, Tony Hooper (20.9 mph); and 2) *Maloney Tradition*, Ryan Maloney. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet: No entrants.** **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over: No entrants.** **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *SPLIT Second*, David Osgood (35 mph); 2) *Miss Adalyn*, Robbie Maloneux (23 mph); and 3) *Last Date*, Walker Simmons. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *First Team*, Travis Otis (30 mph). **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith (39.5 mph). **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (42.5 mph); and 2) *Danica Hailey*, Carl Anderson III (34 mph). **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (44.4 mph); and 2) *Heidi MacKenzie, Jr.*, Ronald Hall. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Motivation*, Tom Clemons (41 mph). **Race 21(A) - Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton (22 mph); and 2) *Instigator*, Scott Carter. **Race 21(B) - Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepherd (36 mph). **Race 22 - Diesel Class N – 40 feet and over; 751 hp and over:** 1) *That’s My Boys*, Jason Simmons (34.9 mph); and 2) *Avery & Alden*, Jeromy Simmons (34 mph); 3) *Isaac & Colby*, Keith Simmons; 4) *Taylor Nicole*, Frank Guptill; 5) *Natalie & Rose*, Greg Simmons; and 6) *Carson Emma*, Andrew Simmons. **Race 23. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (55.1 mph).

**Race 24 – Fastest Friendship Lobster Boat:** 1) *Isaac & Colby*, Keith Simmons (35.8 mph); 2) *That’s My Boys*, Jason Simmons (34 mph); 3) *Avery & Alden*, Jeromy Simmons; 4) *Carson Emma*, Andrew Simmons; and 5) *Taylor Nicole*, Frank Guptill.

**Race 25 - Gasoline Free for All:** 1) *Black Diamond*, Randy Durkee (31.9 mph); and 2) *Roar*, Jim Lee.

**Race 26 - Diesel Free for All:** 1) *Wild Wild West*, Cameron Crawford (54.9 mph); 2) *Blue Eyed Girl*, Andrew Taylor (41 mph); and 3) *Gold Digger*, Heather Thompson.

**Race 27 (A) – Wooden Boats, up to 35’ 11”:** 1) *Roar*, Jim Lee. **Race 27 (B) – Wooden Boats, 36 feet and over. No entrants.**

**Race 28 - Fastest Lobster Boat:** 1) *Wild Wild West*, Cameron Crawford (55 mph); 2) *Blue Eyed Girl*, Andrew Taylor (43 mph); and 3) *Gold Digger*, Heather Thompson.

## HARPSWELL LOBSTER BOAT RACES 28 July 2019

### WORK BOATS UNDER 24 FEET

**Race 1 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old.** 1) *Hazel B.*, Aran Johnson (21.2 mph); and 2) ---, Amanda Clemons. **Race 2 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp.** 1) *Zippin’*, David Noyes (41.3 mph); 2) *Naden*, Frank Bennett; 3) *Zippin’ Too*, Jacob Noyes; 4) *Big Potato*, David Brewer; and 5) ---, Taylor Goodwin. **Race 3 - Class C, Inboard, Outboard or Outdrive, 90 hp and over.** 1) *Casco Miss*, Dave Johnston (44 mph); 2) *Malago*, Jim Koehling; and 3) *Little Bones*, Matsen Hawkes.

**Race 4 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches.** 1) *Grasshopper*, Trevor Walls (24.7 mph); and 2) *Cindy Jen*, Ann Johansen (12.8 mph). **Race 5 - Wooden Boat Race B, Any hp., 36 feet and over.** 1) *Delusional*, Alan Dugas (25.2 mph); and 2) *Sand Dollars III*, Scott Dugas.

### GAS POWERED WORK BOATS 24 FEET AND OVER.

**Race 6 - Class A, Four and Six Cylinder, 24 feet and over.** 1) *Cindy Jen*, Ann Johansen. **Race 7 - Class B, V8, Up to 375 cid, 24 feet and over.** 1) *Whiskey Girl*, Mark Davis. **Race 8 - Class C, V8, 376 to 525 cid, 24 feet and over.** 1) *Black Diamond*, Randy Durkee (31.6 mph). **Race 9 - Class D, V8, 376 cid and over, 24 feet and over (Non-working racer). No entrants.** **Race 10 - Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous.** 1) *Bud & Dawn*, Steve Johnson

### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

**Race 11 - Class A, Up to 235 hp, 24 to 31 feet 11 inches.** 1) *Lynn Marie*, Riley Johnson (28 mph); and DNF) *Phoenix*, Jesse Mitchell. **Race 12 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches.** 1) *Dottie Mae*, Tim Flynn. **Race 13 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches.** 1) *Grasshopper*, Trevor Walls. **Race 14 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches.** 1) *Simple Man*, Jeff Patterson (23.1 mph). **Race 15 - Class E, 336 to 435**

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# Final Results: Friendship, Harpswell, Winter Harbor & Pemaquid Lobster Boat Races



Third in Diesel Class M(B) was Jason Lord’s AVA LUCILLE [Calvin Beal 42; 700-hp Volvo].

hp, 24 to 33 feet 11 inches. **No entrants.** **Race 16 - Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches.** 1) *K. E. II*, Scott Merryman (26.9 mph); and 2) *Pull n Pray*, Justin Papkee (24 mph). **Race 17 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches. No entrants.** **Race 18 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches.** 1) *Pretty Women*, Nick Martinez (28.5 mph); and 2) *Mistress*, Ben Perry. **Race 19 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches.** 1) *Misty*, Chris Smith (39.8 mph); and 2) *Wild One*, Scott Wood. **Race 20 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches.** 1) *Gold Digger*, Heather Thompson (40.8 mph); 2) *Danica Hailey*, Carl Anderson III; and 3) *Delusional*, Alan Dugas. **Race 21 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches.** 1) *Blue Eye Girl*, Andrew Taylor. **Race 22 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches.** 1) *Motivation*, Tom Clemons (49.4 mph). **Race 23 - Class M (A), 40 feet and over, up to 500 hp.** 1) *Mystery*, Tucker Johnson. **Race 24 - Class M (B), 40 feet and over, 501 to 750 hp.** 1) *Temptation*, Wayne Clemons; 2) *Lina Rose*, Jim Barclay; 3) *Ava Lucille*, Jason Lord; 4) *Dominator*, Lee Mae Vane; and 5) *Sand Dollars III*, Scott Dugas. **Race 25 - Class N, 40 feet and over, 751 hp and over.** 1) *Jacalwa*, Marshall Spear. **Race 26 - Class O. Non-working boats, any length, any horsepower.** 1) *Wild Wild West*, Cameron Crawford (54 mph).

**Race 27 - Gasoline Free-for-All.** 1) *Black Diamond*, Randy Durkee (32.4 mph); 2) *Whiskey Girl*, Mark Davis; and 3) *Cindy Jen*, Ann Johansen.

**Race 28 - Diesel Free-for-All.** 1) *Wild Wild West*, Cameron Crawford (56 mph); 2) *Motivation*, Tom Clemons; 3) *Blue Eye Girl*, Andrew Taylor; 4) *Gold Digger*, Heather Thompson; 5) *Danica Hailey*, Carl Anderson III; 6) *Delusional*, Alan Dugas; and 7) *Sand Dollars III*, Scott Dugas.

**Race 29–Slowest Boat.** 1) *Phoenix*, Jesse Mitchell (7.5 mph); and 2) *Cindy Jen*, Ann Johansen (14.2 mph)

**Race 30–Novi Boats.** 1) *Phoenix*, Jesse Mitchell.

**Race 31 - Fastest Lobster Boat.** 1) *Wild Wild West*, Cameron Crawford (52 mph); 2) *Motivation*, Tom Clemons; 3) *Blue Eye Girl*, Andrew Taylor; and 4) *Gold Digger*, Heather Thompson.

## WINTER HARBOR LOBSTER BOAT RACES

10 August 2019

### GAS POWERED WORK BOATS 24 FEET AND UP

**Race 1 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No Entrants.** **Race 2 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Wide Open*, Wayne Rich (33 mph); 2) *Haleigh Katlyn*, Patrick Hanley; and 3) *Overdue*, Trevor Renwick. **Race 3 - Gasoline Class C, V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Randy Durkee (32 mph). **Race 4 - Gasoline Class D, 376 and over, 24 feet and over (Non-working racer):** 1) *Little Girl*, Shawn Alley (33 mph). **Race 5 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Marie’s Nightmare*, Jeremy Beal (53 mph).

