

Maine Coastal News

Volume 33 Issue 6 June 2020 FREE

Farrin's Boat Shop Launches MISS QUAHOG



WALPOLE & SOUTH BRISTOL – Even though we are in crisis mode the boat shops are still building. Over the winter Farrin’s Boat Shop in Walpole has been busy working on a Wayne Beal 36 heading to California as a pleasure boat and a Young Brothers 45 was being finished out as a lobster boat for Barry Catlin of Harpswell. The Wayne Beal 36 will be awhile before she finds the water, but the Young Brothers 45, named MISS QUAHOG, found the water on 28 April.

When asked how he made his decision on what hull to buy, Barry said, “I went with Young Brothers because the hull has not been bastardized like other hulls, stretched and widened. This mould is what came off the wooden boat and hasn’t been changed and they built them better back then I think. It’s got the wooden boat kind of lines to it, so it just looks better and it’s more efficient.”

Barry started fishing in a skiff his grandfather built hauling by hand. He then fished out of a 31-foot Jim Beal and this was followed by a Calvin Beal 36. Barry added, “My grandfather started me young, I didn’t do much but I started when I was 8 and he hauled by hand his whole life. He never had a hauler or anything. He always hauled out of a wooden skiff. I did that until I was 23. I went to MMA and sailed for five or six years on and off. I started out doing the PL 480 contracts with a company out of Tampa and I went all over the world the first couple of years. I was doing 90 to 180-day trips. One

trip I went 56 days without setting foot on land. I ended up having three weeks in St. Petersburg, Russia so that was fun. Then I started doing coastwise tugboats that was way better. Way more relaxed. I worked for Bouchard and Vane Brothers. I could lobster in the summertime then just get on a tugboat in the wintertime and do a couple trips. I have been in every ocean except the Antarctic.”

He has been around the Cape of Good Hope, but not Cape Horn. He did do the Columbia River, adding “They closed the port down and we were the last ship out. It was blowing 100 and we were in 60-foot seas and they were trying to get a pilot off on a tugboat. I just remember when the ship rolled, I was four stories up. I would look out the window and I could see the tugboat up there on the next wave. We were on a 700-foot ship so that was quite an experience.”

“We started having kids and it was just like, yeah, I have got to do something different. Time to come home at night,” Brain said. “It was a rough conversion to go from Merchant Marine steady pay to lobstering. Then I did the lobstering in the summer and the shipping in the wintertime. I needed to go full-time so I bought a Federal permit on that 31-foot boat and I fished offshore for 10 years in that. People thought I was crazy but I just didn’t know any better. It didn’t bother me, I was young. I had to go make money because I had kids. Now this is a lot more comfortable. I used to put a blanket around

me steaming in 31-foot Jim Beal just to keep warm.”

Barry bought the 31, named RAM-BUNCTIOUS, from a fisherman in Harpswell. He added, “Everybody knows that boat. That boat has been up and down the coast. That boat made me a lot of money. Part of the reason why I went with a 45 Young Brothers is the length to beam ratio is very similar. It is close to being the same length to beam ratio as that 31-foot Jim Beal and I took any kind of weather in that. The reason I went with the 36 from the 31 was the right whale rules. You had to fish 20s so far out and that boat currently was fishing 20s. I ordered this hull two years ago and I figured they are going to 25 or 40 trap trawls, which is what they were proposing.”

“The Calvin 36 was a good stable boat,” continued Barry, “but not as smooth. It didn’t slice through the waves as good as the Jim Beal or these do. A little more of a bull. I thought about a 44 Calvin, but it’s too wide. I don’t want to plow. I just want to slice out through.”

How did the name come about? Barry said, “I fish out of Quahog Bay. I had a skiff named QUAHOG and it sank last year. I have another skiff that my 11-year-old daughter hauls out of named MR. QUAHOG, so we have Mr. & Mrs. QUAHOG.”

Barry’s daughter is allowed 50 traps but is fishing just under 30. His son took over the Calvin 36, got a federal permit and he is

fishing 400 traps. Even Barry’s wife fishes five traps.

This is the first new boat Barry has ever had. She has a split-wheelhouse and is powered with a 750 John Deere with a 5kW generator. She is simply finished below with just a V-berth. “I wanted trap capacity and deck space. Plus, I wanted something that goes through the water easy. I don’t want to do 10 knots; I hate going slow.”

Barry was more than pleased with having the boat finished at Farrin’s Boat Shop. “They are the greatest, said Barry. “They had a relative when I was at MMA and he was a Farrin. I remember talking to him and him saying, ‘have you ever heard of Farrin’s Boat Shop?’ I’m like ‘no.’ I never paid attention to boat shops. I started paying attention and I saw some of the boat that came out of here and I was like wow. I trust everything that they did. They figured out everything for me. Just how I wanted it. It was like they were in my head the whole time. All the guys are just super talented. The little stuff like every little screw is dipped in 5200 before it goes into anything on this boat. I have a degree in Marine Engineering but I don’t even come close to the talent that these guys have putting stuff together. I just watched them do their thing. It’s unreal how well they put it together.”



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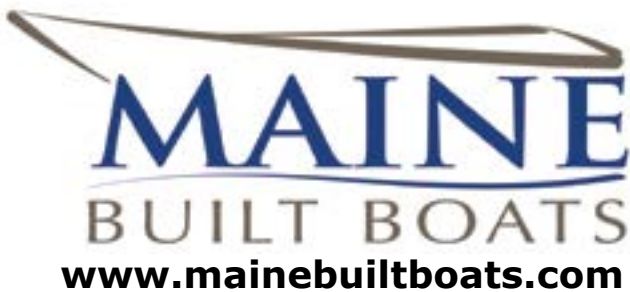
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Publisher
Editor-in-Chief

Jon B. Johansen
Rachel Elward

Advertising Deadlines: The deadline for the July issue is June 12.
The deadline for the August issue is July 10.

Publisher's Note

It is getting more and more interesting as we go into our 10th week in shut down. Fortunately, there are 12 counties in the State that are going to slowly open the second week of May. That will help so long as people do not do something stupid. My perception is that most people are doing exactly what they should and some are being way more cautious than maybe necessary. There is a small faction that do not care and it will only take one infected person to put us in shut down mode again. When in the southern part of the State in early May, it was obvious that there were way too many out-of-staters running around. We have tried for years to keep them out and here is our chance!

On the marine front most of the yards and builders kept going through the shut-down as they were deemed essential. Some did close their doors for a time, more as a precaution for their employees and wanted to err on the safer side. The bigger problem here is that a number of boat owners have called the yard they store at and told them not to uncover the boat. I am not sure how significant this will be, but in some cases it could be hard on the yard if too many opt not go boating this year.

When I was in Boothbay for the launch of LAST CALL from Samoset Boat Works, it was real quiet. There were a few fishermen working on gear and others moving gear in and out with their boat. When I looked over at Brown’s Wharf there was not a boat on the docks. There were two rumours floating around. One that they were not going to open this year and another that said they were opening the motel and the marina, but not the restaurant. I also heard that other hotels were thinking off doing the same. Fortunately, Dunton’s Dogs over by Bristol Marine’s Boothbay Harbor Shipyard, was

open, because it is one of the best places to eat in Boothbay.

There is no question that the financial devastation is going to be immense, but especially the businesses that cater to the tourists. Some have deep enough pockets or the where for all, to survive, but there is going to be a number that will not reopen again. I certainly understand their frustration over some of the regulations and their fight to open despite the State’s order to be closed. Those making the decisions about staying in were getting a paycheck and were not affected by their decisions. There seems to have been a better way to deal with the situation in some cases without impacting the business community unnecessarily the way they did. Now, since the State no longer has a rainy day fund, and is probably deep in debt, how are they going to weather this crises? One knows that the taxes they expected for the next few quarters will be way down, so the State’s financial outlook will be dismal at best.

This situation does not phase me too much as I am getting time to get some things done that under ordinary circumstances I would not. Of course, I am still working on the vessel database “Version 3.” I am still going through eliminating the doubles, but also adding in yachts from the early 1900s and all the U. S. warships.

Last fall I purchased a wooden peapod built by George “Pat” Patten in the mid-1970s. She is in pretty good shape and I thought a good sanding and a coat of paint and she would be ready. Well, while I was putting the coat of paint on I realized that I needed to have sanded her a lot more. Looks great from 50 feet away so I am thinking in the fall I will wood her, fill the dings and try to get that fiberglass look.

MCN's Calendar of Waterfront Events

On-going Exhibits		JUNE		26		Harpswell Lobster Boat Races		16		Portland Lobster Boat Races	
Capt. Paul Cuffe: His Work, Vision and Living Legacy		20		Boothbay Lobster Boat Races		Harpswell		Portland Yacht Services		Portland	
New Bedford Whaling Museum		Info: Ashlee Lowrey (207) 808-9230		Info: Amanda Peacock (207) 756-3104		Kristina York (207) 449-7571		Info: Katie Werner (207) 807-1832			
New Bedford, MA											
Info: (508) 997-0046											
After Ryder – Photographs by Nicholas Whitman		CHECK BEFORE GOING TO ANY EVENT AS IT MAY BE CANCELED OR POSTPONED TO ANOTHER DATE!		29		Castine Classic Yacht Symposium		SEPTEMBER		17-20 Newport International Boat Show	
New Bedford Whaling Museum				Maine Maritime Academy		Castine		Newport, RI			
New Bedford, MA											
Info: (508) 997-0046				30		Castine Classic Yacht Race		26-27 Maine Small Craft Celebration		Portland Yacht Service	
Thou’ Shall Knot: Clifford W. Ashley		20		Rockland Lobster Boat Races		Castine Yacht Club		Portland		Info: (207) 774 1067	
New Bedford Whaling Museum		Rockland Harbor @ Breakwater		Rockland		Castine					
New Bedford, MA		Info: Nick O’Hara (207) 542-4348		Info: Mike Mayo (207) 542-1879				OCTOBER		2-4 Maine Boat Show	
Info: (508) 997-0046		28		Bass Harbor Lobster Boat Races		AUGUST		8		Thompson’s Point	
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum		Bass Harbor		Info: Colyn Rich (207) 479-7288		Winter Harbor Lobster Boat Races		14-16		Portland	
New Bedford Whaling Museum		Info: (508) 997-0046		JULY		Town Dock		14-16		Annual Meeting & Awards	
New Bedford, MA		4		Moosabec Reach Lobster Boat Races		Winter Harbor		Mystic, CT		Banquet	
Info: (508) 997-0046		U. S. Coast Guard Station		Jonesport		Info: Chris Byers, (207) 963-7139		Info: www.thewoodenboatshow.com/		Robinson’s Wharf	
When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley		Info: Jay Mills (207) 598-6347		12		Long Island Lobster Boat Races		15		Southport Island	
Mystic Seaport		Stonington Lobster Boat Races		Town Dock		Ferry Dock		Long Island		Info: Jon Johansen (207) 223-8846	
Mystic, CT		Stonington		Info: Cory McDonald (207) 664-4525		Long Island		Info: Lisa Kimball (207) 332-3968			
Info: mysticseaport.org		Info: Genevieve McDonald (207) 266-5113		19		Merritt Brackett Lobster Boat Races		Amy Tierney (207) 317-1576			
Voyaging in the Wake of the Whalers		Friendship Lobster Boat Races		Town Dock		State Park Restaurant					
Mystic Seaport		Town Dock		Friendship		Pemaquid					
Mystic, CT		Info: Robin Reed (207) 975-9821				Info: Brent Fogg (207) 350-7163/563-6720					
Info: mysticseaport.org						Sheila McLain (207) 677-2100					
Death in the Ice: The Mystery of the Franklin Expedition											
Mystic Seaport											
Mystic, CT											
Info: mysticseaport.org											

COMMERCIAL FISHERMAN TOM BUTLER OF HARPSWELL

HARPSWELL – No matter where you go on the coast of Maine, I guarantee that you will find someone with an interesting story. Unfortunately, these stories disappear if they are not captured and that means bits of our maritime history has disappeared too.

Over the last several years I have been stopping at Erica’s Take Out in Harpswell where I met Tom Butler who operates the wharf, while his significant other Andrea and their daughter Erica operate the takeout business. I quickly realized that Tom was a wealth of information about the commercial fishing industry in Harpswell. It was also where I met Larry Ward, who wanted to, and did, revive the lobster boat races in town. Tom and Larry were always best of friends, but unfortunately, we lost Larry a little more than a year ago.

Tom has lived on Basin Point all his life. Tom added, “It has been in the family since about 1890. My great, great grandmother, who was from New York, bought this whole point. She was a passenger on the old steamboat that used to deliver the mail to Potts. She was going over to what used to be a movie theater, bowling alley, hotel, and restaurant. When she went by the point, she said she was going to buy it and she did and it has been in the family ever since. This was just a field. There were no trees, no anything. She bought a lot more but sold that off and kept it from here down. This was all farmland basically and they built a summer house on the point. It is cypress inside and it is like going back in time when you go in. I think there are six little bedrooms upstairs and a little wash basin area, two downstairs with a wash basin, a big fireplace and of course the wrap-around porch, farmer’s porch. You can feel the nostalgia of it...you are just waiting to see a ghost.

It was Tom’s grandparents, Malcolm and Jean, that came to the Point and stayed. Tom explained, “He tried lobstering but of course they wouldn’t let him. He built the wharf in ‘65, started building the restaurant in ‘65 or ‘66 and opened April of ‘67 because I was born in May of ‘67 and my crib used to be upstairs.”

This was known as the Dolphin Marina and Restaurant, and they did some boat repair and storage, sold and repaired outboards as well as fishing gear. Several years ago, the original marina and restaurant building were taken down and a new restaurant with new docks was built.

The family still owns the Point, but it has been broken up amongst different family members over the years.

Tom’s father is Thomas Cooper, and both are named for their well-known relative and Boston pilot Capt. Thomas Cooper. He was master of the pilot boat COLUMBIA and EBEN B. JORDAN. The 73-foot schooner EBEN B. JORDAN, named for the founder of Jordan Marsh, was built for Capt. Cooper by Ambrose A. Martin of East Boston in 1883. After serving in Boston she was sold to the New York Pilots and in a gale in 1892 she was struck by the steamer SAGINAW and lost of Barnegat, NJ. Capt. Cooper’s next boat COLUMBIA was also built by Ambrose A. Martin in 1894. Unfortunately, she would only last four years becoming one of the victims of the “Portland Gale” on 27 November 1898. They were 80 miles offshore and had placed pilot Capt. William Abbott on board the incoming steamer OHIO. She then headed for port and it is thought her sails were shredded by the gale’s wind and she tried to anchor. However, the force of the storm broke her chains and she driven ashore off Cedar Point, Scituate claiming all five men on board. Fortunately, Capt. Cooper was not on board for this voyage. The hull laid onshore and was used as a tearoom, summer residence and later a museum for over 30 years.