**Race 6 Hard Chine:** 1) *Miss Amity*, Jason Chipman (35 mph); 2) *Monica Tymn*, Chris Chipman; 3) *Bottom Line*, Dan Rodgers; and 4) *Gavin & Dawson*, Michael Hunt. **No position given:** *Renegade*, David Ames; *Silvia Mae*, Andy Smith; *In Hoc*, Justin Dunbar; *Acadian Green Waters*, Carl Guyton; *Outnumbered*, Jason Colby; *Miss Brooke*, Josiah Ryes; *Lord Byron*, Matt Lester; and *Rebbie’s Mistress*, John Druin

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Race 7 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Bare Bottom*, Jacob Kirby (31.3 mph); 2) *Ethan R.* Tommy Young; 3) *Lisa G.*, Greg Jordan; and 4) *Jumpin’s*, Jeremy Tyler. **No position given:** *Resilient*, Avery Scott; *Knotty Boyz*, Andrew Mosher; *Desperate Measah*, John Rolfe; *Precious Gold*, Tanner Handy; *Sinsation*, Kyle Knowles; *Jenny Sherin*, Myles Bierman; *Violet Marie*, Tyler Whitaker; and *Narda Jean*, Willie Coombs. **Race 8 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Mr. Lucky*, Kit Johnson (19.4 mph); 2) *Reality*, Tyler Rice; and 3) *Jodi Marie*, Harrison Rossi. **No position given:** *Gerry Ann*, John Chipman, Sr.; *High Maintenance*, Rachel Nelson; *Reel Addiction*, Nick Holt; *Theresa Anne*, John Chipman, Jr.; and *Plan B.*, Fred Backman. **Race 9 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Venom*, Steven Osgood (35.7 mph); 2) *Last Design*, Roy Fagonde; 3) *Michael Allan*, Patrick Hanley; and 4) *Riptide*, Jason McMillan. **No position given:** *Hakuna Matata*, Hollis Smith and *Tayup*, John Renwick. **Race 10 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Sylvia Jean*, Glenn Libby (30.9 mph); 2) *Bonnie’s Brats*, Roy Whalen; 3) *Samantha Erdy*, Robin Dunham; and 4) *Deedle Dee Doop*, Chris Church. **No position given:** *Never Alone*, Barret Proutt; and *Liberty*, Tony Hooper. **Race 11 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Daniel Sawyer (36.1 mph); 2) *Bad Influence*, Kenton Feeney; 3) *Morgan Elaine*, Allen Leighton; and 4) *Duchess*, Josh Duym. **No position given:** *Jessica Ann*, Cody Pettengill; *Outcast*, Danny DeRaps; *Navigator*, Michaela Byers; *Father’s Favourite*, Harris Norton; and *Double Trouble*, Connor Rossi. **Race 12 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (35.9 mph); 2)



Jumping right into the lead in Diesel Class G was Ryan Lemieux’s OBSESSION [Young Brothers 35; 450-hp Volvo] from Cutler who won the class with a speed of 38.9 mph.

*Fifth Generation*, Mack Kelley; 3) *Miss Kitty*, Steve Brenton III; and 4) *Catch 22*, Brettin Dinsmore. **No position given:** *Predator*, Teddy MacGregor; *Susan Marie*, Peter Buxton; *My Sher E.*, Scott Young; *Sea Oddity*, Herman Faulkingham; *Esquire*, Brittany Dunbar; *Sunshine Chalet*, Brian Strout; *Brett & Wyatt*, James Bragdon; *Angry Andie*, Blake Alley; and *Premonition*, Austin Schoppee. **Race 13 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Obesseion*, Ryan Lemieux (38.9 mph); 2) *Right Stuff*, Dana Beal; and 3) *Split Second*, David Osgood. **No position given:** *Another Dirls*, Steve Carver; and *Sea Ya*, Fenton Coffin. **Race 14 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (34.4 mph); 2) *Top Secret*, Tee Trundy; 3) *Risky Business*, Kyle Look; and 4) *Judith Ann*, Rusty Candage. **No position given:** *First Team*, Travis Otis; *Deuces Wild*, Jocko Temple; *Blistah’sSistah*, Scott Knowles; *Peyton Claire*, Michael Bermer; *Starlight Express*, Tyler Bemis; *Whit’s End*, Abraham Beal; *Scott Kayla*, Todd Knowles; *Megan E.*, David Leach; and *Triple H*, Gary Strout. **Race 15 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Last Round*, Cody Hooper (38.2 mph); and 2) *Margaret E.*, Patrick Faulkingham. **Race 16 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (41.3 mph); 2) *Miss Katie*, Nick Wiberg; 3) *Dear Abbie*, Scott Keenan; and 4) *Janice Elaine*, David Myrick. **Race 17 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella*

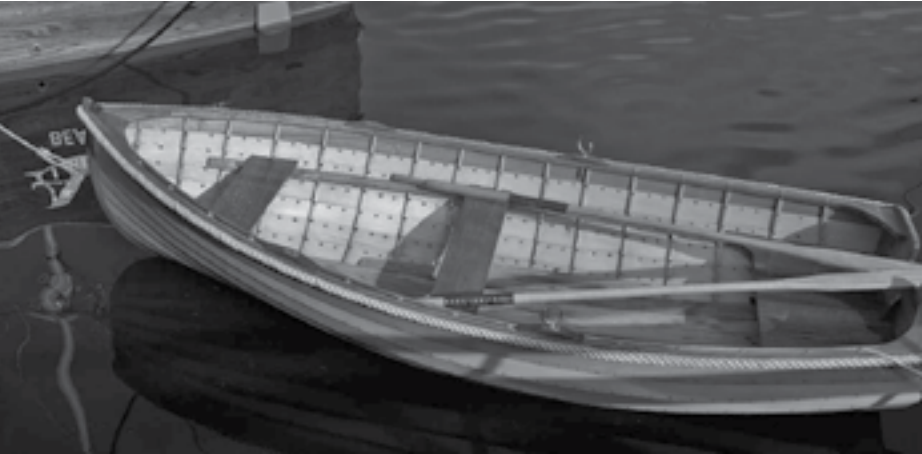


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## Final Results: Friendship, Harpswell, Winter Harbor & Pemaquid Lobster Boat Races



**Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] getting by Aaron Beal's NIGHT MOVES II [RP40; 455-hp QSM 11 Cummins] in Diesel Class M(A).**

**Vita**, Jeff Eaton (42 mph). **Race 18 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Motivation*, Tom Clemons (48.5 mph); and 2) *Isabel M.*, James White. **Race 19 - Diesel Class M(A), 40 feet and over, up to 500-hp:** 1) *Miss Tonia*, Milton Merchant (29.2 mph); 2) *Old School*, Chris Pope; and 3) *Night Moves II*, Aaron Beal. **No position given:** *Elaine Sue*, Daniel Backman; *Seaclusion*, Rachel Colby; *Bad Company*, Chris Dorr; *Provider II*, Lewis Bishop; *Alivia Anne*, Cooper Beal; *My Girls II*, Russell Leach; *Megan E.*, David Leach; and *EZ Rider*, Aaron Smith. **Race 20 - Diesel Class M(B), 40 feet and over, 501 to 750 hp: Heat I:** 1) *Miss Amity*, Jason Chipman (31.3 mph); 2) *Hannah Marie*, Roy Whalen; 3) *Gramp's Bird*, Patrick Faulkingham; and 4) *Krystal E.*, Roman Jordan. **No position given:** *Renegade*, David Ames; *Miss Rebecca*, Josh Trundy; *Catch 22*, Johnson Boyce; *Padasa*, Byron Bridges; *Corea Choice*, Ryan Bridges; and *51*, Billy Bob Faulkingham. **Heat II:** 1) *Kimberly Ann*, Eric Beal (35.4 mph); 2) *Captain Cole*, Michael Faulkingham; 3) *Miss Joanne*, Jamie Hardy; and 4) *Thai Lady*, Randy Anderson. **No position given:** *Nikki Elizabeth*, Zach Geel; *Lord Byron*, Matt Lester; *Adventurer*, Ray Timmons; *Heather Ann*, Frank Thompson; *Out Numbered*, Jason Colby; and *Ain't Miss Behavin'*, Trevor Jessiman. **Heat III:** 1) *Hannah Louise*, Robert Alley, Jr. (35.4 mph); 2) *Atonement*, Joshua Joyce; 3) *Alexsa Rose*, Matt Shepherd; and 4) *Rattlesnake*, Derek Feeney. **No position given:** *Two Chances*, Roy Hadlock; *Tori Kay*, Jayson Knowles; *Joy Francis*, Logan Alley; *Beth Said Yes*, Jack Cunningham; *Kerri Ann Lynn*, Cameron Farris; *Rest Ashoar*, Jacob Knowles; and *Devocean*, Jordan Druin. **Finals:** 1) *Miss Amity*, Jason Chipman (35.2 mph); and 2) *Kimberly Ann*, Eric Beal. **Race 21 - Diesel Class N, 40 feet and over, 751hp and over:** 1) *Miss Amity*, Jason Chipman (35.4 mph); 2) *Mallory Sky*, Tad Miller; and 3) *She's All Wet*, Ken Gieger. **No position given:** *Maxed Out*, Spencer Thompson; *Bottom Line*, Dan Rodgers; *Gavin & Dawson*, Michael Hunt; *Sea Haze*, Justin Brooks; *Kayla Ann*, Joshua Beal;



**Wayne Clemons' TEMPTATION [Young Brothers 40; 730-hp MAN] grabbed second in Diesel 651 to 800-hp, 40 feet and over.**

*First Impression II*, James West; *Ocean Bounty*, Wayne Gray; *Georgia Madison II*, Chris Candage; *Money Shot*, Drew Eaton; and *Monica Tymin*, Chris Chipman. **Race 22 – Diesel Class “Oh My God That’s a Big Boat, 44 feet and over”:** **Heat I:** 1) *Monica Tymin*, Chris Chipman (34 mph); 2) *Kayla Ann*, Joshua Beal; 3) *Bottom Line*, Dan Rodgers; and 4) *Gavin & Dawson*, Michael Hunt. **No position given:** *In Hoc*, Justin Dunbar; *Autumn Gail*, Chris Nelson; *Acadian Green Waters*, Carl Grayton; *Silvia Mae*, Andy Smith; *Miss Brooke*, Josiah Rhyes; and *Seanna Rose*, Dana Rice. **Heat II:** 1) *Fraid Knot*, Patrick Fee-ney (32 mph); 2) *Size Matters*, Dixon Smith; 3) *Miss Mariah*, Jonathan Coffin; and 4) *Isla & Grayson*, Travis Perry. **No position given:** *Miss Lanie*, Scott Perry; *Roll With It*, David Merchant; *Phantom*, Nick Lemieux; *Endeavour*, Devin Schoppee; and *Rebbie’s Mistress*, John Druin. **Finals:** 1) *Kayla Ann*, Joshua Beal (35 mph); 2) *Fraid Knot*, Patrick Fee-ney; 3) ???; and 4) *Size Matters*, Dixon Smith. **Race 23. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (52 mph).