Tom’s father did some groundfishing with the fishermen over in Cundy’s Harbor, which is where he grew up. Tom added, “He mostly did outboard work. Then he got into the well pump business. He built some houses, sold some houses because he had property.

When Tom was a young boy, he said that there was not much fishing going on. He added, “Back in the late ‘60s, they used to do some herring seining out here. My grandfather was a friend of a guy named Ed Shea and he did the seining. When my mother was 17, she used to swim out to the seine net and look at the fish in the net. My grandfather, did a little fishing with him.”

Tom’s grandfather had seven boats built Downeast somewhere and he would rent them. Tom said, “Dr. Kauffman used to have a little cottage on Haskell’s so he would rent one from my Grandfather every year. Well, after like five years or something he came to rent it and my Grandfather says, “I can’t rent it to you.” He says, “What do you mean you have been renting it to me for like four

or five years.” He said, “I know. I feel like you’ve rented it long enough that you own it.” So, he gave him the boat. He died a few years ago and a friend was over painting a house and they saw the boat in the garage. They wanted it out of there, so my friend took it and he gave it to me. It is sitting in my shop up at the other place. She is 18-feet and it’s got the old cable steering and an old outboard. It’s all bronze on the rails. It’s a really cool little boat and it’s in really good shape still to this day.”

Tom was the only one in the family that pursued a life as a commercial fisherman. He explained, “Basically, there was a tight group of us kids. There weren’t a lot of kids around: Larry Ward and Chipper Johnson, were my best friends growing up down here. Plus, you were always hanging out down at the wharf and of course all the fishermen would stop in for breakfast or lunch and just ended up going on a boat here and there. We always did fish on summer vacations from school. I had my first license when I was 5 and I was always hanging around Larry’s father’s (Lewis Ward) shore. Oh boy, we could tell you some stories there. Copper paint fights, with paint brushes. We had more on us than the bottom of the old man’s boat. We started on the old BUCCANEER, and I believe that was built on Chebeague back in the ‘50s. He started up at Morris Moody’s wharf, which is now Interstate Lobster.”

During high school Tom lobstered with Charlie Howard one summer and Buddy Moddy once. He added, “My senior year I probably walked into the school every day for about two weeks and finally said, ‘I am done. I ain’t going to school.’ I wanted to be on the boat so that is when I started with Andy Johnson in the fall of ‘84 and fished with him till ‘86.”



At the time Andy was fishing in the REBECCA JEAN, Jarvis Newman 36. Just after Tom left, he sold that boat and bought the 40-foot Young Brothers MISS REBECCA. After that he had a big Dixon, which was named GAMBLER. This was followed by the Holland 40 WHISTLIN’ DIXIE in 2006.

During the winter Tom did some dragging. He said, “A friend of mine worked for Aldie Leaman. Not old man Aldie, but his son, Aldie, Jr. He had the 48-foot BETHANY JEAN in Portland and I just did some groundfishing in the wintertime with Marty here and there.”

He also has done some swordfishing. His very first time he went out was with Levi Gillum. Then Chip Johnson talked him into going to the Grand Banks with his father

Continued on Page 20.



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Passed Over the Bar



Norman Jolliffe Jr.
17 March, 1932 – 23 March 2020
ORONO - Norman Jolliffe Jr., 88, passed away peacefully on March 23, 2020, after a long struggle with Alzheimer’s disease. Norman was born on March 17, 1932, in Manhattan, the son of Dr. Norman Jolliffe and Edna Suddaby Jolliffe. Many of his formative years were spent with his cousins in Knob Fork, West Virginia, where he developed his love of nature and the great outdoors and where he learned to eat his lunch in ears of corn.

He eventually returned to the Big City, graduating in 1956 from Columbia University with a degree in English and then began his working life as an English and History high school teacher in Brooklyn.

He met the love of his life in 1964, Anita

Elisabeth, a Swedish flight attendant for Pan American airlines, and wooed her with the promise of lending her his vacuum cleaner. His strategy proved effective (doubly effective, as we can’t recall his ever using a vacuum after that), and they spent 55 happy years together.

Four of these happy years were spent in Stockholm, Sweden, and the rest were spent in his beloved state of Maine, where he expanded his love of nature to dabble in farming, hunting, and gardening. He was proud and happy to share his love of Maine as a Maine Registered Guide for many years through his guiding service, Seven Arrows. He was also an avid tennis player, intriguing his neighbors in Jackson by building a clay tennis court in 1969 and holding informal tournaments with an endless supply of Lipton’s Iced Tea. His curiosity also turned to cycling, which became his focus for many years and culminated in a cycling journey from California to Maine with his son in 1986. But the activity that brought him the most joy was writing, and he authored two books on the subject of hunting.

He is survived by, in addition to his wife Anita, his two daughters from a previous marriage, Sarah Keyishian and Elizabeth Wilks and her husband David, his daughters Louise Jolliffe and son-in-law Freeman Saunders, and Caroline Jolliffe and son-in-law Prinya Pinyochon, his son Peter Jolliffe, and his grandchildren Noah, Gabriella, Sophie, Tate, Elsa, Emily, Oliver, Eli, Annika and Ava.

Because of the current pandemic, a celebration of life will be scheduled for a later date.

In lieu of flowers, gifts in his memory may be made to Penobscot Marine Museum,

in Searsport, Maine, which was a particular favorite place for Norman.

Capt. Vernon S. Lunt
20 November 1930 – 1 April 2020
Retired U.S. Navy Capt. Vernon S. Lunt passed away at Backus Hospital in Norwich, Conn., April 1, 2020. He was born in Bar Harbor on Nov. 20, 1930, the son of the late Vernon Somes Lunt and Beatrice Rucker Lunt. He was also predeceased by his brother, Neil R. Lunt. He is survived by his wife, Elaine Levering Lunt, and his seven children: Elizabeth A. Lunt, Vernon S. Lunt (Betsy), Melissa L. Carbonella (Steve), Cynthia J. Burzynski (Mark), Timothy W. Lunt (Laurie Lewis), William S. Lunt (Sachiko) and Kimberly H. Dugas (Michael). He is also survived by three nieces, and many grandchildren and great-grandchildren.

After attending Bar Harbor High School and Maine Maritime Academy, he commenced a seagoing career serving in six surface ships and six submarines, serving as navigator, engineer, weapons systems officer, executive officer and commanding officer. His final sea assignment was as chief of staff for Plans and Operations Submarine Force Eastern Atlantic, headquartered at Portsmouth, England.

By far, his most enjoyable and memorable sea assignment was having command of the submarine USS BECUNA (SS/AGSS-319). One special deployment included a visit to his home town of Bar Harbor, where BECUNA was asked to start the Fourth of July festivities by shooting a submarine flare high into the sky.

After serving 26 years in the Navy, Capt. Lunt and his family moved to Mount Desert Island, where they established their homes in Southwest Harbor and Bar Harbor. During this time, he studied at Husson College, earning his MBA, prior to co-owning and operating Gilley-Lunt Marine at The Boat-house in Manset.

He was a 32-degree Mason and Past Master of the Mount Desert Masonic Lodge 140, and a Royal Arch Mason, Washington Chapter Number 10, in Machias. He was also a member of the Scottish Rite Body Anah Temple in Bangor.

He was a member of the Retired Officers Association, Navy League, Naval Institute, National Geographic Society and the Navy Submarine League.

Vernon enjoyed spending time outdoors, walking the trails of Acadia National Park, as well as gardening, sailing, playing golf and tennis. He especially enjoyed spending time with his family at their cottage on his beloved Clark’s Cove and Western Way in Town Hill, Bar Harbor, where he fished, dug for clams, bird-watched and enjoyed the serenity and beauty of the Maine coastline.

Vernon was an avid reader; therefore, in lieu of flowers, donations to the Jesup Memorial Library, Bar Harbor, would be greatly appreciated.

His funeral arrangements will be announced at a later date, with burial anticipated at Arlington National Cemetery.

Walter Rich
11 July 1943 - 21 April 2020
BERNARD: Walter C. Rich, 76, died peacefully April 21, 2020. He was born July 11, 1943, in Ellsworth, the son of Robert F. Rich and Mildred H. (Walls) Rich-Dodge. Walter is survived by his loving wife of 55 years, Lynne Rich; brother Robert C. “Chummy” Rich and Karen Girard of Bernard; uncle Gerald Walls and wife, JoAnn, of Bass Harbor; two sons, Tim Rich and wife, Sherrie, of Georgetown and Wayne



Rich and wife, Jacqueline, of Bass Harbor; four grandchildren, Alexis, Colyn, Jake and Molly; three nephews and seven cousins. He was predeceased by his parents and sister, Karen Eaton.

He graduated from Pemetic High School in 1961 and spent eight years in the Air Force. He worked at Bass Harbor Boat with his family until 1981, then went scalloping in the winter months and enjoyed carpentry in the summer. Later he went lobstering in the summer and spent the winter in Florida, playing pool and racquetball. He loved watching his children and grandchildren play sports. He also enjoyed spending time with family at the lobster boat races.

Walter also loved racing his lobster boat FROSTY PUNKIN’ [General Marine 25; 350 Chevrolet], which came racing at the Moosabec Reach races in 2007 where he took first in Gasoline Class B. He would continue to race at many of the venues up and down the coast for seven years. During that time he won the year end title for Gasoline Class B in 2007, 2009 and 2012 and placing second in 2008, 2010, and 2011. After 2013 he only raced at Bass Harbor taking three seconds in 2014, 2015 and 2016 losing only to his son Wayne in WIDE OPEN [26’ Robert Rich; 350 Chevrolet].

No memorial service is planned at this time.



George H. Davis
19 November 1957 to 22 April 2020
George H. Davis IV, 62 of Belfast, Maine, passed away peacefully at Waldo County Hospital on April 22, 2020 after a heroic battle with lung cancer. George was born on November 19, 1957 in Hartford, CT, the son of George Herbert Davis and the late Barbara Hill Davis. He attended Granby Memorial High School and continued on to graduate from a technical school in Simbury where he excelled in carpentry. He worked in the Farmington River Valley area, honing his skills as a finish carpenter and cabinet maker. In 1997 he moved to Maine and soon became a renowned shipbuilder. He shared his talent with the shipyards of Maine, including Lyman Morse in Thomaston, Finestkind Boat Yard in Harpswell and most recently Front Street Shipyard in Belfast.

His integrity, work ethic and compas-

Continued on Page 8.

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Jamie Houtz - 30 Years at The Landing School

KENNEBUNKPORT – I am not sure what the average duration of time is for someone to work at a specific place. This is not the owner, but an employee. I am inclined to think that it is probably around 20 to 25 years, so for someone to pass the 30-year mark is quite an accomplishment. This accomplishment is probably derived from a love of what they do and a commitment to what they turn out.

Back in February we gathered at The Landing School in Kennebunkport to honor Jamie Houtz for his 30-year tenure at the school. During those 30 years the School has gone through some amazing changes, the original building is gone and instructors and staff have come and gone. Jamie fondly remembered the original building known as the barn, because that was what it was. He said, “The barn, which was the dairy barn initially that John (Burgess) and Cricket (Clark) had purchased from Charlie Bassett. There was still hay up in the loft in different places. We used to laugh all the time as to why it didn’t burn down. There was also a trailer that the yacht design was in and then there was an add-on to that for an administrative office. The barn had the shop which had an L on it which was another shop. The thickness planer was outside in its own garage because it made so much noise. There were a couple lumber sheds. The barn also had two offices in the front of the building and two more offices, which is where Cy Hamlin’s office was.”

Jamie arrived in 1990 and began learning to be a boat builder/instructor. He had never formally gone to any school for boat-building, but certainly had the experience. He explained, “I grew up in West ‘By God’ Virginia with the coal fields. My Dad’s side of the family were coal miner and coal mining engineers and my mother’s side were coal miners, electricians, diggers and equipment operators. My mom decided that her boys

were not going to be coal miners. When I was 13 and my brother was 10 we moved to the suburbs of Pittsburgh. I went to high school in Pittsburgh, graduated in 1970 and was ready to go as far away from my family as I could possibly get. I had two places I wanted to go to school at, either Washington State or Florida. My mom had an old family friend from West Virginia that lived in Melbourne and she said we are going to go down there and look at a school. We landed in Melbourne and I walked out of the plane down the stairway and onto the tarmac smelled Florida and was like I don’t need to go to Washington. I applied and was accepted to FIT (Florida Institute of Technology) in Melbourne. When I went back in September they had moved that branch of the school to Cocoa Beach. It was just across the street from the Cocoa Beach Pier and the ocean so it was a little distracting trying to go to classes to say the least.

“It was my first exposure to boats,” said Jamie. “It was a very practical education. You definitely had classroom and you had to do your identifications of species, do all the science, you had to know the calculus, the statistics, but you also spent a lot of time doing testing on boats. We would go out of Cape Canaveral where the Navy was and it was just like being in Heaven. I learned how to go surfing. I already knew how to go scuba diving, but I got re-certified. I did underwater welding. It was just too much fun. I was there a year and a half and the family, certain things got worse, and they ended up back in West Virginia. I went back to West Virginia for about six months. Then I came back to FIT and it had moved again, this time it was in Jensen Beach, Florida. I continued going to school to finish up. I wasn’t looking for any special thing, I just wanted to do all this cool stuff that I was learning.

I was looking for a part-time job so I went

to some restaurants to asked them and I just happened to see, of all things, a boat yard, Lydia Yachts in Stuart and the guy gave me a job,” continued Jamie. “He said if you come back with these tools, he gave me a little list of about 10 tools, I will give you a job. I came back a couple days later with a box of things. I really wasn’t sure what they were exactly. He said, ‘Great, just cut your hair and we will be all set.’ That wasn’t part of the bargain, so I walked out. Before I got back to the car, he stuck his head back out of a window and said, ‘I was just kidding, I just wanted to see what you would do.’ Needless to say he understood more than I did at the time because this was a part-time job. It didn’t take long for me to start cutting my hair when the glue got in it.”