**Race 24. Outboard. 18 feet and over, Electric or Hydraulic Hauler:** 1) *White Lightmin*, Caleb Norton (39.4 mph); 2) *Bandit*, Marcus Fenton; 3) *Clusta*, Al Strout; and 4) *Shore Thing*, Colyn Rich. ***No position given:*** *Instigator*, Garrett Rodgers; *Warden's Worry*, Eamon MacDonald; *Lil' Miss Abbie*, Colin Piper; *Tide Strider*, Rand Bettie; *Starcraft*, Ned Merchant, Jr.; *Lil' Shasta K*, Dennis Sargent; and *Masterbaiter*, Alex Gray.

**Race 25 Wooden Boat Race A, Any hp., up to 35 feet 11 inches.** 1) *Little Girl*, Shawn Alley; and 2) *Wide Open*, Wayne Rich. **Race 26 Wooden Boat Race B, Any hp., 36 feet and over.** 1) *Plan B.*, Fred Backman.

**Race 27 - Gasoline Free for All:** 1) *Marie's Nightmare*, Jeremy Beal; 2) *Little Girl*, Shawn Alley; and 3) *Black Diamond*, Randy Durkee.

**Race 28 - Diesel Free for All:** 1) *Wild Wild West*, Cameron Crawford; 2) *Motivation*, Tom Clemons; and 3) *Miss Katie*, Nick Wiberg.

**Race 29 – Lady Skippers. Restricted to Female Operators.** 1) *Gold Digger*, Heather Thompson (40.2 mph); 2) *Margaret E.*, Robin Faulkingham; 3) *Navigator*, Michaela Byers; and 4) *Ocean Bounty*, Olivia Gray.

**Race 30 - Fastest Lobster Boat:** 1) *Wild Wild West*, Cameron Crawford; 2) *Motivation*, Tom Clemons; and 3) *Miss Katie*, Nick Wiberg.

## PEMAQUID HARBOR LOBSTER BOAT RACE RESULTS


**Race 1 – Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet and under. Age 18 and under:** 1) ---, Greg Carter (29.3 mph); 2) *Miss Lilly*, Blake Feltis; 3) *Andrew J. II*, Caleb Young. **No Position given:** *Crabby Abbie*, Luke Carter; *Dillion & James*, Bryant Harvey; *Byd*, Edison Young; and *Miss Becky*, S. Harvey. **Race 2- Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet:** 1) *Zippin'*, David Noyes (41.4 mph); 2) *Naden*, Frank Bennett; and 3) *Clusta*, Al Strout. **No Position given:** *Floating Dink*, Zeke Woltz; *Killer Bs*, Jared McLain; *Crabby Abbie*, Ronald Carter; *Pretty Hard*, Caleb Young; *Dirty Oar*, Wyatt Poland; *Special K*, Hunter Prentice; *Seaway*, Tory Euglay; and *I Think So*, Todd Kelley. **Race 3 – Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over.** 1) *Zippin' Too*, Jacob Noyes (45.9 mph); 2) *Casco Miss*, David Johnston; 3) *Callie Belle*, Mark Zaccadelli. **No Position given:** *Miss Thelma*, Ron House; *Trick or Treat*, Eben Lord; *Terrie II*, Boe Marsh; ---, C. J. Johnson; and ---, Myron Wotton.

**Race 4- Four and six cylinder gas, 24 feet and over:** 1) *Bud & Dawn*, Steve Johnson (22.9 mph). **Race 5 – Gas V-8 any cu. in. and under, 24-feet and over:** 1) *Dragon Ass*, Edison Young. **Race 6 Gas V8 Modified:** *No entrants.*

**Race 7 – Diesel 175 hp and under, 24-feet and over:** 1) *Little R. & R.*, Gregory Carter; and 2) *Joanna A.*, Peter Kass. **Race 8 – Diesel 176 to 210-hp, 24-feet and over:** 1) *Pretty Penny II*, Matthew Taylor (21.7 mph); 2) *Bad Attitude*, Marina Felton; and 3) *Lasca J.*, Kevin Brewer. **Race 9 – Diesel 211 to 250-hp, 24-feet and over:** 1) *Merganser*, Don Drisko (29.2 mph); 2) *High Anxiety*, Nathan Simmons; 3) *What's Next*, Brad Burns; and 4) *Halcyon*, Nathan Hanna. **Race 10 – Diesel 251 to 350-hp, 24 and over:** 1) *Who's Buyn*, Raymond Carter (23.5 mph); 2) *Canadian Mist*, Travis Carter; and 3) *Phyllis P.*, Mike Lane. **Race 11 – Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under:** 1) *Lauretta & Aubrey*, Lucas Cocks (31.4 mph); 2) *Karamel*, Josh Audet; 3) *Pull & Pray*, Justin Papkee; 4) *Loose Ends*, Tyler Cheney; 5) *Sheila & Ivy*, Bill McLean; 6) *Black Pearl*, Clyde Poland; 7) *Fugitive*, Dexter Benner; and *Nancy Katherine*. Donnie Benner. **Race 12 – Diesel 451 to 650-hp, 28 feet and over:** 1) *Misty*, Chris Smith; 2) *Three Stars*, Chip Johnson; 3) *Thunderstruck*, Zach Geyer; and 4) *Pretty Woman*, Nick Martinez. **Race 13 – Diesel, 651 to 800-hp, 28 feet and over:** 1) *Miss Katie*, Nick Wiberg; 2) *Gold Digger*, Heather Thompson; and 3) *Lisa Marie*, Gary Genthner. **Race 14–Diesel 801-hp and over, 28 feet and over.** 1) *Wild Wild West*, Cameron Crawford; 2) *Motivation*, Tom Clemons; and 3) *Blue Eyed Girl*, Andrew Taylor.

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# Final Results: Friendship, Harpswell, Winter Harbor & Pemaquid Lobster Boat Races



One of those very tight finishes between Jason Simmons’ THAT’S MY BOYS [Calvin Beal 44; 1,000-hp Caterpillar] and Frank Guptill’s TAYLOR NICOLE [Calvin Beal 44; 1000-hp Caterpillar] with the win going to THAT’S MY BOYS and second was TAYLOR NICOLE.

**Race 15 –Diesel up to 650-hp, 40 feet and over:** 1) *Lina Rose*, Jim Barclay (27.3 mph); and 2) *Twilight*, Douglas Blasius. **Race 16 –Diesel 651 to 800 hp, 40 feet and over:** 1) *Alexsa Rose*, Matt Shepherd (31.4 mph); 2) *Temptation*, Wayne Clemons; 3) *Ava Lucille*, Jason Lord; and 4) *Tory Lyn*, Adam Gamage. **Race 17 –Diesel 801-hp and over, 40 feet and over.** 1) *That’s My Boys*, Jason Simmons (33.1 mph); and 2) *Taylor Nicole*, Frank Guptill.

**Race 18, Novi Boats:** 1) *Canadian Mist*, Travis Carter (19.7 mph); 2) *Highlander*, Kyle Westhaver; 3) *Black Pearl*, Clyde Poland; and 4) *Halcyon*, Nathan Hanna.

**Race 19 – Wooden Boats, diesel or gas, 24-feet and over:** 1) *Merganser*, Don Drisko (29.4 mph); 2) *Twilight*, Douglas Blasius; 3) *Phyllis P.*, Mike Lane; and 4) *Joanna A.*, Peter Kass.

**Race 20 – Gas Free-for-All, 24-feet and over:** 1) *Bud & Dawn*, Steve Johnson (22 mph); and 2) *Dragon Ass*, Edison Young (15 mph).

**Race 21 – Diesel Free-for-All, 24-feet and over:** 1) *Wild Wild West*, Cameron Crawford (52.4 mph); 2) *Motivation*, Tom Clemons; 3) *Blue Eyed Girl*, Andrew Taylor; 4) *Miss Katie*, Nick Wiberg; 5) *Gold Digger*, Heather Thompson; 6) *Three Stars*, Chip Johnson; 7) *Alexsa Rose*, Matt Shepherd; 8) *Taylor Nicole*, Frank Guptill; 9) *That’s My Boys*, Jason Simmons; and 10) *Karamel*, Josh Audet.

**Race 22 – Fastest Lobster Boat Afloat, Must place 1, 2 or 3 in races 17 or 18 to qualify:** 1) *Wild Wild West*, Cameron Crawford (53.5 mph); 2) *Motivation*, Tom Clemons; and 3) *Blue Eyed Girl*, Andrew Taylor.