Lydia Yachts owned by Stearns, who does the lifejackets. At the time Lydia Yachts was building cold-moulded 46, 52s, and 65 head boats.

Jamie’s first job was cleaning and his second was grinding. He would take an 8-inch grinder with a 15 grit pad and remove the excess glue that the planking crew left. He was still in school at the time and since Jacques Cousteau was not hiring he went



back to Lydia Yachts for another year and a half. He then went work for a number of other builders, such as Whitaker and Rybovich, mostly working on wooden boats. He then got a job to redo the interior of the Herreshoff New York 40 NAUTILUS, which took about a year and half to complete. He then

Continued on Page 20.

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U. S. COAST GUARD NEWS



Coast Guard searches for missing boat-
er after recovering others

2 May
NEW YORK — The Coast Guard, along with good Samaritans, recovered three people from the water and are searching for a fourth south of Point Lookout on Long Island starting Saturday morning.

At 10:08 a.m., Coast Guard Sector Long Island Sound command center watch standers received a call from the good Samaritan vessel BRETT ALLIE 5 that they had come upon a motor vessel that had capsized with four people in the water.

Within minutes of receiving the call, Coast Guard Station Jones Beach launched two response boats. They located and recovered one person in the water who was transferred to Long Beach Medical Center. The BRETT ALLIE 5 also recovered two people that were clinging to the vessel’s hull and wearing lifejackets. They were transferred to South Nassau Medical Center. The Coast Guard and partner agencies are searching for the fourth person.

An MH-65 helicopter from Coast Guard Air Station Atlantic City was also launched to assist with the search of the missing person.

“The readiness and quick response of our watch standers, boat crews, and good Samaritans led to the swift rescue of the people in the water,” said Cmdr. Valerie Boyd, a search and rescue mission coordi-

nator with Sector Long Island Sound. “This is a reminder that anything can happen on the water and that preparation and wearing your lifejacket is critical to survivability and quick detection.”

Involved in the search are: Coast Guard Sector Long Island Sound; Coast Guard Air Station Atlantic City; Coast Guard Air Station Cape Cod; Coast Guard Cutter Shrike; Coast Guard Station Jones Beach; Nassau County Police Helicopter; New York Police Department Helicopter; Oyster Bay Marine Rescue; Hempstead Bay Marine Rescue; Freeport Marine Rescue; Atlantic Beach Marine Rescue; and Lawrence Cedarhurst Marine Rescue.

Coast Guard suspends search for missing kayaker in Raritan Bay, N.Y.

3 May
NEW YORK — The Coast Guard suspended its search Sunday morning for a missing kayaker in Raritan Bay, New York.

At 3:12 p.m. on Saturday, Coast Guard Sector New York command center watch standers received a call from citywide 911 that three kayaks, each with one person on board, had all overturned in Raritan Bay. A nearby good Samaritan had picked up two of the kayakers from the water, but the third was still unaccounted for. None of them were wearing life jackets.

Within minutes of receiving the call, Coast Guard Station Sandy Hook launched a response boat that arrived on scene and began searching with partner agencies for the third kayaker. Shortly after, an MH-65 helicopter from Coast Guard Air Station Atlantic City joined the search. They were later joined by the Coast Guard Cutter Shrike, who searched through the night. An Air Station Cape Cod MH-60 helicopter conducted the final first-light search.

“Suspending a search is never an easy decision to make,” said Capt. Jason Tama, commander of Coast Guard Sector New York. “We offer our deepest condolences to the families and friends who have been impacted by this tragic incident.”

The Coast Guard utilized three boat crews and three helicopter crews in addition to multiple NYPD and FDNY assets in the search.

Involved in the search were: Coast Guard Sector New York; Coast Guard Air Station Atlantic City; Coast Guard Air Station Cape Cod; Coast Guard Cutter Shrike; Coast Guard Station Sandy Hook; New York Police Department Aviation; New York Police Department Harbor Rescue; New York Police Department Dive Teams; New York Fire Department Marine Rescue.

The Coast Guard search is suspended pending the development of new information.

Coast Guard cites sailboat owner for violating navigation rules near Stockton

7 May
SAN FRANCISCO — The Coast Guard cited the operator of a 25-foot sailboat in the San Francisco Bay Area Thursday for negligent operations.

The sailboat crossed in front of the bow of a 550-foot tank ship on April 18 while transiting a narrow channel in the vicinity of Stockton and was cited and fined for violating 33 Code of Federal Regulations (CFR) 83.09, commonly referred to as Rule 9.

The top of the mast was the only visible portion of the sailboat when the tank ship was required to take action to avoid collision.

“Large commercial vessels have a blind spot that often extends hundreds of



The arrow shows the top of the sailboat.

feet in front of their bow,” said Lt. Anna Funk, a Coast Guard Sector San Francisco Investigating Officer. “These ships are far less maneuverable than small recreational boats and can take up to a mile and a half to stop, which means they have to take evasive action well in advance if the intentions of nearby vessels are unclear.”

Owners and operators can face maximum civil penalties of \$14,910 per incident for violating navigation rules.

Marine Safety and Security Informa-

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sion touched and inspired many. George was a quiet, kind and private man. He loved nature, being on or near the water, trips on his bike, cats, coyotes and ravens. He was a voracious reader, an adventurer and had an unquenchable curiosity for all people and living things. He was a 13th generation “Davis” and many of the admirable traits of our early New England ancestors were apparent in George. He is survived by his father of Granby, CT and two sisters, Deborah Davis Shaw also of Granby, CT and Susan Elizabeth Davis of Alameda, CA. He leaves behind a loving nephew, Harrison Brand and niece, Phoebe Brand. He also leaves many friends who will miss him dearly and his best fur buddy, Monkey. His family will be forever grateful to the healthcare workers at Waldo County Hospital who worked tirelessly to keep him comfortable and at peace. We would especially like to express heartfelt thanks to George’s best friends, Steve Clark and Sheri Parenteau, who were his lights in the channel; guiding him before, during and after his illness. Special thanks also to the owner of Front Street Shipyard, JB Turner, for his generosity.

Due to the current coronavirus concern, a celebration of George’s life will be held in Maine at a later date. In lieu of flowers, please consider making a donation to a local food bank or pet rescue organization during this time of crisis. George - we will love you forever.

J. B. Turner, President of Front Street Shipyard, added: I have taken a few days to let me sift through all the various thoughts, memories and George stories. I had the privilege of working with George for almost

Passed Over the Bar

20 years. George was such a rare person. He could do anything, build anything. He was capable of working on several project simultaneously, and magically they would all come together, seemingly effortlessly, at a speed which everyone would be in awe of. He had the vision to see the end of the project instantly and the road to get there in his mind was clear and short.

When we started FSS he was aboard the new adventure at the very start, building the docks, building work sheds and doing whatever small customer projects we had at the time. He was totally committed, right out of the gate to see the new yard succeed and willing to do whatever it took to make that happen.

He had the rare understanding of when to build something rough and ready or with the detail of a fine piece of joinery. This didn’t have to be relayed, he always knew from the outset.

New sailing technology, monkeys, ravens, cats, travel, motorcycles were among his favorite things.

There are so many George stories but one that I have often told over the years was when we were going to a boat show on a Monday morning. Friday afternoon George came in and asked if we wanted something to display in our booth. He suggested a steering wheel. I said “Thanks George, but we have to go first thing Monday and we won’t have time to properly finish it” He left. Monday morning I came in to see a mahogany steering wheel – with turned spokes, mahogany rimmed with a maple inlay. The wheel had two coats of varnish on it and was sitting in a stand!! How??

That was George and so much more...
Goodbye my friend, I will never forget

you and I know I may never meet another human like you.



**Malcolm “Laddie” B. Whidden, Jr.
5 October 1931-24 April 2020**

Malcolm B. “Laddie” Whidden, Jr., passed away at home on April 24, 2020 with his family by his side. He was born Oct. 5, 1931 to Malcolm and Evelyn (Dunning) Whidden in Cundy’s Harbor. He went to school in Harpswell and graduated from Brunswick High School in 1949. As a young man, he worked in the logging, lobstering, and boatbuilding industries. In 1951, he joined the Navy and served as Machinist Mate 1C on the aircraft carrier USS WRIGHT during the Korean War. He returned home to finish building his own lobster boat. On March 9, 1957, he married Karlotta (Kay) Newberg. He remained a self-employed boat builder, house and wharf builder, and fisherman. In 1963, he was drafted by fellow residents and voted in to become a selectman for the town of Harpswell, serving in that position for 26 years. During his tenure as a selectman, he worked diligently to connect the two sides of

Harpswell with the completion of the Ewing Narrows Bridge. He designed and built his own marine railway, repairing and servicing fishing boats to yachts. He also designed and built the first can baler for Harpswell’s new recycling center, as well as holding patents for an inflatable oil boom rapid deployment system. His last business endeavor was Whidden Lobster, a lobster buying business owned with his son. Malcolm was elected to the American Society of Naval Engineers, was a member of the American Legion Post 171, Pine Tree Chapter Antique Truck Historical Society, Elijah Kellogg Church and was an American Red Cross blood and platelet donor. The American Legion, John Leo Murray Jr. Post 171, recognized him with the “Outstanding Citizen Award” for steadfast service, dedication, and patriotism to the town and citizens of Harpswell in 2012. In 2016, he received a Live Well Farm community service award for “selfless service to the community from a grateful Harpswell”. Last year, the Harpswell Memorial Day parade was dedicated to him. Malcolm is survived by his wife of 63 years, Karlotta; his children, Clayton Whidden, Rhonda Turner and husband Hilton, John Tozer and wife Laura, Wesley Parrott; grandchildren Amanda Drehobl, Evan Whidden, Ethan and Andrew Turner, Sarah, Caroline, and Matthew Tozer; great-grandchildren, Chase Drehobl, Jackson and Ryan Turner; sister Hope Tanguay; and special nieces, nephews, and friends. Laddie was predeceased by his parents, Malcolm and Evelyn Whidden; sister Patty Whidden, and brother George Whidden. Arrangements are in the care of the Brackett Funeral Home, Brunswick. A celebration of life will be announced at a later date.

U. S. NAVY NEWS

USS Vermont Becomes Latest Virginia-Class Fast-Attack Submarine in Service

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The U.S. Navy commissioned USS Vermont (SSN 792), the 19th Virginia-class attack submarine, April 18.

Although the traditional public commissioning ceremony was canceled due to public health restrictions on large public gatherings, the Navy commissioned USS Vermont administratively and transitioned the boat to normal operations. Meanwhile, the Navy is looking at a future opportunity to commemorate the special event with the ship's sponsor, crew and commissioning committee.

"This Virginia-class fast-attack submarine will continue the proud naval legacy of the state of Vermont and the ships that have borne her name," said Acting Secretary of the Navy James E. McPherson. "I am confident the crew of this cutting edge platform will carry on this tradition and confront the challenges of today's complex world with the professionalism and dedication our nation depends on from warriors of the silent service."

Vice Adm. Daryl Caudle, commander, Submarine Forces, said Vermont's entry to service marks a new phase of American undersea warfare dominance for a global Submarine Force that is ready to deter, defend and defeat threats to our nation, allies, and rules-based international order.

"To her crew, congratulations on completing the arduous readiness training to enter sea trials and prepare this ship for battle. I am proud to serve with each of you! Stand ready to defend our nation wherever we are threatened – honoring your motto – FREEDOM AND UNITY.

USS Vermont's sponsor, Gloria Valdez, former Deputy Assistant Secretary of the

Navy (Ships), offered her gratitude to everyone who played a role in delivering USS Vermont to service. She said she is proud to represent the crew and the first Block IV Virginia-class submarine to enter service.

"I am very proud of the Sailors and families of USS Vermont, who worked so hard to bring her to life, and also feel extremely grateful to everyone who played a role preparing her to defend our nation for generations to come," Valdez said. "I look forward to commemorating this special occasion together with the crew in the future."

Vermont's commanding officer, Cmdr. Charles W. Phillips III, highlighted Vermont's accomplishments over the past several weeks getting through initial sea trials. The hard work and dedication of the entire team the past few years was evident in the successful execution of at-sea testing, he said.

Phillips added he is especially thankful to the crew and their families, ship sponsor Valdez, and the USS Vermont Commissioning Committee, led by Debra Martin, for all their hard work and support of the crew.

"We recognize just how important the submarine force is during this era of Great Power Competition," Phillips said. "As part of the nation's maritime asymmetric advantage over our competitors, we are ready to perform whatever duty is most needed."

"The crew is hungry to hone our skills at-sea and become an effective fighting unit, and we will work tirelessly to justify the nation's confidence in us," he added. "Today marks the culmination of six years of dedicated work by the men and women who constructed the nation's newest and most capable warship. We are all honored to be part of this historic moment."

"We are also grateful for the families who have supported our Sailors through the long process of bringing this warship to life and dedicated their time with patriotism and selfless devotion," Phillips said.

USS Vermont is the third U.S. Navy vessel to bear the name of the Green Mountain State. The first Vermont was one of nine 74-gun warships authorized by Congress in 1816. The second Vermont, Battleship No. 20, was commissioned in 1907 and first deployed in December that year as part of the "Great White Fleet." She was decommissioned June 30, 1920.

Vermont is a flexible, multi-mission platform designed to carry out the seven core competencies of the submarine force: anti-submarine warfare; anti-surface warfare; delivery of special operations forces; strike warfare; irregular warfare; intelligence, surveillance and reconnaissance; and mine warfare.

The submarine is 377 feet long, has a 34-foot beam, and will be able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots submerged. The boat's construction began in May 2014, and it will provide the Navy the capabilities required to maintain the nation's undersea superiority well into the 21st century.

Vermont is the first of 10 Virginia-class Block IV submarines. Block IV submarines incorporate design changes to reduce total ownership cost, as well as allow the Navy to increase the time between maintenance stops and the number of deployments.

USS Gerald R. Ford Finds Center of Gravity With Rare Inclining Test

By Lt. j.g. Nick Spaleny, USS Gerald R. Ford (CVN 78) Public Affairs
NORFOLK (NNS) -- USS Gerald R. Ford (CVN 78) pulled away from the pier for three hours into the Elizabeth River to conduct a rare weighted inclining experiment, April 16.