In Diesel 451 to 650-hp, 28 feet and over Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] jumped into the lead and never looked back. Nick Martinez’s PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] took fourth in the race.

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

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Lobster Enforcement Vessel Working Group was formed to develop a plan for logistic support and staffing of an offshore enforcement vessel. The group is recommending a 55-foot vessel be constructed with funds from the NOAA Asset Forfeiture Fund. In addition, it believes a larger steel hull vessel is still needed for long-term enforcement of the offshore fishery. Maine will continue to develop a plan and cost estimate for construction and maintenance of the 55-foot vessel.

Dr. Lisa Havel provided an update for the Policy Board regarding the Atlantic Coastal Fish Habitat Partnership (ACFHP). The ACFHP Steering Committee met in May and received updates on the Southeast and Northeast Fish Habitat Conservation Prioritization; FY2019 project funding; the Business Plan finalization and next steps; discussed outreach and communications initiatives; came to consensus on the 2019 Melissa Laser Fish Habitat Conservation Award recipients; and reviewed the current action plan. Jeff Beal from Florida Fish and Wildlife Conservation Commission also provided a presentation on local fish habitat conservation work. The FY2020 National Fish Habitat Action Plan—US Fish and Wildlife Service on-the-ground conservation funding RFP is now open, with a September 13 deadline to submit proposals. For more information, visit: <https://www.atlanticfish-habitat.org/fy2020-atlantic-coastal-fish-habitat-partnership-application-cycle/>. Hab in the MAB: Research on Black Sea Bass Habitat Use was completed this spring, and the final report was received in May. Results will be presented to the Summer Flounder, Scup, Black Sea Bass Management Board later this week. The project came in under budget and was granted a no-cost extension through the rest of the year to complete some additional habitat research, present its findings, publish its results, and replace some SCUBA gear. ACFHP endorsed two projects – a salt marsh wetland hydrology project in Brookhaven, New York (led by NYS DEC) and an oyster shell recycling program in Atlantic County, New Jersey (led by NJ DEP). ACFHP welcomed two new partners: The Pew Charitable Trusts and Mid-Atlantic Fishery Management Council.

The Policy Board discussed the importance of the Hook and Line Striped Bass Tagging Survey and the critical need to find long-term funding. The tagging information is used for the assessment and management of the resource. Staff will work with leadership to explore options for funding. Lastly, the Policy Board agreed to have staff draft comments to NOAA Fisheries for Board review on the goals and objectives of the Atlantic Large Whale Take Reduction Team Plan

For more information, please contact Toni Kerns, ISFMP Director, at [tkerns@asmfc.org](mailto:tkerns@asmfc.org) or 703.842.0740.

Motions

Move to approve changes to the ISFMP Charter, changes to the Technical Guidance and Benchmark Stock Assessment document, and approve Working Group SOPPs as modified today. Motion made by Mr. Abbott and seconded by Dr. Davis. Motion passes by unanimous consent.

### Atlantic Striped Bass Management Board Approves Draft Addendum VI for Public Comment

The Atlantic States Marine Fisheries Commission’s Atlantic Striped Bass Management Board (Board) approved Draft Addendum VI for public comment. The Addendum was initiated in response to the

2018 Benchmark Stock Assessment which indicates the resource is overfished and experiencing overfishing. The Draft Addendum explores a range of management alternatives designed to end overfishing and reduce fishing mortality to the target level in 2020.

“The Draft Addendum is a critical first step to stem overfishing as quickly as possible and begin efforts to rebuild the biomass,” said Board Chair Dr. Michael Armstrong with the Massachusetts Division of Marine Fisheries. “Following approval of the Addendum, the Board will likely initiate a new amendment to consider a longer term strategy to fully rebuild the resource.”

The Draft Addendum proposes management options for both commercial and recreational sectors in the ocean and in Chesapeake Bay in order to reduce total fishery removals by 18% relative to 2017 levels. The proposed measures include reduced quotas for commercial fisheries, and changes in bag limits, minimum sizes, and slot size limits for the recreational sector. Since catch and release practices represent a significant component of overall fishing mortality, the Draft Addendum also explores the mandatory use of circle hooks when fishing with bait to reduce release mortality in recreational striped bass fisheries.

It is anticipated the majority of Atlantic coastal states will conduct public hearings on the Draft Addendum; a subsequent press release will announce the details of those hearings once they become finalized. Fishermen and other interested groups are encouraged to provide input on the Draft Addendum either by attending state public hearings or providing written comment. The Draft Addendum will be available on the Commission website ([www.asmfc.org](http://www.asmfc.org)) under Public Input by August 19<sup>th</sup>. Public comment will be accepted until 5:00 PM (EST) on September 27, 2019 and should be forwarded to Max Appelman, Fishery Management Plan Coordinator, 1050 N. Highland St, Suite A-N, Arlington, VA 22201; 703.842.0741 (FAX) or at [comments@asmfc.org](mailto:comments@asmfc.org) (Subject line: Draft Addendum VI). Organizations planning to release an action alert in response to Draft Addendum VI should contact Max Appelman at [mapelman@asmfc.org](mailto:mapelman@asmfc.org) or 703.842.0740.

Motions

Move to adopt Draft Addendum VI to Amendment 6 of the Striped Bass FMP for public comment. Motion made by Mr. Borden and seconded by Mr. White. Motion amended.

Motion to Amend: Motion to amend to include an option under section 2.2.6 that conservation equivalency will not be permitted while the Atlantic Striped Bass stock is overfished or experiencing overfishing.

Motion made by Mr. Abbott and seconded by Mr. McMurray. Motion fails (2 in favor, 12 in favor, 2 abstention).

Motion to Amend: Move to amend to add two sub-options under section 3.1 2-A4 and 3-A4 to include a slot size limit with a 30” minimum size limit and a maximum size limit that meets the required reduction for the two different sections.

Motion made by Mr. Hasbrouck and seconded by Mr. Batsavage. Motion passes unanimously (16 in favor).

Motion to Amend: Move to amend to remove from Draft Addendum VI language that exempts states with minimum size fish lower than the FMP standard from conservation equivalency so that all states are required to submit a conservation equivalency proposal. Motion made by Mr. Gilmore and seconded by Ms. Ware. Motion (11 in favor, 4 opposed, 1 abstentions).

Main Motion as Amended: Move to add

two sub-options under section 3.1 2-A4 and 3-A4 to include a slot size limit with a 30” minimum size limit and a maximum size limit that meets the required reduction for the two different sections; remove from Draft Addendum VI language that exempts states with minimum size fish lower than the FMP standard from conservation equivalency so that all states are required to submit a conservation equivalency proposal; and adopt Draft Addendum VI to Amendment 6 of the Striped Bass FMP for public comment as modified today.

Motion passes unanimously.

Main Motion from May 2019: Move to initiate an Amendment to the Atlantic Striped Bass Fishery Management Plan to address the needed consideration for change on the issues of fishery goals and objectives, empirical/biological/spatial reference points, management triggers, rebuilding biomass, and area- specific management. Work on this amendment will begin upon the completion of the previously discussed addendum to the management plan.

Motion to Amend from May 2019: Move to amend to add reallocation of commercial quota between states. Move to postpone to the Spring Meeting 2020. Motion made by Mr. Luisi and seconded by Mr. Gary. Motion passes (11 in favor, 5 opposed).

### WIND POWER WORKSHOP FOR NEW ENGLAND & MID-ATLANTIC COMMISSIONERS AND NOAA FISHERIES Meeting Summary

The Commission ended its Summer Meeting with a Wind Power Workshop, with a focus on wind energy activities in New England and the Mid-Atlantic. The Workshop was largely informational with presentations on the issues, challenges and opportunities surrounding wind energy development and fisheries; the role of NOAA Fisheries and the states in offshore wind activities, including policies and associated research activities; and fishing industry engagement in research and development. Workshop participants had a productive discussion on how best to coordinate state and federal activities and suggested the Commission could play a coordination role in scheduling meetings among the states, federal agencies, industry and NGOs, as well as tracking available science and research activities regarding the impacts to fisheries from offshore wind energy.

Links to additional resources and information on wind energy activities and fisheries (as provided in the presentations) follow:

<https://www.mass.gov/doc/ma-dmf-recommended-fisheries-studies-for-offshore-wind-development-draft-for-public-review/download>  
<https://www.mass.gov/doc/management-objectives-and-research-priorities-for-offshore-wind-and-fisheries/download>  
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<http://www.dem.ri.gov/programs/marine-fisheries/offshore-wind.php>

### Atlantic Herring Area 1A Fishery Moves to Zero Landing Days on August 18, 2019

The Area 1A (inshore Gulf of Maine) Atlantic herring fishery is projected to have harvested 92% of the Period 2 allocation by August 17, 2019. Beginning 12:01 a.m. on Sunday, August 18, 2019, the Area 1A fishery will move to zero landing days through August 31, 2019, as specified in Amendment 3 to the Interstate Fishery Management Plan for Atlantic Herring.

Vessels participating in other fisheries may not possess more than 2,000 pounds of Atlantic herring per trip per day harvested from Area 1A. In addition, all vessels traveling through Area 1A must have all seine and mid-water trawl gear stowed.