The purpose of the inclining experiment is to calculate the ship's weight and center

of gravity. Information from the test is also used to determine the ship's stability in a variety of design loading conditions.

"This testing of the ship's weight will become the baseline for which it is measured for her life of service," said A.J. Bierbauer, the deputy chief engineer for Newport News Shipbuilding. "As the ship gets older, there will be alterations made to her, and as is the case with many ships, they tend to get heavier through the years. This test will help establish the baseline weight for the life of the ship."

While many smaller naval ships such as cruisers and destroyers incur frequent inclining tests throughout their lifespan, Bierbauer said that carriers typically only see a total of three inclining experiments in their lifetime, although other types of stability tests can be done when necessary.

"On an aircraft carrier, you'll generally get the initial incline test during the new construction phase," said Bierbauer. "The next inclining will be after the ship's Refueling and Complex Overhaul phase, and then the last inclining the ship will get is when she's inactivated, to determine that once the ship is decommissioned, it has adequate stability to be towed to wherever the dismantling process will take place."

In preparation for the inclining experiment, contractors from Huntington Ingalls Industries Newport News Shipbuilding Division (HII NNS) and Naval Sea Systems Command (NAVSEA) conducted a load survey over several weeks by identifying weight loads and checking tank levels in every space on the ship, to include storerooms, weapons magazines, list control tanks, and even jet propellant 5 (JP-5) tanks.

According to the ship's Damage Control Assistant, Lt. Cmdr. Gregory

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Where Do We Go From Here?

By Sheila Dassatt
Where do we go from here? Well, that’s a good question. With all that has been going on for the past few months, I’d have to use a familiar motto, “one day at a time.” When I look at the big picture, I get overwhelmed and not so sure which task to tackle first. So with that motto, I write a list and check things off as I go, one task at a time. I am the first to say that all of this Quarantine has been such a major change, that it is almost futuristic. With this being said, there have been some major changes in how we do things, like just needing one thing at the store, like a prescription, so you can’t go to a different store, and having to wait in line behind ten people. This is surely abiding by the rules, which I respect, but we are all starting to become very frustrated and impatient.

We have made this such an instant result world, that this is like flipping a coin and looking at the other side, completely. Perhaps we are being tested, are we going to be kind and understanding or lose our cool because we are in a hurry? To me, this can be a true test!

Now getting back to the fishing industry, there have been some changes as well. We have been asked by the State of Maine leaders in the industry to try to carry on our business as usual, but with precautions. During this Quarantine, most fishermen have been either working on their boats, gear or rope markings. So this hasn’t changed too drastically, yet. We need to proceed with an “air of caution” that we take it a step at a time and work together. Some are setting gear as usual, which is a traditional time of the year to start doing this. We need to start thinking about taking care of our financial obligations for this season.

In some ways, it does my heart good to see the general public wanting to purchase their lobster from the fishermen that are peddling their own product. This definitely

goes back to the way it was done years ago. I remember our local fish peddler coming to our house with a truck full of seafood on ice. Some of you may remember Ivan Arey, in Stonington, who was our fish peddler at the time. My Dad and his brother, Howard used to fill a wheel barrel full of fish and weren’t supposed to come home until the wheel barrel was empty and each fish was sold. Then they could go play, maybe!

So, we know that this is not a large scale operation for most of us, but it is a good start toward working with the fishermen and the public. At this time, there isn’t much happening in the market world, so we are all doing the best that we can. I have already received calls from folks that want to buy lobsters from us. I tell them that we are not in the water yet and give them the name of a fellow fisherman that is fishing to help them both out.

We have been fortunate to be receiving \$200 million from the CARE Act for the Maine Fishing Industry. This is a good start toward helping our industry’s survival. There is also Unemployment for Self Employed folks, such as fishermen and sternmen. It is best if you check on the rules for this on the DMR or Dept. of Labor websites for further information. There are guidelines to go by, and it will all be accountable in your record keeping. This is all “food for thought.”

So, again, where do we go from here? Well, again, we have been through tough times before and we will survive it again. We will all look out for each other and reach out and help if we need to. Life will go on.....and I know we have had to make major decisions in our lives before. When I think back, I’m old enough now to say, “Many times!”

Some may want to “jump ship” and work for a better offer. This happened in my brother’s and my childhood. This goes back

to the late fifties, when there was a shortage of lobsters due to being able to keep dragged by-catch. This is when the law was changed to not allowing keeping dragged by-catch. But the damage had already been done, so my Dad came to Belfast to work on the tugboats and my cousin, Ed Holland (my nephew’s namesake) and Donnie Hutchinson came along with him. Eventually, Dad and Mom brought me and Glenn to Belfast to live. Ed married the tugboat secretary and had a family here, as well as Donnie getting married here and having a family in Belfast.

I know this is just a piece of trivia, but this is an example of how it can go. Each of them always wishing that they were still fishing or missing the island. A lot of folks migrated to Belfast from Jonesport, also. They came and worked in the poultry plants or shoe factories. How do you say it...“my worst day on the water is better than my best day on land.”

We all have a lot of change to deal with and a lot of decisions to make. Just don’t make hasty decisions and think it through. Take care and stay healthy.

Maine DMR News



Maine Eel Aquaculture Opportunity Overview: The Atlantic States Marine Fisheries Commission (ASMFC), under Addendum IV to the Interstate Fisheries Management Plan for American Eel, allows states to submit an aquaculture plan to request up to 200 pounds of glass eels annually from within their waters for domestic aquaculture facilities if certain criteria are met. The Maine Department of Marine Resources (DMR) would like to support a Maine based aquaculture business or businesses that may be interested in utilizing this quota. DMR is seeking qualified applicants to work with the State to both acquire and utilize this quota should it be approved by ASMFC. The following describes the process for which a qualified business or businesses may be selected for this opportunity and the expectations for selected applicant(s) and the Department in advancing a plan.

Proposal Submittal: Proposals must be received no later than 4:00 p.m. local time, on May 8th. Proposals received after 4pm on this date will be rejected. Proposals should be delivered to Amy Sinclair, Maine Department of Marine Resources by hand (Marquardt Building, 32 Blossom Lane, Augusta) or mail (21 State House Station, Augusta ME 04333-0021) OR sent electronically to Amy.Sinclair@maine.gov.

Proposal Descriptions: Proposals should include the following information: Name and Address of Business; Contact person, phone number and email address; Documentation of any prior approval of any applicable permits for housing, handling, and selling eels; Description of the facility, including the location in Maine, capacity of the facility in which the glass eels will be held, and a description of the husbandry methods that will be used (*Only facilities that are proposed to be or are currently located in the State of Maine are eligible for this opportunity*); A short description of the markets the eels will be distributed to; A resume of the applicant demonstrating academic qualifications and/or other experience in the aquaculture of freshwater fish; Pounds of glass eels requested; Availability to assist DMR in developing Maine’s Aquaculture

Plan for American eel required for submittal to ASMFC by June 1st.

Proposals should be brief but there is no page limit. Please feel free to provide attachments including business plans, resumes, or other pertinent information.

Applicant Selection: An applicant or applicants will be selected to participate in this process based on an expert review panel of DMR employees. Criteria to be considered by reviewers include demonstrated aquaculture qualifications, business maturity and facility readiness, permits and regulatory compliance expectations, and ability to assist DMR in finalizing a proposal to ASMFC. Since there is no direct financial arrangement or contract between DMR and the applicant, costs will not be considered.

Expectations: The expectation is that the State of Maine and the selected applicant(s) would develop Maines Aquaculture Plan for American eel, to be submitted for review by the ASMFC American Eel Technical Committee (TC), the ASMFC Law Enforcement Committee, and the ASMFC Eel Management Board. Aquaculture Plans, submitted by the Department and qualified applicants, must be submitted by June 1 of the preceding fishing year and approval will be determined by the Board by September 1. If approval is granted, the aquaculture business or businesses would be granted quota for approved fisheries under the terms and conditions of ASMFC and the Department, as early as March 2021. The method of allocation and arrangement will be determined upon approval of the quota. The applicant will not be the harvester unless already approved to be so. Approval of a request for this quota does not guarantee approval of a request in future years. While DMR intends on submitting a plan, DMR has no obligations to do so under this arrangement. It is important to note that this will be an annual process and while a single entity may be granted a full allocation in year one, in subsequent years other applications may be accepted. In this situation, the total allocation, if approved by ASMFC, would

Continued on Page 27.

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Commercial Fishing News

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

From the Director -

This is May, and without a doubt, the most unusual year that we have had in a long time. On Saturday, we had snow and people were mowing their lawns on Sunday, Mother’s Day! I hope that everyone is doing well and staying healthy during this Covid-19 quarantine. So far, we have done fairly well and not catching the virus is a blessing.

I am going to start out with some good news. We signed Camden National Bank to our membership this month. We also welcome Walter Willey IV of Spruce Head and Shawn Switzer of Louisiana Bait Products, Inc. of Abbeville, LA. Welcome Aboard!

DELA received a donation from the Gray Family, Howard, Marjorie, Charlie and Julie (Gray) Belanger in memory of a fellow lobsterman, David Provencher of Scarborough. The family requested that the donation goes to the DELA Scholarship Fund in David’s memory. This is an honor and we will acknowledge them on our website as well. We offer our sincere condolences to the Provencher Family. We thank you all very much and appreciate your thinking of our association.

DELA received a substantial donation of \$500 to our Legal Fund from our Associate member, New England Marine and Industrial of Portsmouth, NH. Thank you very much! We are thankful for all of the donations that come in along with memberships. Every bit counts, especially with these troubled times that we are facing. If

you’d like, I can post our donations on our website as they come in. Christy has been doing a good job trying to keep the site current.

We have not been able to get together for meetings, so I want to cover as much news as I can. If you have concerns that you’d like to share, please notify me and we will include it in our report. DELA has been staying in touch with the DMR and following the reports concerning the Whale Rule. We are fortunate at this time, the Maine Fishery is still open. We have asked that if you sell your own lobsters, that we keep competitive with the market and stay in touch with Marianne LaCroix of the Maine Lobster Marketing Collaborative. I have Marianne’s report going on our DELA website, so you can keep up with the current marketing news. Many of you may already receive it in your e-mails, but we will do our best to keep you posted. They have a meeting by Zoom coming up on May 21. If you have an interest or something that you’d like to know about the Collaborative, contact Marianne for more details, MLaCroix@lobsterfrommaine.com.

With the Whale Rule problems continuing, there is still a push on ropeless fishing. The Desert Star Systems LLC are in the news. They have information with sub-topics such as Speed of Ropeless Fishing Depends on Level of Experience, In the News, using acoustic release technology. Forbes Science states “The concern for poaching is removed, since acoustic release pots only

come when call, they are far out of reach of poachers. ARC-2 Broadcast Release For Small Boat Operators. If you are interested in this procedure, you may want to look up their information: The Ropeless Fisher Brochure Online-2020 Edition. What do you think? We have options for your concerns in the Maine Coastal News, if you are inspired to write a guest letter. We would really like to have your input. Now is the time to weigh in on our fishery. Feel free to contact me at dassatt711@yahoo.com. I would love to hear from you.

Switching to funding...The Department of Marine Resources has the complete list of funding on their website: Department of Marine Resources-Maine.gov. These opportunities are not all in place, so it is best to check on them regularly. We know that there is now Unemployment for self-employed fishermen and sternmen. The information for signing up for this is also listed. We do not know what the future is going to hold as far as our financial well-being, so we advise

that you take a look at these sites and stay up to date with the details and availability. We know that some of these provisions ran out of funding and are waiting for the next installment. One of these loans is the Economic Injury Disaster Loan, which is also online: www.usafundingapplications.org. The last that I knew, this particular loan is waiting for further funding. Keep an eye on updates.

I have been asked about DELA participation with all of these problems that we are facing. Yes, we are right there along with everyone else that is involved with our fishing industry. This is a time when the associations, dealers, fishermen and their families are all working together and doing our best to stay informed and to help in whatever way that we can. It is definitely not a time to be at odds with one another. Let’s stay in touch, feel free to call, e-mail or Facebook us. We are working on keeping our industry alive and well. Let’s do it together if we can.

Thank you and stay well, Sheila



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Maine Lobster Boat Racing Update



When the Maine Fishermen’s Forum ended the beginning of March everything looked like it was going as planned regarding the lobster boat racing season for 2020. The calendar was set and ready to print, but then the pandemic hit and we went into isolation. As that progressed numerous events were canceled and it was wondered if the lobster boat races would be affected.

Before the end of April some of the race committee people were nervous about what to do about their races. Their concerns grew as other events in their area were canceled. Another concern was whether the hotels and restaurants going to open, but that is only an issue at Boothbay. Before the end of the month the race committees for Boothbay and Harpswell had decided to cancel.

At the beginning of May things still looked dim, but by the end of the first week things began to change as new regulations were announced as the State began to open up. There was still a major concern, but mostly coming from people not involved in the races. There is no question that we can socially distance at sign up, prize giving and on spectator and race boats. The U. S. Coast Guard, state and local officials were consulted and they seemed optimistic about the races going ahead as planned.

When Boothbay canceled Rockland asked if they could race on Saturday, which was agreed to. It was then thought we should try to combine Rockland and Bass Harbor on the same weekend so that boats traveling a long distance could do both events and not

pick just one. That is now under consideration, but nothing has been confirmed at this point. If changed Rockland will be held on 27 June.

With the cancellation of the two races those racing for a year-end award still needs to do three races to qualify and only five races will be counted. If you go to more than five races, your best five finishes will be used.

As of now the calendar is:

JUNE

- 20 Rockland Lobster Boat Races
- 28 Bass Harbor Lobster Boat Races

JULY

- 4 Moosabec Reach Lobster Boat Races
- 12 Stonington Lobster Boat Races
- 19 Friendship Lobster Boat Races

AUGUST

- 8 Winter Harbor Lobster Boat Races
- 15 Long Island Lobster Boat Races
- 16 Portland Lobster Boat Races
- 16 Merritt Brackett Lobster Boat Races (Pemaquid)

OCTOBER

- 17 Awards Banquet & Dinner (Robinson’s Wharf, Southport)

As there are still issues with the pandemic make sure that you contact race organizers before heading to an event to make sure that it is still happening.