The Period 3 fishery will begin on September 1 in Maine and September 2 in New Hampshire and Massachusetts with the following specifications during September only:

#### Days Out of the Fishery

Vessels with an Atlantic herring Limited Access Category A permit that have declared into the Area 1A fishery may land herring four (4) consecutive days a week. One landing per 24 hour period. Vessels are prohibited from landing or possessing herring caught from Area 1A during a day out of the fishery.

Landing days in New Hampshire and Massachusetts begin on Monday of each week at 12:01 a.m., starting September 2.

Landings days in Maine begin on Sunday of each week at 6:00 p.m., starting September 1

Small mesh bottom trawl vessels with an Atlantic herring Limited Access Category C or Open Access D permit that have declared into the fishery may land herring five (5) consecutive days a week.

#### Weekly Landing Limit

Vessels with a herring Category A permit may harvest up to 160,000 lbs (4 trucks) per harvester vessel, per week.

At-Sea Transfer and Carrier Restrictions

The following applies to harvester vessels with an Atlantic herring Category A permit and carrier vessels landing herring caught in Area 1A to a Maine, New Hampshire, or Massachusetts port.

A harvester vessel can transfer herring at-sea to another harvester vessel.

A harvester vessel may not make an at-sea transfers to a carrier vessel.

Carrier vessels may not receive at-sea transfers from a harvester vessel.

Carrier vessel is defined as a vessel with no gear on board capable of catching or processing fish, while a harvester vessel is defined as a vessel that is required to report the catch it has aboard as the harvesting vessel on the federal Vessel Trip Report.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.



# U. S. NAVY NEWS

## Continued from Page 8

aircraft, she has been selected to be the first female Marine to fly the F-35's C variant.

"It has been a long process to get to where I am today," Stark said. "During my time in flight training, I have met so many hardworking Marine and Navy pilots who have shared my experience. Every single one of them has worked hard to earn the Wings of Gold we pinned on."

The F-35 Lightning II Joint Strike Fighter is an advanced jet aircraft used by the Navy, Marine Corps, Air Force, and nine other countries. Currently the Marine Corps has been employing the F-35B, which has short takeoff and vertical takeoff capabilities. The Navy's F-35C has greater range and stealth capabilities, while still capable of landing on aircraft carriers.

Implementation of the F-35C into Marine Corps fleet squadrons will greatly expand their mission capabilities. The F-35B brings with it the capabilities for taking off and landing on most airfields and the F-35C will provide greater range and a larger payload capacity.

"Advanced jet training is very demanding and our instructors take extreme pride in training future naval aviators," said Executive Officer of VT-21 Cmdr. Christopher Glandon. "Navy and Marine Corps aviators who complete this program develop a diverse array of skills to execute the multiple missions in Naval Aviation. All who earn the Wings of Gold are prepared to continue learning the capabilities and tactics of the respective fleet jet communities for which they are selected."

The "Argonauts" of Strike Fighter Squadron (VFA) 147 became the Navy's first operational F-35C fleet squadron this year. The Marine Corps does not yet have an operational F-35C squadron, however Stark's selection marks the beginning of that integration.

During her time in the advanced jet phase of flight training, Stark scored exemplary scores on graded events such as Basic Fighter Maneuvering, Tactical Formations, and Section Engaged Maneuvering. Her overall Navy Standard Score through flight training distinguished her among her peers.

"I am excited to start training on my assigned fleet aircraft," Stark said. "Flying the F-35 has been a goal of mine since I started training, but I didn't know that I would have the opportunity to fly the F-35C. It's a humbling experience and I am eager to learn from the pilots who have already spent time flying such an advanced aircraft."

Stark is scheduled to begin her training with the "Rough Raiders" of VFA-125 Fleet Replacement Squadron (FRS). The FRS takes pilots who have recently completed training and transitions them to their assigned fleet aircraft.

CNATRA, headquartered in Corpus Christi, trains the world's finest combat quality aviation professionals, delivering them at the right time, in the right numbers, and at the right cost to a naval force that is where it matters, when it matters.

## Carderock's Composite-Patch Technology is an Alternative Repair Method for Sensitized Aluminum

By Brooke Marquardt and Kelley Stirling, Naval Surface Warfare Center, Carderock Division Public Affairs  
WEST BETHESDA, Md. (NNS) -- In a research lab such as Naval Surface Warfare Center, Carderock Division, a "win" is to see one's research applied in real life. For engineers Daniel Hart, John Noland and Bruce Wells, not only have they been involved in the development and application of their

research, but they have also transitioned it to the fleet.

In 2010, this team out of Carderock's Structures and Composites Division received funding to find a non-welded repair for stress-corrosion cracking in highly sensitized aluminum that was happening on Ticonderoga-class cruisers. Leveraging international cooperation and previous experience from the Royal Australian Navy (RAN), they designed a fracture-mechanics-based bonded repair to address the cracking issue on the cruiser's superstructure.

According to Hart, the original reason for the composite patches was aluminum sensitization and the corresponding degree of sensitization, which is caused by the aluminum alloy being exposed to heat and a corrosive environment. There are four basic levels of sensitization: unsensitized; sensitized, but weldable; sensitized and weldable, but requires some type of cold work; and, above a certain level of sensitization, the metal is unweldable.

"Most of the plates we've come across have been on the high side of sensitized, but weldable with cold work to unweldable," Hart said. "Welding aluminum plate is a detailed and technical process, made more difficult when the material has sensitized."

The first ship the Carderock team installed the repairs on in late 2010 was USS Port Royal (CG 73). Hart said they had some issues on that first repair, but they were able to learn quickly from the problems.

"We learned a lot about our surface prep and discovered a couple of things, not only about the way we were treating and abrading, but also about the effects a shipboard environment has on our original surface preparation chemicals," Hart said.

In a traditional stress crack on a ship, welding might be the best solution. However, Hart said that this composite patch allows them to make repairs to stress-corrosion cracks in difficult places. Composite patches typically only require access from one side of the structure and generally do not require the removal of equipment, wires, ventilation, insulation, plumbing or weapons systems. Welding requires not only the removal of the equipment and cracked plate, but also removal of enough highly sensitized plate to reach weldable plate. Welders then have to install the replacement metal and post a fire watch throughout the welding process.

All of this adds up to a lot of money. Hart estimated that their composite-patch repair has saved the Navy anywhere between \$1 million and \$4 million per repair for several of the larger repairs.

One such repair was an emergency repair on USS Normandy (CG 60) to stabilize a 10-1/2-foot crack and four cracked longitudinal stiffeners. Normandy was the third Ticonderoga-class cruiser assigned to a Baltic Sea exercise in 2012 with no alternative asset available after two sister ships in the class were unable to support the mission. Before the ship could deploy, a repair was needed to restore structural integrity to a cracked deck. As a direct result of the research done at Carderock, the composite patch team designed, negotiated structural technical warrant holder (TWH) approval and installed a hat-stiffened composite patch in 21 days at a cost of \$140,000. The weld repair estimate required more than six weeks at a cost of \$1.5 million.

From 2010 to 2015, the investment in composite-patch science and technology was about \$6.2 million, and it has resulted in greater than \$30 million of maintenance cost savings across on 15 Ticonderoga-class cruisers and one Harpers Ferry-class dock landing ship.

This process is now an official tempo-

rary repair procedure approved by Naval Sea Systems Command (NAVSEA), and starting in 2017, the Carderock team began transitioning the composite-patch repair work to the Regional Maintenance Centers (RMC) for broad fleet use.

"We have been training the RMCs to install the composite patches, and that allows us to get back to focusing on the research side of it," Hart said. "That's really our goal for this transition."

Last October, the team was called to help the Southwest RMC do an emergency composite-patch repair on USS Mobile Bay (CG 53) with only three weeks to get the repair done, including designing it and getting the structural TWH approval. The damage and design process was very similar to the USS Normandy effort in 2012, however, this would be the RMC's first attempt at a repair.

"That was a really fast turn-around, and it was a complicated repair," Hart said, adding that team members Wells and Anna Bernal, an engineer with Carderock's Non-Metallic Materials Research and Evaluation Branch, went to San Diego to provide oversight and support for the repair.

Somewhere in the neighborhood of 100 repairs later, Hart said they went back to Port Royal in 2019 while it was in a maintenance availability at Pearl Harbor Naval Shipyard. However, this time, they taught the RMC how to install the repair. Composite-patch installers from both Southwest RMC and Pearl Harbor's fleet maintenance facility-surface (FMR) worked together to do some large and logistically complicated repairs, as well as complete their installer qualifications. That repair effort qualified seven RMC and FMR installers under the newly developed composite patch qualifications developed by Carderock and NAVSEA.

Hart said they have memos with Commander Navy Regional Maintenance Centers (CNRMC) and the individual RMCs outlining the requirements for installer qualification, inspection procedures and maintenance of the composite-patch repair, which included attending a training course co-developed by Carderock and Gougeon Brothers. Gougeon Brothers is the manufacturer of the epoxy resin used for the repairs.

"We had worked with them (Gougeon Brothers) under some TIPS (Technology Insertion Program for Savings by Office of Naval Research) funding to set up what the course would look like, and ensured it covered all the aspects that we thought were important," Hart said, adding that they still provide oversight of the RMCs on the actual shipboard repairs. "Class is one thing, but having to coordinate all your materials, schedule, timing, get all the stuff on the ship, that's a whole other animal."

The Carderock team is working with RMCs in Norfolk, San Diego, Pearl Harbor and Mayport, Florida, as well as those forward deployed in Yokuska, Japan, and Rota, Spain.

"Now the RMCs are building the capability to install NAVSEA-approved composite patches," Hart said. "Once certified, the RMCs can install basic patches, and we can provide guidance and oversight for more complex repairs. With the RMCs on the waterfront, it's a lot easier for them to work with the incoming ship's schedule and respond quickly to emergent needs."

Composite-patch related research and development continues with transition to other ship classes, such as Harpers Ferry, Wasp, littoral combat ships and other military branches.

"We are also working on the verification of the analysis and design tools required to extend patches to structural repairs, modifi-

cations and ship alterations," Hart said.

Continued research is focusing on further understanding the bond-line behavior; the ability to bond to corroded and contaminated steel; advanced numerical-analysis tools; methods necessary to design bonded reinforcement solutions for structural reinforcement; and the experimental mechanics required to inform those models and generate accurate predictions.

## Preparing for Tomorrow's Battlefield: U.S. Naval War College Holds Future Warfighting Symposium

By Jeanette Steele, U.S. Naval War College Public Affairs  
NEWPORT, R.I. (NNS) -- The U.S. Naval War College held its Future Warfighting Symposium Aug. 6-8, the third year of an event focused on cyber warfare, the pace of technological change, space and the impact of social media on conflict.

"The drive to develop new technologies is expanding to more actors, with lower barriers and moving at accelerating speeds," Cmdr. Michael O'Hara, symposium director, told the audience of Naval War College students.

"Our three-day schedule will encourage you to think more deeply about these challenges and to prepare to engage with them as leaders when you return to the force," he said.

Naval War College President Rear Adm. Shoshana Chatfield told students that the theme of this year's symposium is transition – the geopolitical transition to renewed great-power competition and transition in the technologies of war.

She encouraged the assembled students to think over the course of the academic year about how to navigate these transitions.

Strategist Peter W. Singer discussed how the battlefield is being influenced by what he called the weaponization of social media.

"The experience of the internet has not just become like war, it has become an actual new mode of conflict," said Singer, an author and senior fellow at the New America Foundation.

"If you think of cyber war as the hacking of networks, what we call 'like war' is the hacking of people on the networks by driving ideas viral through a mix of 'likes,' shares and lies," said Singer, citing cyber campaigns in recent years that targeted elections in Ukraine and the United States and drove outbreaks of violence in Syria, New Zealand and the American homeland.

"In 'like war,' if you can hack this space, you can affect the outcome of physical battles, you can affect terrorist campaigns and which terror group rises and which fails, you can affect not just who people vote for, but whether they even show up to vote," he said.

Naval War College Provost Lewis Duncan spoke about how emerging science will alter not only our gear and gadgets but even how long humans can live – and how these changes pose new ethical challenges.

Virtual reality is one example, Duncan said, as researchers have calculated how much computing power is required to recreate reality as we know it.

"We are creating the possibility of virtual worlds, almost indistinguishable from the ones we are in," he said. "The gaming world is nowhere close to that, but if you take Moore's law and project it, we'll be there by 2040 or 2045."

"The question becomes," Duncan told the audience, "what does it mean to be human?"

Australia's Maj. Gen. Mick Ryan spoke

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The Warship Maine.

The Fourth of July, next, will be signalized by an event which will especially interest the people of this state. On that day the Maine, which is to be the greatest of the fleet of magnificent warships being constructed by the Government will be launched from the Brooklyn Navy Yard. It is to be hoped that the Dirigo state thus honored, will make manifest the appreciation felt by its patriotic citizens, by presenting the vessels with as handsome a set of colors as can be produced. If official action by the authorities at Augusta be deemed inexpedient, this is a matter which might very properly come before the State Board of Trade, which, in its capacity as a representative of the business and commercial interests of the State would be a very fitting body to devise a plan for procuring the colors, which would make the gift a presentation from the state as a whole. It is significant and appropriate that the monarch of the fleet which is to restore to our country its old time prestige as a nation invincible on the sea as well as on land, and is fondly regarded as the precursor of a great merchant marine for the state which leads all others in the shipbuilding industry and the product of whose yards is again making our country famous as the producer of the finest wooden ships afloat.

HOTELS AND SUMMER RESORTS.

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The Directors of the Diamond Island Association contemplate issuing a book describing the attractions of Great Diamond Island as a summer resort. The historical part

will be written by Mr. Elwell of the Portland Transcript. The book will be issued from the Lakeside Press, and will be illustrated by views on and about the island.

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Captain J. A. Woodward of Jonesport, picked up a Cusk weighing about 40 pounds, on the beach a few days ago.

Captain Daniel Hill, at his fish market in Saco, has the shell of a mammoth lobster that was caught in August at Cape Porpoise. The lobster weighed when captured, 15½ pounds and measured 31 inches in length. Rev. H. W. Winkley cleaned and mounted the shell.  
\*\*\*\*\*

One day last week as O. A. Curtis, of Addison, was coming up Pleasant River in his boat, he saw a fish in the water a few rods astern that was apparently trying to get under but, owing to his being “poke blown,” did not succeed very well. Mr. Cutis rowed back to where the fish was splashing about and made several unsuccessful attempts to catch him; finally he got his hand into his gills and succeeded in hauling him into the boat where he struggled violently for a few moments, even knocking one of the thwarts out of place. The catch proved to be a large cod, measuring from the tip of his nose to the end of his tail 41 ½ inches, girth 27 inches and weighed 32 pounds. The fish was caught off Reef Point, which is quite well up the river.  
\*\*\*\*\*

The demand for increased transportation facilities on our water ways seems to be receiving proper attention, especially the navigation of our numerous lakes and streams. Two large and elegant steamers,

the PORTLAND and the KENNEBEC, have been launched the past season in order to meet the demands of the increasing travel between our river and coast cities and Boston. Another, the COTTAGE CITY, is now on the stocks at Bath and will during 1890 be put on the route between Portland and New York. It is a matter of current report that the International Steamship Company is about giving a contract for the construction of one of those ocean greyhounds. The new steamer, it is reported, is to be a propeller and guaranteed to make 18 knots an hour. A new steamboat company has been organized in Waterville to operate a line between that city and Gardiner. The contract has been closed with Bangor parties to build the steamer and Congress will be asked to make an appropriation for the improvement of the river navigation between those points. A small steamer has been built and launched on the Androscoggin River to ply between Rumford and Bethel. The steamboat inspectors report the number of new inland steamers inspected the past year, fifteen; condemned, four, present inland fleet, ninety. Increase in the past five years, sixty.  
RTS.

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FROM THE HUB OF THE UNIVERSE.  
A Review of The Maritime Exhibition and a Summary of The Lessons it Conveys.—The Brain that Originated the Idea.—The Exhibition proves a Veritable Eye-opener for the American People.—Gratifying result of the Comparison of American Models and Machinery with those of European Nations.

(Correspondence of The Journal.)

When requested by the editors of The Industrial Journal to make this letter a review of the International Maritime Exhibition, I realized that no small task was before me. there is a vast amount of ground to be covered in a necessarily small space. So, in this letter, I shall endeavor to keep one eye on my subject, and the other on my space.

A question asked me by a gentleman this very day seems to be a good starting point. “Who originated the Exhibition?” That is, who originated the idea, of holding an International Exhibition in this city, to John W. Ryckman the thought came. “Here we have, in our own country material and skill. What more is there needed to accomplish anything in this world?” “Then” he thought, “if we have both the required material and the necessary skill, why cannot we produce as fine steel, build as good ships, make as good guns, construct as fine machinery, produce as high grade of fabric, in short, equal, aye, excel, the best that is produced in Europe. This being the case, the first thing was to demonstrate that the above was the case. The facts above given must be hammered into the minds of the people. They must be made to know by actual observation. People will believe their own eyes, their own sense, when nothing else will convince them. Like the obtuse old lady who, on first seeing the ocean, rushed down and took a mouthful of the water, and spitting it violently out of her mouth exclaimed: “Well, I vom! It is salt, aint it? I never believed it was,” they must be convinced by absolute demonstration. The American people must know their own resources before a Congress controlled by cliques and combinations can be made to see the utter folly and injustice of subsidizing foreign steamships when just a good ships can be built at home if there was only sufficient encouragement from the Government.

With these primary ideas, John W.

Ryckman went before the American Industrial and Shipping League and made his convictions known in so forcible a manner as to impress the League with its feasibility. The proper steps were taken, committees appointed, and a place in which to hold the exhibition was looked for. New York, Philadelphia, Baltimore and other cities were visited, but no building of suitable proportions, properly fitted with motive power or properly constructed was found. Then Mr. Ryckman came to Boston, and here he found just what was required in the mechanics’ Building. Nothing in the country equaled it for the purpose. Preparations were at once begun. The press of the country advocated it. Manufacturers hailed it as a rising star in their horizon.