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Atlantic States Marine Fisheries Commission
2020 Spring Meeting Webinar Summary
ATLANTIC HERRING MANAGEMENT BOARD
Meeting Summary

The Atlantic Herring Management Board met to review and consider final action on Draft Addendum III to Amendment 3. Addendum III proposes options to better manage the Area 1A (inshore Gulf of Maine) sub-annual catch limit (ACL) under low quota scenarios. These options include additional tools for allocation distribution and expanding the landing provisions across different permit categories within the days out program. Public comment period on the Draft Addendum took place in February and March, with four public hearings held in three jurisdictions (Maine, New Hampshire, and Massachusetts).

At the time of the meeting, a final rule for the New England Fishery Management Council's (Council) Amendment 8, which proposes a long-term acceptable biological catch (ABC) control rule, had not been published by NOAA Fisheries. The proposed ABC control rule could result in low Atlantic herring ACLs should the resource continue to be below its biomass target. Amendment 8 also proposes prohibiting the use of mid-water trawl gear inshore of 12 nautical miles from the U.S./Canada border to the Rhode Island/Connecticut border and inshore of 20 nautical miles off the east coast of Cape Cod. These proposed measures could limit when and where midwater trawl gear can be fished in Area 1A. Additionally, an assessment update for Atlantic herring will be finalized later this summer that may impact specifications for the 2021 fishing season.

Given these items, and an interest by Commission and Council leadership to meet and discuss management authority in Area 1A, the Board moved to postpone action on Addendum III. Once the final rule has been published on Amendment 8 and Commission/Council leadership have met, the Board will take up final action on Addendum III.

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

Motions: Move to postpone final action on Draft Addendum III until after a final rule on Amendment 8 is published and Council/Commission leadership can meet to discuss herring management.

Motion made by Ms. Ware and seconded by Mr. White. Motion passes (9 in favor).

ATLANTIC MENHADEN MANAGEMENT BOARD
Meeting Summary

The Atlantic Menhaden Management Board received an update on additional analyses conducted by the Ecological Reference Points (ERP) Work Group, as requested by the Board at the 2020 Winter Meeting. At that meeting, the ERP Work Group presented example ERPs developed as part of the 2019 benchmark assessment. The example ERPs were defined as the level of Atlantic menhaden fishing mortality (F) that would maintain Atlantic striped bass at its biomass target or threshold when Atlantic striped bass was fished at its F target, while all other focal species (bluefish, Atlantic herring, weakfish, spiny dogfish) in the ERP model are fished at status quo levels (i.e., 2017). However, an important conclusion of the benchmark assessment is that the exact values and definition of the ERPs depend on ecosystem management objectives.

The additional analyses explored the sensitivity of the ERPs to different assumptions about ecosystem conditions (i.e., different biomass levels and F rates on the other focal species). The ERP Work Group presented the results of these analyses, including the values of the ERPs under the different scenarios and the probability of exceeding the respective ERPs under a total allowable catch of 216,000 metric tons (status quo) for 2019-2021. The ERP Work Group also presented tradeoff curves and graphs to illustrate the tradeoffs between the management objectives for different species.

The ERP Workgroup and Atlantic Menhaden Technical Committee noted several sources of uncertainty in the analyses that need further exploration to better understand the sensitivity of the model and the uncertainty in the ERPs. These uncertainties included differences between the fishing rates in the Fishery Management Plans and in the ERP model for some species, a possible overestimation of the importance of Atlantic herring for striped bass diets, and the inability of weakfish to rebuild under any fishing rates explored in the analyses. The ERP Work Group therefore recommended additional analyses to explore (1) alternate Atlantic herring biomass scenarios given the uncertainty in future Atlantic herring recruitment; (2) sensitivity to model parameterization of the Atlantic herring – Atlantic striped bass relationship; and (3) scenarios where other ERP focal species are fished

at their single-species F reference points. These analyses will help the Board to better understand the sensitivity of the ERPs to different ecosystem assumptions and sources of uncertainty, as well as provide context for Board discussions around risk and ecosystem management objectives.

The Board tasked the ERP Work Group with conducting the recommended analyses. The results will be reviewed at the August meeting when the Board is expected to consider a motion to adopt ERPs for Atlantic menhaden.

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

Motions

Task the ERP workgroup to continue with analyses to address the listed recommended scenarios before the August board meeting. Motion made by Ms. Patterson and seconded by Ms. Meserve. Motion passes unanimously.

ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM
COORDINATING COUNCIL (MAY 5, 2020)

Meeting Summary

The ACCSP Coordinating Council met to review the activities of the Funding Subcommittee and to take final action on the FY2021 Request for Proposals. The Council approved the draft RFP as presented by staff. As part of the consent agenda, the Council also approved minutes from October 2019 meeting, committee updates, and program updates.

The Coordinating Council was presented an MRIP draft report to Congress on State Partnerships. Comments are due to Geoff White, Geoff.white@accsp.org, by May 20th.

For more information, please contact Geoff White, ACCSP Director, at Geoff.white@accsp.org or 703.842.0740.

Motions: Motion to approve the RFP by consent.

Motion made by Coordinating Council Chair Lynn Fegley. Motions passes with no objections.

TAUTOG MANAGEMENT BOARD
Meeting Summary

The Tautog Management Board met to

consider a conservation equivalency (CE) proposal from the State of Rhode Island. The proposal outlines a one fish increase in the bag limit for the party/charter industry during the fall fishing season. The proposal would create a different set of management measures not only between Massachusetts and Rhode Island, but also between different fishing modes within Rhode Island on the same water bodies. Reasons cited for the proposal were negative economic impacts the industry has experienced since the current regulations were implemented in 2018 (a reduction in the general creel limit from 6 to 5). Additionally, it was noted that given the current stock status (not overfished and overfishing is not occurring) in the Massachusetts-Rhode Island (MARI) Region, the proposed changes would not negatively affect the stock. As part of the analysis presented in the proposal, harvest was estimated to increase by less than 1% from 2018 harvest levels under the proposed measures given the for-hire sector makes up a small proportion of the state's annual harvest. In submitting the CE proposal for Board review, the Plan Review Team (PRT), Technical Committee (TC), Law Enforcement Committee (LEC), and the Advisory Panel (AP) all reviewed the proposal and provided feedback for the Board's consideration. The PRT found the proposal was lacking standard information required as part of submitting a CE proposal, including how the proposal aligns with the FMP objectives, as well as monitoring of potential impacts from the proposed measures. Additionally, given the proposal would result in an increase in harvest, and there were no offsetting changes in size limit or season length, the PRT found the proposal was more a request to change current recreational measures than a CE proposal as it was not 'conservation neutral'. Members of the TC and AP both agreed with the PRT's assessment. Lastly, the LEC noted points previously highlighted in its January 2020 memo regarding the challenges of enforcing differing measures on shared water bodies as well as differing measures by fishing mode. Taking into consideration feedback from the PRT, TC, LEC, and AP, the Board did not approve the proposal.

Following the Board vote and under other business, a number of Board members expressed concern about the overall impacts the current COVID-19 pandemic

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poses to recreational fisheries in general and the tautog fishery in particular, both for the for-hire industry as well as private anglers. Moving forward, the Commission’s Executive Committee will initiate a discussion on how to provide guidance for considering changes to 2020 recreational measures to accommodate the challenges posed by the COVID-19 pandemic.

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

Motions: Move to approve the Rhode Island conservational equivalency proposal to increase the bag limit for the party and charter mode to 6 fish during the fall season beginning on October 15, 2020. All other tautog recreational management measures will remain unchanged.

Motion made by Dr. McNamee and seconded by Mr. Luisi. Motion fails (1 in favor, 9 opposed).

ATLANTIC STRIPED BASS MANAGEMENT BOARD

The Atlantic Striped Bass Management Board met to review predicted fishery performance in 2020 based on final Addendum VI measures and new stock projections with updated data. Addendum VI called for an 18% reduction in total removals relative to 2017 levels in order to achieve the fishing mortality (F) target in 2020. To achieve this, states were required to implement the Addendum VI measures for the ocean and Chesapeake Bay fisheries, although some states implemented alternative measures through the fishery management program’s conservation equivalency (CE) process. As a result, the total overall predicted reduction in 2020 would likely differ from the 18% reduction originally calculated, because that calculation assumed all states would implement the Addendum VI measures.

Overall, the Technical Committee (TC) concluded the combination of Addendum VI and CE measures implemented in 2020 would not significantly undermine the Board’s efforts to end overfishing and reduce F to the F target in 2020. The TC calculated that final 2020 measures would result in an overall predicted 15% reduction compared to the 18% reduction calculated for the consistent measures. The probability that F in 2020 will be at or below the F target was projected to be lower than in the original

analysis, although the confidence intervals of the original and updated projections almost entirely overlap. However, these calculations assume that fishing effort in 2020 will be similar to effort in 2016-2017. This is always a source of uncertainty in recreational bag and size limit analysis, and COVID-19 only increases uncertainty about effort and removals in 2020.

Given this is the first time the Board met via webinar, the decision was made for this meeting to be informational only. Consequently, action on two postponed motions was deferred to the August meeting. These motions consider (1) accountability measures specific to Addendum VI, and (2) initiating an Amendment to revisit and address a suite of management issues including fishery goals and objectives, reference points, management triggers, stock rebuilding, area-specific management, and commercial allocation. Alongside these motions, the Board had also expressed its intent to revisit the management program’s CE provision and to pursue accountability measures for recreational striped bass fisheries in the future. In the interim, the Board decided to form a Work Group (WG) of Board members to further discuss these and any other issues that should be considered in a future management document, with the WG reporting back to the Board in August. This will allow work to continue on these important issues to the extent practical during these challenging times. WG meetings will be open to the public and progress reports will be made available (when possible) to ensure transparency of WG activities.

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

Motions: No motions made.

ASMFC BLUEFISH MANAGEMENT BOARD & MID-ATLANTIC FISHERY MANAGEMENT COUNCIL Meeting Summary

The Commission’s Bluefish Management Board (Board) met jointly with the Mid-Atlantic Fishery Management Council (Council) via webinar to provide guidance on the development of draft management alternatives for the Bluefish Allocation and Rebuilding Amendment. First, the Board and Council were presented a summary of public comments received through the

supplemental scoping period that occurred in February and March of this year. Next, the Board and Council reviewed Fishery Management Action Team (FMAT)/Plan Development Team (PDT) recommendations on the scope of the amendment. The Board and Council determined that the following issues be considered for further development: Fishery management plan goals and objectives; Recreational/commercial allocations; Commercial allocations to the states; Recreational/commercial sector transfers; Commercial state-to-state quota transfers; Rebuilding plan; Sector specific management uncertainty; Separate allocations for the for-hire and private sectors of the recreational fishery; De minimis provision to relieve states from having to adopt recreational fishery regulations.

In the coming weeks, the FMAT/PDT will meet to discuss the guidance provided by the Board and Council and prepare an initial range of management alternatives. The two management bodies are expected to reconvene jointly via webinar in June to refine draft management alternatives. For more detailed information regarding the amendment process and timeline visit the bluefish amendment action page.

For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org or 703.842.0740.

org or 703.842.0740.

Motions: No motions made.

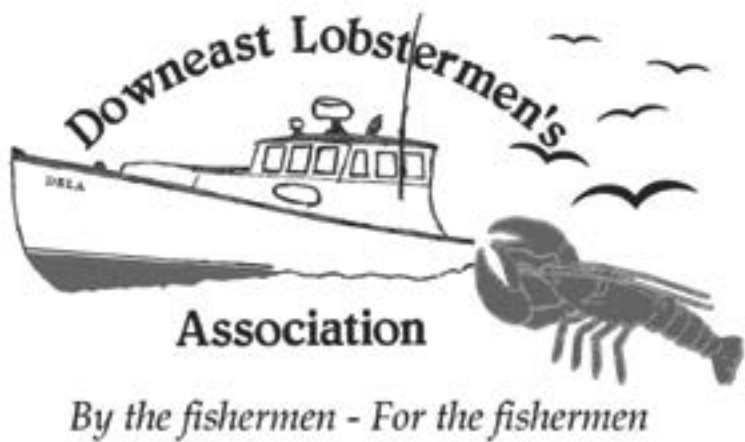
ASMFC SUMMER FLOUNDER, SCUP AND BLACK SEA BASS MANAGEMENT BOARD & MID-ATLANTIC FISHERY MANAGEMENT COUNCIL Meeting Summary

The Commission’s Summer Flounder, Scup, and Black Sea Bass Board (Board) met jointly with the Mid-Atlantic Fishery Management Council (Council) via webinar to discuss two issues: (1) management response to COVID-19 pandemic fishery impacts; and (2) the development of draft alternatives for the Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment.

COVID-19 and Recreational Fisheries

At the start of the meeting, Commission leadership addressed concerns expressed by various Board members about overarching impacts of the ongoing COVID-19 pandemic on recreational fisheries in general, and the summer flounder, scup, and black sea bass fisheries in particular. Moving forward, the Commission’s Executive Committee will start a discussion to develop guidance for states to consider changes to 2020 recreational measures to adapt to the challenges

Continued on Page 21.



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Boat And Ship Yard News



A view inside at the alterations being done on the Stanley 44, formerly the Marine Patrol’s MAINE, by her new owner Parker Poole of Determination Marine.

Bath Iron Works Bath

General Dynamics Bath Iron Works recently signed a contract with Puritan Medical Products to deliver 30 industrial machines to help the medical swab company meet demand for COVID-19 testing components.

The Guilford, Maine-based company has been tasked by the federal government to increase its production of COVID-19 sterile testing swabs, of which there is a nationwide shortage. That requires building new industrial machines to provide sterile packaging for each individual swab.

The U.S. Air Force, which is coordinating contracts under the Defense Production Act, identified Bath Iron Works as uniquely capable to perform this work within the necessary time frame.

“BIW is able to devote engineering, design and production expertise to this important humanitarian project while remaining focused on our critical mission of building ships for the U.S. Navy,” said BIW President Dirk Lesko. “We are also leveraging a wide network of supplier relationships to quickly meet this acute need.”

BIW Engineering’s Advanced Concepts team is using 3-D printing to create plastic face-shield holders. The holders wrap around the head at the forehead level and secure a clear plastic shield which is being provided by the BIW Sign Shop from material used to laminate signs, which has been laser cut to size. The team worked

with the General Dynamics Additive Manufacturing working group to find a 3D CAD model of the holder. Using the model, the printer can continually create the holders around the clock, producing 12 per day.

Working with MaineHealth, the state’s largest integrated health care system, BIW delivered 75 pieces of the personal protective equipment to Maine Medical Center Monday, April 20 with a separate delivery scheduled for Central Maine Medical Center. The replacement face shield and holder is lightweight and designed to be printed quickly compared to the more robust, reusable ones that are standard in hospitals.

The success of this effort has led members of the BIW Supply Chain to accelerate purchase of two additional 3-D printers, which had been planned for later in the year.

Doug Dodge Beals Island

It is always interesting to stop and visit Doug Dodge’s boat shop on Beals Island. He is presently working on a 29 foot by 8-foot wooden lobster boat that he says he has been working on forever. He did start building her back in 2008, but he built a 38-foot wooden cruiser that turned into a nightmare; his wife suffered a severe head injured and still requires constant care and then Doug caught Lyme disease. So, he certainly has a reason for the delay. This boat is being built for racing and sports a round bilge, until about the middle when it switches to a hard chine all the way back to the transom. He



Putting in a couple of new planks on the Rockland schooner J. & E. RIGGIN at Northend Shipyard in Rockland.

says that this eliminates the need for spray rails. Doug wanted her to look like a Frost boat from the waterline up. She sports a real nice tumblehome, a slight curve to the stem, a little concave and flare forward and higher sided so he could have a water-tight platform. Due to his time constraints he only gets a few hours in the shop but does hope to have her done early in the fall. The hull is done, the platform is in, the trunk cabin is on and the 350 Chevrolet engine is in. With this engine he is hoping for 42 mph, but if that is not enough, he has a 1970 455 Oldsmobile sitting in the shop that he thinks will get her over 50 mph. So, what is left? As soon as it warms up, he will do the rest of the glassing, paint the hull, build the house, put the guards on, build the rudder and then hook everything up.

The 26-foot BRENDA, which is named for his wife, he launched in 2007. Two years ago, she was being moved to the water and Doug thinks they might have damaged some of her ribs on the starboard side. After they launched her, she really began taking on water having opened up a 5-foot ½-inch seam in her strip-planked hull sinking her. She is presently sitting in his driveway, but when the new boat goes out, she will be coming in to be repaired. Doug says that he will have to rip up the floor, repair three ribs and the hull.

Front Street Shipyard Belfast

Like most boat yards on the coast they

are proceeding with spring work and getting boats ready for launching. JB Turner, who is President of Front Street, says the virus has affected the plans of some his customers and some of these plans hinge on the regulations put on them by state governments.

The major refit on SUNBEAM is proceeding, but at the end of April they were down just a couple of workers on the project due to the virus. JB added, “That project is moving along pretty well, but we don’t have a specific launch date established yet.” They still have carpentry, mechanical and paint work to do.

Another major refit is on the 64-foot Sundeer, which is also progressing. “It has been a major reconstruction really of the boat over the last year,” said JB. “We have done a massive overhaul of all the systems and made a redundancy of systems for long offshore sailing. The owner plans on sailing to Australia at some point. He is trapped in England right now so he doesn’t know when he’s going to be back in the country. We are down to electrical and a few mechanical items then we will put her in the water.”

A major re-fit is also going on with a Nordhaven 57, which has had a complete engine room overhaul, heads rebuilt, soles replaced, and air conditioning system work. The owner requested that he have no maintenance for 10 years, which is not possible, but they are doing their best to give him as many years as they can. She will be launched in June.

A Ribovich has just moved into the paint bay. They did a lot of planking work, replaced the coamings and now fitting toe and cap rails. Next, they are doing a whole paint process on the entire boat, inside and out. Once out the tuna tower will go back on, rewire all those systems, and hopefully have the boat in the water and ready to go the end of June.

Just launched is the 90-foot Spirit yacht, which has a cold-moulded hull. They replanked a lot of the veneer plankings and recoated all the hull. She has been out for some pictures and she just sparkled. The owner does not know what he is doing as he is still in Europe and the Mediterranean Sea is shut down. He is still hoping to get the boat to Europe, but the crew, which is European can not come to the U. S. at this point.

A 60-foot catamaran has been another major project at the yard this winter. The owner has been continually adding to his to do list. They just finished building some carbon fiber stairs. The originally wooden stairs weighed 80 pounds each and the new carbon fiber stairs weigh 22 pounds each. They put a new custom arch davit system on, which is in the paint shop now; put a whole new electronic package on; did some painting and winch modifications. This boat



Photo Anne Blanchard

Photo Anne Blanchard



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Boat And Ship Yard News



At Sargent Boats in Milbridge they are finishing off this Mitchell Cove 32, which has had her sheer raised 3 inches. She will be finished off as a sportfish for a customer from Newburyport.



On Beals Island Doug Dodge is progressing on his new race boat, which is 29 feet long with an 8 foot beam. She presently has a 350 Chevy, which he thinks will push her along at 42.

should go into the water late May.

JB added that he has a customer with a boat stuck in St. George's, Bermuda. Luckily, somebody is looking after it, but Bermuda is 100 percent shutdown and no one can come within 12 miles of the island. Due to how complicated she is no one on the island could sail her out for him.

Front Street Shipyard to Install Maine's Largest Waterjet Cutting Machine

Front Street Shipyard in Belfast, Maine, is preparing to take delivery of a five-axis 3D waterjet cutting machine that will become the largest of its kind in the state of Maine. Front Street Shipyard will use the new machine to cut large parts for use in its own boat construction and refits and will also provide cutting services to outside businesses. Purchased with the support of a Department of Transportation grant, the waterjet cutting machine will expand Front Street Shipyard's capabilities beyond the marine market. The shipyard is now scheduling manufacturing work for this fall when the assembly and operational training for the machine is complete.

The waterjet cutting machine uses high-pressure water to cut, shape, and ream very large parts such as frames, molds, and panels used in manufacturing and construction. Capable of cutting nearly any material including textiles, stainless steel, and titanium, the machine will cut parts directly from engineer-drawn electronic data with a high degree of precision and accuracy. Front Street Shipyard will use the machine to manufacture parts for the construction and refitting of commercial and recreational vessels.

"This machine will streamline our work on custom and production boats, reducing costs and improving the quality of the end-products," said JB Turner, president

of Front Street Shipyard. "It also gives us the opportunity to diversify the services we offer beyond boat building and repair, which will ensure our company's success through occasional downturns in the industry."

Front Street Shipyard purchased a Suprema DX 1340 model from Illinois-based Waterjet USA LLC. The material table size is 42 feet by 15 feet. Partial funding came from the United States Department of Transportation's Maritime Administration grant awarded to Front Street Shipyard in 2018 through the Small Shipyard Grants program.

The waterjet cutting machine will be installed in Front Street Shipyard's newest building, a 22,500-square foot shop where shipwrights perform large yacht refits and commercial vessel construction projects up to 200 feet long. The installation will be completed in late summer.

Companies interested in scheduling the services of the waterjet cutting machine should contact Front Street Shipyard at 207-930-3740 or info@frontstreetshipyard.com. More information is online at frontstreet-shipyard.com.

Holland Boat Shop Belfast

The main project in the shop is doing an engine swap in MOJO, a Holland 32. They have removed the FPT engine and are replacing it with a 550 Cummins. Fortunately, they will not have to do a lot of modifications as the footprint is similar. The forward engine mounts need to be moved forward three inches and they may have to change the location of the pump for the hauler. The exhaust might be challenging and they may have to make a new engine box as this system is about three and a half inches wider. Glenn said the bigger problem was getting the engine in place as when they do this on a new boat the platform is not in yet.

In the left corner of the shop there is a 38 that they will be partially finishing. She is going to be a tuna boat. The owner is in no rush so they have slowed her progress a bit.

Last year they sold almost a 14-footer a month and this year has started almost the same. They have two on the floor, which are almost done. They also just got a call from a person in Massachusetts, who has a place in Friendship, looking for one.

Last fall they launched a 32, which was finished off with no keel and powered with an outboard. When asked about how she

performed, Glenn said, "That turned out pretty good actually. The thing that surprised me was how well she tracked without any kind of keel under her. I thought she might be slightly squirrely. She did have little fins back aft and that seemed to be enough. She went a little bit better than I thought she might with just a 250-hp Honda bolted to the transom. She did 32 knots. The boat was quite light as the owner bent over backwards to keep that boat light. We have had guys come in that built a boat to go racing that were a hell of a lot heavier. This owner could care less about racing and it is the lightest

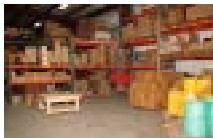
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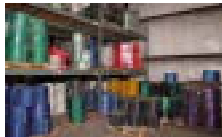
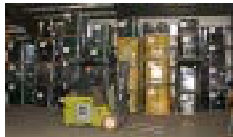
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Boat And Ship Yard News



LAST CALL, a Holland 34 finished off by Samoset Boat Works of Boothbay, on her way out of Boothbay Harbor on her way home to South Freeport.

one I have built yet. On his way home from here down to Florida even when it got rough, he was surprised at how well she handled being as light as she was.”

With the keel gone and no shaft, boxes, and rudder you do save weight and there certainly is not as much drag. The did move the fuel tanks to just aft of the bulkhead to offset the weight of the outboard on the transom. Glenn added, “I went for a ride. The only thing that was a little unnerving was when we made a sharp turn. Instead of just coming around flat, she came up on her side. It didn’t take long to get used to that.”

When asked if he would make any changes, he said he would keep a small keel on her. Then I asked a foolish question, “Would you put a bigger outboard on her? He replied, “Yes of course. Yamaha makes a 425, would be just right. You know better than that.”

There were several people interested in doing the same thing, but as soon as this pandemic hit the phone has gone silent. Glenn is hoping that once the pandemic subsides, they will resurface again.

Otis Marine Enterprises Searsport

Over the last month Travis Otis has been

U. S. C. G. News

Continued from Page 8.

tion Bulletin (MSIB) 14-07 shows a list of “narrow channels or fairways” in San Francisco Bay and approaches for the application of the Inland and International Rules of the Road.

Vessel masters and operators are encouraged to report incidents that merit investigation. Reports will be investigated and may result in actions such as license suspension or civil penalties.

For more information, contact Sector San Francisco Command Center personnel at (415) 399-7300 or Sector San Francisco Investigations Division at (510) 813-9636 or email at SectorSFInvestigations@uscg.mil.

According to Rule 9 - Inland waters, vessels and powerboats less than 20 meters (or 65 feet), all sailboats and vessels engaged in fishing shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. Additionally, a vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The term “shall not impede” means a small vessel or craft must keep well clear and not hinder or interfere with the transit of larger vessels. All vessels shall avoid anchoring in a narrow channel, unless doing so is in the immediate interest of navigation safety.

rebuilding a 410-hp Sisu 645 diesel engine. The engine had gone bang and stopped working for her owner in Massachusetts. The autopsy showed that she had suffered a broken connecting rod that took out several other parts. The owner had some work done on the engine while it was still in the boat to discover the cause, once they determined the issue, he called Travis to see if he could put it back together. It was shipped to his shop in eight boxes in two separate deliveries. He got it back together and learned from the owner that she had an oil leak around the water pump. Travis was hoping that the rebuild would solve the problem, but it did not. So, he took the water pump off and found that a small oil seal had failed and that was replaced. She is now ready to leave, but they are waiting for the quarantine to be lifted so they can deliver it to her owner.

Also, Travis has picked up the Mitchell Cove 20 mould. This will be coming into the shop and he will make any repairs to the moulding surface needed. He wonders if the top for the BHM 25, which he also has, with a little modification, fit the 20 so he has a pilothouse version. With the purchase of the 20 Travis now has a 20, 25, 28, and 42.

Travis’ FIRST TEAM [Northern Bay 36; 420-hp Sisu] is sitting outside and he is getting ready to sand and paint the bottom, buff the topsides and her annual maintenance so she is ready for the water on 22 May.

Samoset Boat Works Boothbay

Early on the morning of 6 May Edgecomb Boat Works arrived at Samoset Boat Works and picked up LAST CALL, a Holland 34, finished off by Samoset Boat Works.

Matt Sledge, owner of Samoset Boat Works, said, “We started her probably the fall of ‘18. We got her to a point last fall and the owner wanted to put her in the water before we really finished the boat to see if he wanted to change anything. When we launched her last Fall, she had no house strip and no boot strip. She was in the water for two months, hauled her back out so we could finish her. We established the waterline, and added a domestic water system, some cabinet doors, galley stove and now she is 100 percent complete.”

LAST CALL is finished as a lobster boat but does sport a nice interior. Down below she has a V-berth, galley with a traditional icebox and a pressurize water system on the port side, and to starboard is an enclosed head. There is no shower in the head, that is on deck in the shelter.

She is powered with a 425-hp Cummins on a V-drive with a 1.5:1 ratio with a 22 x 22 ½-propeller. Simple boat. 12” hauler, 2” pacer pump. We had to shoehorn a lot of stuff into a small



Many will not remember the Makinen Brothers of South Thomaston. This is one of their boats, which has just come out of the storage shed at Edgecomb Boat Works in Edgecomb.

space.

The main focus at the shop has been finishing out the Mussel Ridge 46 as a fly-bridge sportfisherman for a customer from Montauk, Long Island, New York. They have been getting everything under the platform ready, which includes tankage, in deck insulated fish coffins, about a 155 gallon in deck live well, another 50-55 gallon live well on deck, a tuna door on the portside, a 12-inch hauler and a davit.

She also sports a full interior with an island queen forward set to the starboard side and aft of this are two bunks. On the portside will be a head with a separate enclosed shower. The galley is up on the portside and a L-shaped settee on the portside, dual-helm chair at the helm and then sort of a sofa that will convert into a day bed behind the helm.

Matt added, “The interior has been dry fit. Once we figure out how we are going to do the plumbing all that can go in and it is not going to take anytime. We have already assembled it once so that will be quick. My issue right now is the owner is down in New York with a garage full of equipment for the boat that I need, like the dual-helm seat. We have also already dry fit all the cockpit sole. Now, we are painting the inside of the coffins, the inside of the live well, and the entire engine room. As soon as we are done painting, we can start putting everything in the engine room.

The engine is a C-18 1,003-hp Caterpillar.

Once they have everything, they can do at the shop done, she will be launched and take over to Hodgdon Yacht Service on Southport Island. There they will put on the flybridge and the pipework.