The exhibition opened, with the following objects in view: To bring together examples of the productions of over two hundred distinct industries in the country, associated in the construction and sailing of ships, and to watch them in friendly rivalry with those of other nations; to present for contrast American and foreign machinery, appliance, models or war and merchant vessels, and other marine craft; to show by exhibits that the skill and materials at the command of our Atlantic and Pacific ship yards will enable us to open broad paths upon the seas, where we are prepared to meet rival nations in resolute and equal competition; to demonstrate by many great object lessons, that given proper encouragement we can fill every harbor of our 15,000 miles of sea cost with steam vessels and the fleetest ships that can sail any ocean; to display maps, charts, and models of harbors, ship canals, and so on; comparative tables of the tonnage and ocean carrying trade of different nations. In conjunctions with these I shall discuss the effect which the exhibition has had upon the public as a great educator, also the feasibility of holding such exhibitions in the future. I shall be unprejudiced in my judgment, and endeavor to tell the thing just as it is. This is too great a question to indulge in any misrepresentations.

We have seen gathered together here, the most wonderful and extensive display of examples of mechanical skill as produced in our own country, ever seen in any country or countries on the face of the earth. In the first Maritime Exhibition ever held, we have seen to what high state of perfection the industrial and mechanical arts have reached, in our own country. We have seen in ship models, in models of different marine craft, in machinery, in rigging, in ship building materials, in masts and spars, in ropes and cabled, in iron and steel, in water and air, in steam and electricity, in guns and other machines of warfare, in the side wheel and in the screw propeller, in iron and steel plates, in fabric from fibres, in sea coast service, in life-saving appliances, in marine appliances, in our fisheries, in shipbuilding, in the construction of iron ships, in our forests, our iron and coal mines, in our skilled mechanics by examples of their works, and in a hundred other ways no less important as a part of the whole, what mighty strides we have made as a nation of resources in a single century, and by comparison we find that we can equal, yes, in many thing, excel either England, France, Italy or Germany. Think of it. We have caught up with and distanced the world in a single century. We have shown by our models, our American manufactured iron and steel, by our practical examples, that we can build as good and as speedy vessels as any nation in the world, and sail them as well. All we need is encouragement. As a closing example, look at our new Squadron of Evolution.

In the steel plates drawn by Carnegie

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to the students about leadership in the “cognitive age.” As commander of the Australian Defense College, Ryan said he has become very invested in what he called “the most important six inches on the battlefield,” which is between our ears.

“How do we as leaders think about generating an intellectual edge over the next couple of decades, and how might technology influence that?” Ryan asked.

Emily O. Goldman, a National Security Agency cyber strategist currently working at the State Department, gave an overview of the U.S. cyber outlook.

“These ideas are evolving every day as we continue to operate in the space and to learn from that experience,” Goldman told the students, advising them that cyber operations shouldn’t be left to the “techy guys and gals” but should be woven into all planning.

Goldman said that major U.S. rivals are trying to use cyberspace to undermine American pre-eminence without crossing the threshold of armed conflict.

“Each of these countries is engaged in what I would call strategic cyber behavior. By strategic I mean, it’s meant to erode the sources of national power. They are doing it in different ways, but their intent is to change the distribution of international power relative to the United States,” Goldman said, citing large-scale intellectual property theft of technology as one example and undermining social cohesion in America as another.

“Cyberspace represents a new seam or a new opportunity in great-power competition. You can gain strategic advantage, increase global influence, and reduce U.S. power without engaging in armed conflict and without ever setting a foot on U.S. soil,”

she said.

Gen. Jay Raymond, commander of Air Force Space Command, told students that it’s an exciting and critical time to be in the space business.

“Space is a warfighting domain,” Raymond said, explaining that the great majority of military actions depend on information from satellites. “There’s nothing that we do today in joint warfighting that isn’t enabled by space.”

Raymond then posed the question, What if space is taken away? In other words, what if U.S. rivals significantly block the nation’s ability to use assets in space?

“Space superiority can no longer be considered a given,” he said, adding that the United States is building infrastructure to address this issue. He pointed to the re-establishment later this month of U.S. Space Command as the 11th combatant command.

“One of its main focus areas will be protecting and defending the domain that we’ve become very reliant on as a nation and a world,” Raymond said.

Retired Marine Corps Gen. James Cartwright, who was the 8th vice chairman of the Joint Chiefs of Staff, told students that they should take the year to scrutinize the increasing complexity of the battlefield.

“You have an opportunity to sit down and think about this stuff for the next year. Not just about space,” said Cartwright, who led U.S. Strategic Command from 2004 to 2007.

“You are in fact going to write the policy, going to execute the orders, going to publish the commander’s intent in a world that is focused on speed of light, Mach numbers above 19, along with forces that are on the ground moving to the sound of guns, aircraft that are in support of those assets, but in a military in which we are going to shift from crews per platform to platforms per crew.”



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& Phipps of Pittsburg, Pa., we find that our iron furnaces, rolling mills, under the management of our mechanics, are capable of producing just as good steel, as suitable for building iron vessels, as England, Germany or France. We find that our appliances for handling and sailing ships are much more effective, as easily managed as those of any other nation. We find that the quality of our metal is as well suited for resisting the force of the projectile of an enemy's gun. We see in the airy beauty and gracefulness of our hulls, merchant vessels than can be equaled for speed and carrying capacity by none of other nations. By contrast we find that our ship builders have succeeded in making their models from which they construct, excel in the adaptability to wind, steam and water.

For one thing, our vessels are capable of carrying a greater load, at less draught, consequently at a greater speed than English vessels. By comparing the model of the English liner, City of Paris, with a Morgan or a P. R. R. line, we find that the last two mentioned show in their models that speed in the former is only attained at an expense of safety. We find by comparing the English vessel with the American vessel, that with the same machinery, which we produce but are given no encouragement to use, we an excel in speed the best English vessel ever constructed. WE find that for safety, the American vessel rivals the English vessel. With our vessels it is safety first and speed afterwards, which is a powerful argument in favor of American liners.

From a study of the models from the ship yards of Bath, we find the finest hulls,

the staunchest craft, the most durable vessels are of American build. We compare them with English merchant vessels, and we find that our models, from the earliest down to the latest have been, to a large extent, patterned after. We find from Bath, rope and cordage that excite the admiration of English shipbuilders. We find that our forests are filled with more and better materials than any other in the world. England builds iron vessels because she has no wood from which to build wooden ones. We find by comparison that the turreted ship, and the armored ships of the English navy are adapted from American ships. We made the first.

In the exhibit made by the Bethlehem Iron Works, of PA, we learn that we can produce superior steel shafting, and as good machinery as England. We find that we can forge the finest steel in the world. We see by the same exhibit, a heavy gun, forged by the hydraulic process. WE compare it with a model near by, refer to works on English ordnance making and we find that we can forge as good a rifle gun as England can. What we need in encouragement. Go over to Grand Hall, and as we take in the graceful lines of the schooner yacht Quickstep, we remember that we have out-sailed the world. Near by we are reminded that our centre boards have distance the heavy English keel. I cannot go through this exhibition and take up any object, singly. I must take a few of these striking examples. We see in our new war vessels, in the models of our coast steamers, among which is the Plymouth of the Fall River line, in our merchant vessels,

that we are equal to all other nations. We have the finest coast vessels in the world. To prove this we have only to compare a model of a British Channel steamer with a Hudson River, or a Sound steamer. What we need is encouragement. We see that we have the material and the skill. Have we any need of British vessels to do our coast carrying with all these resources? We find by turning over the piles of maps and charts here that our harbors are larger, deeper and more easy of entrance than European ports. Models of our dry dock prove that we are fully up with the times in that. We have only to go to the Charlestown Navy yard, to be convinced. As I have said, we carry a greater load, in our vessels, at a less draught, and being capable of producing as good machinery, as powerful engines, is not the problem solved? All we need is encouragement. And with all these things demonstrated before our eyes, shall we continue to subsidize foreign built vessels? You must, then let them fly the American flag. Subsidize American vessels, and the won't have to be foreign built.

One problem, we find by a practically working model here at the exhibition, has

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>



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

Maine Coastal News

Has a newly updated website!  
Check it out:  
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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

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[info@jonesportshipyard.com](mailto:info@jonesportshipyard.com)

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



MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

without doubt been solved. I refer to that of canal navigation without the washing of the banks of the same. Ever since the first days of canal navigation in this country, the great bugbear has been where steam vessels pass through a anal, the washing of the shores, involving constant and enormous expense for repairs. Some years ago the Government offered \$50,000 for the solving of this problem. We find here, in one of the galleries, a steamboat with side wheels whose paddles feather when coming out of the water, thus practically preventing and disturbance of the water, the boat being propelled along with scarcely a ripple. This was a practically unknown invention before the exhibition. The fact that pressure, as well as being conducive to increased speed has been clearly demonstrated. The fact that the rigging of sailing vessels has been rendered much simpler, lighter and more easily handled, at the same time fully as effective and capable of producing fully as great speed, has also been clearly shown. The efficiency of our Government Weather Bureau has been shown to us by seeing a department of the Signal Service here at work doing practical service. The tests that it has been subjected to since it opened its office in the exhibition building demonstrate two things, namely: that our signal service, or Weather Bureau is the best in the world; and that however valuable it may be to other parts of the country, in Boston it doesn't amount to shucks. The progress of our system of experimenting with and propagating and preserving both our fresh and salt water fish has, by photographs, drawings, facts and figures, been proven to