Matt is hoping that she is in the water and delivered early this fall, but that depends on the ability to get the materials he needs.

After this there is nothing confirmed, but he is hoping for another Mussel Ridge to finish out. He also has a local fisherman that wants to repower and add a split-wheelhouse and another fisherman that wants to remove his transom and modify his wash rails.

Sargent Boat Milbridge

In the left bay they have ETHAN R, which is a South Shore 30 they refinished about ten years ago. She is in for just a hauling patch.

In the right bay they have a Mitchell Cove 32 from Feeney’s Boat Shop in Cutler, which they are finishing off as a sportfisherman for a customer from Newburyport. This is a repeat customer, who had them finish off a Calvin 34 15 years ago. That boat was sold and is now charter fishing in Alaska. Joe had Feeney raise the sheer three inches so they had more room under the floor to get the engine under the platform. The engine is a 480-hp 6.7 Cummins. Down below she will have a V-berth, galley and head. Up in the shelter will be a set of benches with a dinette table between them and a tackle station behind the helm seat. In the cockpit there will be an aft helm station with a 10-inch pot hauler and fish well under the deck. This boat will be done mid to late summer.

Just launched was a 42 Calvin for a fisherman out of Sorrento named RELENTLESS. Down below she had a berth with upper bunks, cushions, had a cabinet on the starboard side down forward with a toolbox. On the port side is a galley with a propane cook stove and oven. The pilothouse is set up real nice and he has three lobster tanks under the cockpit floor. She is powered with a 750 Deere. During sea trials she did 25 knots, but the propeller was not quite right. Joe added, “Right now she is cruising at 19 at a little over 70 percent load, low fuel burn. He came out of a 45 Dixon that had a 730 MAN in it. That is a big boat, a little under powered, and he fishes offshore so he shaved an hour off his run each way so he’s pretty happy.”

Next, they will be finishing off a 45 Dixon that has been widened 18-inches as a lobster boat for a fisherman out on Vinalhaven. She will be powered with an 800-hp MAN. Right now, they are waiting for her to come across the border, which they do not know when that will happen.

This will be followed by a Mussel Ridge 42, which will be finished out as a lobster boat for a fisherman in Lamoine.



The lobster boat SERENITY, a Calvin Beal 36 built in 2001, coming to her dock in Boothbay.

U. S. NAVY NEWS

Continued from Page 9.

Descovich, to ensure accuracy of weight measurements, no loading or offloading of stores, equipment, production materials, or other items occurred until inclining was completed. Additionally, once the inclining experiment began, personnel were directed to “remain stationary and shifting of liquids onboard was secured to further assure the accuracy of the results,” he stated in a notice to the crew.

The inclining experiment began once the ship was breasted away from the pier. HII NNS and NAVSEA personnel in Jon boats took baseline readings of the draft markers located on Ford’s bow, midships, and stern. A transporter then moved inclining weights, totaling approximately 140 tons, into various positions across Ford’s flight deck. Following weight movements, personnel measured and recorded each movement distance, and measured the ship’s inclination using precision inclinometers. A second round of draft readings were also recorded by personnel in the Jon boats. The final piece to the experiment was a sallying test.

“The end result data set from the incline test and the sally test will validate the damage control stability characteristics of the ship,” said Cmdr. Homer Hensy, Ford’s chief engineer. “This data will allow the Commanding Officer and the crew to stabilize the ship in the event of battle damage and allow Ford to maintain a stable deck to continue strike operations against our adversaries.”

The inclining experiment was a conglomerate effort by Naval Architects from HII NNS and NAVSEA and Ford crew members.

“The preparations by the crew and Huntington Ingalls Shipyard over the last few weeks was over 1,800 hours spent validating the liquid stores, parts and supplies in every space bow to stern,” Hensy continued. “This event is another successful example of the teamwork of the Ford crew and HII to continue to make Ford ready for unrestricted fleet operations in the future.”

Gerald R. Ford is a first-in-class aircraft carrier and the first new aircraft carrier designed in more than 40 years.

Navy takes delivery of final Block II Super Hornet, looks ahead to Block III
From Program Executive Office Tactical Aircraft Public Affairs
NAVALAIR SYSTEMS COMMAND, Md. (NNS) -- Since 2005, F/A-18 Super Hornet

Block II aircraft have been rolling off Boeing’s production line and serving as the U.S. Navy’s multi-mission capable workhorse. The service took delivery of the final Block II Super Hornet, closing out a run of 322 one-seater F/A-18Es and 286 two-seated F/A-18Fs, on April 17.

“Aircraft E322 will leave Boeing’s production line and head straight to Strike Fighter Squadron (VFA) 34 based in [Naval Air Station] Oceana,” explained Cmdr. Tyler Tennille, of Defense Contract Management Agency (DCMA), who oversees Acceptance Testing.

“When the Super Hornets first came online, they were a game changer,” he explained, pointing to the Block II’s Active Electronically Scanned Array (AESA) radar as well as larger displays, upgraded sensors and avionics, and increased range and capability to employ an arsenal of precision weapons that delivered advanced lethality and mission flexibility for the service.

The robust airframe was built with an open mission systems architecture, which has enabled easy integration of new weapons and technologies. The Block II Super Hornet serves as the Navy’s responsive aircraft, fully capable across the full mission spectrum which includes: air superiority, fighter escort, reconnaissance, aerial refueling, close air support, air defense suppression, and day/night precision strike.

This aircraft has stood strong as the backbone of the Navy’s carrier air wing, and has proven itself repeatedly during numerous operations where it has been the preeminent platform performing multiple missions, sometimes rapidly reconfiguring on the fly.

Even though it is substantially larger – roughly 7,000 pounds heavier and a 50 percent higher range, the Super Hornet delivered with fewer parts and lower maintenance demands than its predecessor, the Hornet.

“Delivery of this last production Block II Super Hornet is hardly the end of an era, but rather a stepping stone along the path to continuously evolving our platforms to meet the Navy’s ever-evolving needs,” said Capt. Jason Denney, Program Manager of the F/A-18 and EA-18 Program Office (PMA-265). “Block III delivery is just steps behind and the production lines won’t miss a beat, with the first two U.S. Navy Block III test jets delivering in the next two months, followed by delivery of 24 E/F aircraft over the next year for our international customer, Kuwait,” Denney said.



Official U.S. Navy file photo of the guided-missile destroyer USS Zumwalt (DDG 1000) arriving at its new homeport in San Diego.

Following the delivery of these aircraft, Tennille said he expects the transition from Block IIs to Block IIIs to be seamless.

The proven capabilities and successes of the Block II program were leveraged by the Navy in awarding a multi-year procurement contract for Block III Super Hornets to Boeing in March 2019, totaling

approximately \$4 billion. The Navy will procure 72 Block III Super Hornet aircraft between fiscal years 2019 and 2021, while realizing more efficient production rates and providing the supporting industrial base with stability and advantages in production

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COMMERCIAL FISHERMAN TOM BUTLER OF HARPSWELL

Continued from Page 5.

Charlie Johnson of Harpswell, who owned the 93-foot POWHATAN built by Washburn & Doughty in 1980. “Also swordfished on the SEA LION 8,” continued Tom. “I did a trip when Dana McIntyre was running it. We took the boat out at Cape Canaveral. We fished the Bahamas. I have been offshore lobstering with one of David Russell’s boats. Groundfished with Sammy Viola and with Wendall Alexander on the JULIE D. out of Cundy’s Harbor.”

Swordfishing was an experience. “I’d say it was a good experience,” said Tom, “but I would not want to do it for a living. I did three trips, back to back and I was done. The first trip was halibut trolling and then I think the second trip we halibut trolled and swordfished and the third trip was straight swordfish. We got stuck up there, it was 42 days dock to dock from Portland. Something happened, I think we lost something for the generators. Ventured into St. John, that was interesting.”

After finishing with Andy, Tom went out on his own and even before he had been fishing out of a 16 or 18-foot skiff, which was built by Wes Murphy. He said, “Me and Roger Graves would go out and haul together. Then I bought an old green hull, it was like a 32-foot Hampton with a 292 in it. I wanted to put the 350 in it but I couldn’t kill that 292, I even drained the oil and drove it in circles around the cove, right in the corner trying to blow the engine up. Couldn’t blow it, had to take it out running. Me and Larry put that 350 Chevy in there

and fished that for a while. Then I ended up going down to Corea harbor with my stepfather. We had found a slippery 38 FRANCIS M. was the name of it. Bought everything, got the whole business. Me and Chip were bringing it home and we ended up blowing the engine outside of Seguin. The former owner had the engine wrapped in tin foil to keep the heat down forward, well of course he ran it at a certain speed. There must have been a ridge line in the cylinder where the rings would go to and of course we have to see what it would do. We cooked it. I think between overheating it and going past the ridge line it chewed the rings and we ended up blowing the engine. Andy had to steam down there, tow me home. We ripped it out and put a 455 Oldsmobile and I blew it up. We ripped that out and I had bought a 61A Volvo from a guy down in Massachusetts. That turned out to be a really good engine.”

In 2002 Tom was given permission to build the dock he now operates by his grandmother. He and Larry finished plank-ing it in 2003. He lobster fished off of it for several years and then purchased a Mid-Atlantic scallop Permit. Tom added, “Went to Chatham one year, came home and pretty much headed back down to Jersey, Long Beach Island, and scalloped out of there for nine months. We lost our permits in 2008, because we weren’t grandfathered. If you didn’t hold it in ‘04 you weren’t grandfathered. We figured with the Government being slow we would get a few years, but of course Eastern Fisheries got the lobbyists right on it and us guys went. I had the dock leased, one of the lobster buyers was using

it. When I got home, there was like 6 guys fishing off the dock. I just took the dock back over and we still have 5 or 6 guys fishing off the dock.”

Just after building his dock Tom decided to have a 46 Newman finished off by Benny Wallace. He explained, “I just wanted to be more comfortable and go farther and feel better and safer and lug more the traps. I hated fishing in the bay. It wasn’t fishing, that was fishing out there. It was fun out there, you were by yourself, well you used to be, not anymore.”

In 2009 Tom and Andrea decided to open for retail sales of lobster. Andrea was still working at the old restaurant left there in 2010 decided to open a takeout specializing in seafood, named for their daughter Erica, the following year. They are now in their 11th year and the business continues to grow. It

is open from early May until Columbus Day weekend, seven days a week, and serves over 35,000 customers a year. This year they made the change to close on Wednesday to give themselves a little breather.

Tom still loves to scallop drag saying it is a treasure hunt. Over the years he has dragged up some very interesting items from bottles to pieces of crockery. “I am still buying lobsters from the boats, dealing with bait trucks, still doing lobster retail right up until New Year’s Eve. I am done because I am scalloping.”

Now the season starts all over again as the lobsters will begin to come in and be sold on the dock. Erica’s is open, albeit with social distancing, and no outside tables. If you are looking for a great place to have a bite to eat this is the place.

Jamie Houtz - 30 Years...

Continued from Page 7.

went to work for Merrill-Stevens in Miami. Jamie explained, “I was having so much fun. My part-time job of boatbuilding, now this was my full-time job. I was learning more about sailboats and a couple of really good carpenters mentored me. They taught me a lot of really interesting little tricks. I was sailing up and down and all around Florida. I had the opportunity to come to New England in 1979. Miami didn’t seem like the place to settle down so came up to New England and the first job that I got was working for Salt in Herb Baum’s boatyard (Kennebunkport). I made absolute enemies with John Burgess, the founder of The Landing School the second week I was in town. I came over here, John didn’t know me from Adam and I introduced myself and I said, “John, I am Jamie Houtz and I am living in town and I am working for Pam Wood teaching boatbuilding to Salt students. Before I could finish the sentence he was like, “You need to get out of here.” And I had no idea what I had stepped into. John worked for Herb Baum, and wanted to buy Herb Baum’s shop for The Landing School. For some reason, Pam Wood who was the owner of Salt, got the yard so John looked at me like a spy.”

Jamie worked for Salt for a time and then went to work at Arundel Shipyard for Arthur Brunzie in Kennebunkport. He added, “I got introduced to a guy who would never consider himself a mentor, he was saltier than salt in the sense that he had a hammer in his back pocket. I think it was the first thing he put in his pants once he put his pants on and it was the last thing he took out. Byron Swett sort of took me under his wing and I started being allowed, I already could work on sailboats, nobody really cared because this is a lobstering town and through him I was allowed to work on lobster boats. There was quite a fleet of wooden boats that were indigenous to the port and the owner’s of those boats, were very picky about who did what on their boat. It was so funny, we had a small travelift, 15 ton, and it was perpendicular to the river and the lobstermen would, as much as they knew their boat when it comes to tight quarters and docks and things like that, they are a little skittish. They would leave their boat at the dock and they would say you haul it out and call me and when I’m done you can launch her and once you’ve got her in the water, call me I will come get her. In order to haul it you had to do a 90 degree turn into the river and the river sometimes is running 4 to 6 knots. Byron slowly let me drive the boats and it became so addictive. It was like oh my God, these boats drive themselves. I realized every one of these boats had its own little feel to it and they have got a certain way.”

Jamie even spent three years lobstering

with Byron on his 27-foot CHARLENE.

While at Arundel Shipyard they took care of Cricket’s sailboat MERGANSER. John through her slowly warmed to Jamie. “I didn’t really come to the School much during that time,” said Jamie. “I was not enthralled. I admired certain parts of their work but I did not admire the fact that they would come to launch their boats unprepared. There were no cleats, the paint was still wet. They were giddy that the boat was even going to get launched and I am looking at it from the other side like this is not done yet. Never ran the engine, never put the sails up. Sometimes they would use the Travelift at Arundel Shipyard and I did one launching for them and the boats leaked like a sieve. I told Arthur, I am done with this, you can find someone else to do this. If I am not lobstering or I am not doing something to make extra money, this was a pain in my ass. I admired what they did but I didn’t admire all of the antics that kind of came with it. When John called me up he said, I’d like somebody to come and help supervise but also build. I said, ‘you guys build things that I don’t know how to build. He and I had a long conversation and I spilled out my view at that time. The big selling point was they had just got accredited and they were only going to run for 10 months and you get two months off “paid.” I was an instructor but I was also in charge of being sure there was a schedule.”