be not only practicable and productive of good results, but a source of revenue, direct and indirect, to our people individually and to the country at large. We have seen this department of our public service illustrated, and can now more fully understand the intricacies of its workings. In water power, we here see the problem of economy in the use of water, at no loss of power and speed, practically solved, in that we see here a working model driven by a stream of water one-sixteenth of an inch in diameter, at a pressure of 32 pounds, which is power sufficient for driving a 20-inch exhaust fan, and an ordinary sewing machine, which demonstrates what a wheel large enough for manufacturing purposes would be capable of doing. We have seen here in that wonderful craft, LA LIBERDADE (which was constructed by a ship-wrecked sailor with a few tools, a hammer, saw, plane, adze, a bit, an axe and a few others, with the help of his family, his wife making the sails with her own hands, in a few months on the coast of Brazil, in which they sailed over 7000 miles), the mechanical skill of our mariners who are equal to any emergency in the event of disaster, We find here a machine that scatters the mountainous snow drifts of the Rocky Mountain passes, like dust before the wind. We find shown here a whale boat fitted out with the clumsy lance, the harpoon and loggerhead, such as was used by our old New Bedford whale-men on their perilous voyages of fifty years ago; while near by is contracted the modern implements, the bomb lance and the harpoon showing the improvement in the mode of hunting the leviathans of the deep. We find that a mariner of old Wiscasset, Me., has found that a little puff of atmospheric air will propel a craft with the speed of steam, and at little or no expense. We learn that our canoe builders now rival the Aborigines in canoe building, making them of wood instead of bark, thus rendering canoeing no longer such a luxury beyond the reach of most men. We see her a collection of marine art that has never been excelled by a Paris salon. We have had the opportunity of seeing our new iron war ships, which by the way, came here not as

an honor to Boston, but as a compliment to this enterprise, and during their stay here the attendance at the exhibition was larger than it was either before or subsequently.

Here have been collected together ship models; war vessels, merchant vessels, river-boats, sailing-boats, yachts, fishing smacks, tugs, barges, steam launches, goats, dredge boats, pilot boats. Representing light, heat and ventilation, we have ship ventilation, gas and electricity. In machinery we see steam and hand pumps, hoisting and deck engines, ship windlasses, elevators, steering apparatus, devices for propulsion, valves, castings, forgings, engineers and stokers tools. In armament and ordnance; guns, torpedoes, floating obstructions, projectiles deck batteries, coast defences, cutlasses, pikes and spikers, small arms, ship magazines, etc. For coast, harbor and canals we find here shown examples of the life saving service, coast survey, lighthouse system, buoys, signals, fishermen's outfits, models of harbors, models of ship canals and railways, marine railways and dry docks, models of bridges, wharf and ferry drops, sub-marine cables, and models of aqueducts and tunnels. In ship rigging, anchor chains and cables, iron, steel and galvanized wire rope, hemp and oakum cordage, oils, paints and preservative composition, cotton, flax, duck, and silk sail cloth, rubber goods, bunting, flags, ensigns and pennants, wire, brass, zinc and metal work, oars, tackle blocks, capstans, ship hardware and ship chandlers' goods, caulkers and spar makers supplies, bells, gongs, etc. Wrecking, submarine armor and divers' outfits, armor pontoons for raising vessels and equipments for wrecking vessels. In nautical instruments we have seen chronometers, sextants, binnacles, compasses, barometers, logs, sounders, signals, night glasses, fog horns, trumpets, boatswain's outfits. We have seen in boats and rafts, full size steam launches, row boats, canoes, skiffs, life boats, dories, dingles, and catamarans. Ship materials have been shown in pine, oak, cypress, cedar and other woods, iron and steel ship and boiler plates, ingots, sections of masts, spars and knees, and ship joining and glazing. Besides them have been collected here a miscellaneous collection of trophies of yachts and boat clubs, displays by steamship companies, relics of Arctic exploration, collection of antique ship models, pressed meats and fruits, canned and bottled goods,

prepared food, ship bread, etc. But here I must stop. Such has been the Maritime Exhibition as one great whole, with the benefits as a public educator and an exhibitor to us of our own resources, but with this issue of the Industrial Journal the Maritime Exhibition comes to the end.

The attendance, from first to last, has been very fair, but not what it really should have been. The price of admission, first fixed upon, was 50 cents. The attendance at first was almost phenomenally small, and the price was put down to 25 cents. Since that time, the attendance has been very fair, but not in proportion to the expenditures. For example, the rent of the building is \$100 per day. The lighting \$100, and besides this it added the labor required, and a hundred miscellaneous expenses. Is it a financial success? To this I have no hesitancy, in simply answering that they won't make any money out of it. But no more was the New Orleans Cotton Exposition in 1884-5 a financial success. The Paris Exposition last summer paid a handsome profit because it was in Paris. Europe, where Americans love to hie themselves and pour out their money like water. If the Paris Exhibition had been in America I believe it would have been a failure, for Europeans do not come to America and put out their money as we do there.

ALLAN ERIC.

10 January  
Page 1.

The C. G. Stern's Co. this city, will build a large ice house this winter on the wharf below their mill at East Hampden. The building is to be 250 feet long, with an elevator and boiler house. Men are now at work building the wharf, and a large crew will soon be put on and the building rushed to completion so that it may be used for the storage of this year's crop.

\* \* \* \* \*

The Rockland Granite Company, Rockland, furnished for the new federal building in Brooklyn, NY, a block of granite 5 feet high, 16 feet long and 18 inches thick. Covering its entire surface is a spread-eagle, carved in relief of from eight to ten inches in depth. It was put in its position without accident and is the heaviest piece of granite that adorns the building.

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21' SCOUT 215 XSF CENTER CONSOLE, 2019. With Yamaha F150

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**CASCO BAY MARINE SERVICES:** From spring commissioning, bottom

## SERVICES

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](http://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 Repairs (207) 846-9577.

**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**

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Located Across From Wells Public Boat Launch w/ Plenty Of Free Parking!  
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207-646-6949

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

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**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**
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- Credentialing opportunities**
- Small, coastal campus**
- A supportive, collaborative learning community**
- The foundation for a successful future**

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Online. By mail. By phone.  
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**[www.mainelobstermen.org](http://www.mainelobstermen.org)**  
**207-967-4555**

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



# HAMILTON MARINE

**JIM-BUOY**

## 24" Ring Buoy with Reflective Tape

USCG APPROVED

**\$57.99** ea

Reg 82.99

SAVE  
**\$25**

CAL-G24-OT  
Order# 105283



**KENT**

## Premium Adult Universal Immersion Suit

USCG APPROVED

Hi-vis yellow inflatable head pillow, face mask, mitts and ankle adjustments. Articulated arms for easier donning.

**\$249.99** ea

Reg 259.99

KNT-1540-AU

Order# 753274

SAVE  
**\$10**



**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

**\$349.99** ea

Cat I Auto  
Order# 731678

**\$469.99** ea

6 Year  
Battery!



**optronics**

## 4" x 6" Halogen Deck Lights

**\$24.29** ea

Reg 26.99

10%  
OFF

OPT-DL55CS  
Order# 139482



**RIGID**

## High Performance LED Lights

Search# RIL-

10%  
OFF

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## ICOM Commercial Radar

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

**\$1999.99** ea

ICM-MR1010R2  
Order# 773501



**KENT**

## Type I Commercial Offshore Life Vest

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

**\$34.49** ea

Adult Universal  
Order# 748930



**GRUNDÉNS**

## Foul Weather Gear

Search# GRD-



**XTRATUF**

## Ankle Boots

**\$84.95** pr

Women's Navy & Pink  
Sizes 5-10

Search# NCF-XWAB

Men's Black

Sizes 8-14

Search# NCF-22736



NEW!

## NOW STOCKING!

### Hairless Salted Pig Hide Lobster Bait

SAVE  
BY THE  
PALLET!

HML-HIDEBAIT  
Order# 740935



## 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

**\$14.99** qt **\$49.99** gal



SCAN THIS QR CODE!

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



## Inflatable Mooring Buoys

Available in red or white, many sizes in stock.

STARTING AT

**\$28.49** ea

Search# POL-A



## Fish Basket

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

**\$19.99** ea

Orange  
Order# 118243

Green  
Order# 763280



## 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

**\$36.49** ea

PUR-15463

Order# 127675

120 Watts

**\$39.99** ea

PUR-15463HD

Order# 735613



## Tarps

- Lightweight Blue
  - Premium White
  - Super Heavy Duty Silver
- Search# STT-

3 Grades  
27 Sizes!



**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



**CAMCO**

## Winter Ban -50° Non-Toxic Antifreeze

For fresh water systems

**\$4.19** gal

Reg 4.59

Contains no alcohol

HMA-50 Order# 117830



## 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



## Oil Change Pump

Quick, easy and clean. 12 volt reversing bronze pump. Rebuildable. 14 quart container easily handles two engines.

**\$209.99** ea

Reg 239.99

JAB-17800-2000  
Order# 149097

SAVE  
**\$30**



**COOSA**

## Coosa Composite Panels

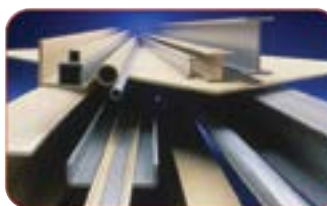
Use in place of plywood!



Search# CSA-

**STRONGWELL**

## Extren Custom Fiberglass Shapes & Plates



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**Sea Hawk**

## Hawk Epoxy

State-of-the-art, easy to use epoxy system with color-coded sizing resin and catalyst label.

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Flush Mount or Ducted, 28,000 to 40,000 BTUs

15%  
OFF



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Typographical errors are unintentional and subject to correction.