“We graduated a lot of incredible people and they are still coming,” added Jamie. “The School is sort of a vehicle. We promise you that you are going to get additional knowledge and you are going to be allowed to practice you skills and we are not going to put any boundaries on how far you want to take that. We certainly are going to have some expectations and we would like you to do it a certain way but we are pretty creative. They are clients. They pay us a considerable amount of money and I have always felt like our job is to honor our clients and to be sure we understand that they are paying us, that we are in a service business to guarantee that they get what they pay for and they are all unique individuals and you can’t cookie cutter any of that. I think in the 30 years I have done this, the one thing that is consistent is we offer an incredible environment for young, more or less, people to have an experience that they have never had around boats.”

So how much longer will Jamie stay? He says he does not see retiring in the near future. He loves the school and the boating industry as a whole. He concluded, “I can’t tell you how many good friends I have that came because of this industry. It’s absolutely fabulous. I am blessed with that. It doesn’t always work that way that you end up in a career by accident that ends up to be so rewarding in so money different ways. It’s amazing.”

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

posed by COVID-19. States should forward suggestions to Commission staff.

Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment

The Board and Council reviewed the summary of public comments provided during the Amendment scoping process, comments from the Advisory Panels (APs) on types of alternatives to be considered, and recommendations from the Plan Development Team (PDT)/Fishery Management Action Team (FMAT) on the scope of issues to be included in the Amendment. The two bodies then discussed which types of alternatives should be further developed by the FMAT for consideration by the Board and Council at their next joint meeting.

The Board and Council supported exploration of a variety of approaches for potential modifications to the commercial and recreational allocations for summer flounder, scup, and black sea bass. These include status quo, allocations based on different data or time series, allocation percentages intended to produce approximately status quo harvest by sector compared to recent years prior to catch limit revisions, separate allocations for the for-hire and private sectors of the recreational fishery, a “harvest control rule” approach, dynamic allocations, and allocation transfers between sectors. Acknowledging widespread concerns voiced by the public and AP members regarding the recreational data used for management, the Council and Board also supported the development of draft alternatives to address recreational accountability and catch accounting. Finally, both bodies agreed that alternatives to allow the sale of allocations between sectors and allocation set-asides should not be

included in this amendment. Based on this feedback, the FMAT will develop a range of draft alternatives for Council and Board review at the next joint meeting, which is expected to occur via webinar in June.

Motions: No motions made.

\$300 Million CARES Act Offers Aid to U.S. Fishermen

May 07, 2020

Secretary of Commerce Wilbur Ross announced the allocation of \$300 million in economic relief to U.S. fishermen and seafood industries affected by the COVID-19 pandemic. The funds were allocated as part of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), signed into law on March 27 by President Trump.

Commercial fishing, charter/for-hire businesses, qualified aquaculture operations, processors, and parts of the seafood sector in coastal states and territories are among those eligible to apply for funds. Tribes are also eligible for funding including for any negative impacts to subsistence, cultural, or ceremonial fisheries. The Department of Commerce’s National Oceanic and Atmospheric Administration (NOAA) will work with the three Interstate Marine Fishery Commissions, organizations with a demonstrated track record of success in disbursing funds, to quickly deliver financial assistance into the hands of those who need it.

“This relief package will support America’s fishermen and our seafood sector’s recovery,” said U.S. Department of Commerce Secretary Wilbur Ross. “Thank you President Trump, Secretary Mnuchin, and our Congressional leaders of both parties for your work to pass the historic legislation that is bringing much needed relief to America’s fishermen. This Administration stands with

the men and women working to provide healthy and safe seafood during this uniquely challenging time, while our U.S. fisheries work to continue to support 1.7 million jobs and to generate \$200 billion in annual sales. The Nation is grateful to our fishermen for their commitment.”

Acting NOAA Administrator Neil Jacobs, Ph.D., lauded today’s announcement.

“For generations, our coastal communities have taken great pride in delivering protein-rich seafood to dinner tables across the country and enabling access to our world class recreational fisheries,” said Jacobs. “NOAA thanks our partners in the interstate marine fisheries commissions, states, territories, and Tribes for their assistance. Together, we will work to distribute these funds as quickly as possible.”

In addition to these funds, the President recently signed into law other Federal financial assistance programs, including at the Small Business Administration and U.S. Department of Agriculture, that can provide help to fishermen and related businesses.

Industries can find additional NOAA financial assistance information on our website.

President Signs New Executive Order Promoting American Seafood Competitiveness and Economic Growth

The President signed a new Executive Order promoting American seafood competitiveness and economic growth. This Executive Order will propel the United States forward as a seafood superpower by strengthening the American economy; improving the competitiveness of American industry; ensuring food security; providing environmentally safe and sustainable seafood; supporting American workers; and ensuring coordinated and transparent

federal actions.

Specifically, the Executive Order calls for the expansion of sustainable U.S. seafood production through: More efficient and predictable aquaculture permitting; Cutting-edge research and development; Regulatory reform to maximize commercial fishing; and Enforcement of common-sense restrictions on seafood imports that do not meet American standards.

As part of this effort, the Department of Commerce will co-chair a newly-established Seafood Trade Task Force. The agency will work closely with interagency partners to develop a comprehensive interagency seafood trade strategy. The strategy will identify opportunities to improve access to foreign markets through trade policy and negotiations; resolve technical barriers to U.S. seafood exports; and otherwise support fair market access for U.S. seafood products.

In addition, the Secretary of Commerce announced the allocation of \$300 million in fisheries assistance funding. The funding is provided by Sec. 12005 of the Coronavirus Aid, Relief, and Economic Security Act, also called the CARES Act. It will be allocated to states, Tribes, and territories with coastal and marine fishery participants who have been negatively affected by COVID-19.

As we all know, the 2020 COVID-19 crisis has created a turning point in the way the seafood industry does business. In addition to other efforts and financial support, this Executive Order and the funding available through the CARES Act creates an exciting new opportunity to address long-term challenges to expanding the domestic seafood sector.



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Presently we have a listing of just over 85,200 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. A couple of other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 3' after adding more lists and now updating and correcting errors and removing duplicates, which should expand the number of vessels to over 125,000 vessels. The next new Version should be up in early July.

CHECK IT AND LET US KNOW WHAT YOU THINK!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals. To make this happen we need support, please help us do more!

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U. S. NAVY NEWS

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and spares planning.

Boeing is expected to deliver the Block III test jets to the Navy as early as late spring, where subsequent testing will commence at both NAS Patuxent River and Naval Air Weapons System (NAWS) China Lake. This latest version of the Super Hornet includes an advanced cockpit system; advanced network infrastructure; reduced radar cross-section; and a 10,000-flight hour lifespan.

“Though we’ve done tremendous work to meet readiness requirements, we know continual forward momentum is needed to sustain that readiness while maintaining our tactical advantage to be more lethal and survivable than our potential adversaries,” said Denney. “The solid partnership with Boeing for the Block III production and modification programs ensures the Super Hornet will remain not only relevant, but ready to fight in today’s dynamic global environment and well into the future.”

Navy Accepts Delivery of Future USS Delbert D. Black
From Team Ships Public Affairs

PASCAGOULA, Miss (NNS) -- The Navy accepted delivery of the guided missile destroyer Delbert D. Black (DDG 119) from Huntington Ingalls Industries (HII) Ingalls shipbuilding division, April 24.

Accepting delivery of DDG 119 represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship successfully conducted a series of at-sea and pier-side trials to demonstrate its material and operational readiness.

The 68th Arleigh Burke class destroyer honors Delbert D. Black, the first Master Chief Petty Officer of the Navy, and will be the first naval ship to bear his name. Black is known for guiding the Navy through the Vietnam conflict and ensuring enlisted leadership was properly represented Navy-wide by initiating the Master Chief program.

“The DDG 51 shipbuilding program and Supervisor of Shipbuilding, Gulf Coast are proud to accept delivery of Delbert D. Black on behalf of the Navy, and look forward to her commissioning later this year,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “Ingalls has delivered another highly capable platform that will sail from our shores and help protect the nation for decades to come.”

The DDG 51 class ships currently being constructed are Aegis Baseline 9 Integrated

Air and Missile Defense destroyers with increased computing power and radar upgrades that improve detection and reaction capabilities against modern air warfare and Ballistic Missile Defense threats.

In addition to Delbert D. Black, HII’s Pascagoula shipyard is also currently in production on the future destroyers Frank E. Peterson Jr. (DDG 121), and Lenah H. Sutcliffe Higbee (DDG 123), as well as the Flight III ships, Jack H. Lucas (DDG 125), and Ted Stevens (DDG 128).

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, and boats and craft.

Navy Accepts Delivery of USS Zumwalt
From Team Ships Public Affairs

SAN DIEGO (NNS) -- The Navy accepted delivery of USS Zumwalt (DDG 1000), the lead ship of the Navy’s next-generation of multi-mission surface combatants, on April 24.

Following this delivery, the ship will transition from Combat Systems Activation to the next phase of developmental and integrated at-sea testing. This event marks a major milestone of the dual delivery approach for USS Zumwalt, which achieved Hull Mechanical & Electrical delivery from shipbuilder General Dynamics’ Bath Iron Works in May 2016. Raytheon Integrated Defense Systems was the prime contractor for the Zumwalt Combat System, and has lead activation and integration for Zumwalt class ships both in Bath, Maine and San Diego.

“Delivery is an important milestone for the Navy, as DDG 1000 continues more

advanced at-sea testing of the Zumwalt combat system,” said Capt. Kevin Smith, DDG 1000 program manager, Program Executive Office, Ships. “The combat test team, consisting of the DDG 1000 sailors, Raytheon engineers, and Navy field activity teams, have worked diligently to get USS Zumwalt ready for more complex, multi-mission at-sea testing. I am excited to begin demonstrating the performance of this incredible ship.”

With delivery, USS Zumwalt joins the U.S. Pacific Fleet battle force and remains assigned to Surface Development Squadron One. In addition to at-sea testing of the Zumwalt combat system, DDG 1000 will also operate as a key enabler in the acceleration of new warfighting capabilities and rapid development and validation of operational tactics, techniques, and procedures.

The 610 foot, wave-piercing tumble-home ship design provides a wide array of advancements. Employing an innovative and highly survivable Integrated Power System (IPS), DDG 1000 has the capacity to distribute 1000 volts of direct current across the ships’ entirety, allowing for enhanced power capability for various operational requirements. Additionally, the shape of the superstructure and the arrangement of its antennas significantly reduce radar cross section, making the ship less visible to enemy radars.

“Every day the ship is at sea, the officers and crew learn more about her capability, and can immediately inform the continued development of tactics, techniques, and procedures to not only integrate Zumwalt into the fleet, but to advance the Navy’s understanding of operations with a stealth destroyer,” remarked Capt. Andrew Carlson, the Commanding Officer of USS Zumwalt. “After sailing over 9000 miles and 100 days at sea in 2019, we are absolutely looking forward to more aggressive at-sea testing and validation of the combat systems leading to achievement of initial operational capability.”

The USS Zumwalt is the first ship of the Zumwalt-class destroyers. The USS Michael Monsoor (DDG 1001) is homeported in San Diego and is undergoing combat systems activation. The third and final ship of the class, the future USS Lyndon B. Johnson (DDG 1002), is under construction at BIW’s shipyard in Bath.

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, and special warfare craft.














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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

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look for the season's fishing, without this privilege. A reporter of the Advertiser called upon several owners of Portland fishing vessels and inquired about their views as to the effect which the expiration of the *modus vivendi* will have on the business.

Orlin B. Whitten, of the firm of Lewis, Chase & Whitten, said, "The *modus vivendi* has expired, so that now American fishermen have but a few rights in Canadian ports which Canadian laws must respect. They are denied the commercial privileges, because they are fishermen. So far as I am interested I hope that the *modus vivendi* will not be renewed, for the benefits received do no equal the cost. It is an extortion to exact from our fishermen \$1.50 per ton for the right to purchase bait, a barrel of flour or any supplies in their ports. I believe that this matter can be adjusted so that American fishermen instead of buying the commercial privileges can have them by right. Our government knows well the condition of the fishery affairs and is conversant with many of the abuses and injustices which have been heaped upon the American fisherman by the Canadian officials. The people living on the shores of New Brunswick, Nova Scotia and Prince Edward Island are not in sympathy with the license law. They want the trade of the American fishermen free and untrammelled. They prospered with this trade, and since it has been taken from them they have seriously felt its loss. They will ask the Ottawa government to do something to restore the business enterprise and prosperity of that section; and with their urgent appeal and the firm and determined position by our government to treat them as they treat us, it will not be long before the American fishermen can enjoy commercial rights in Canadian ports, the same as are accorded to American merchantmen."

A. M. Smith said. "We do not care to

see our government or our people in any way request thie re-establishment of the *modus vivendi* because it is a privilege which costs us a great deal more than it is worth. More than that, it is compelling us to pay for privileges that we claim belong to us by the ordinary commercial law of nations. I think the position our government ought to take in this matter is to claim these commercial rights for our people. If they do not see fit, as a matter of policy, to make such a claim they ought to let the whole severely alone and protect our fishermen in their lawful rights. Further, I believe that the United States government would accord Provincial fishermen the same rights and only the same rights that they accord to us. The same duties should be collected on the importation of fresh fish from the Provinces that are exacted from our own people. Otherwise there is a tendency to build up their industries in opposition to ours. The discriminating duty of one half a cent per pound is shutting out fresh fish dealers here from doing any Canadian business."

George Trefethen said that last year his brother had six vessels bank fishing and only one of them took out a license, on account of wanting men. But it did not pay and it would have been better if the vessel had been kept at home. There is a pretty blue outlook for the cod fishery the coming year. Few vessels will go from Maine this year. In fact few owners are in a condition to send vessels out. Mr. Trefethen said that he has been gradually working out of the business himself. In 1870 he owned shares in twelve vessels but he has disposed of all his interest except a part of one vessel. He saw no chance to make money and so got out. The expiration of the *modus vivendi* will not much effect the fishing industries of Portland gut it will be felt more in Gloucester. Gloucester

Parties engaged in trawl fishing during the summer are storing up Newfoundland frozen herring for use during the early part of the season. This frozen bait will last until

May and after that the vessels will have to get their bit form pounds along the shore. If the menhaden come along the shore as they did last year it will be a great help to the fishermen. There is no justice in giving Canadian fishermen free access to our ports and excluding our fishermen from theirs. In 1818 the treaty was a concession to the United States but now it is all the other way. It looks like a dull year in the fisheries. Many firms lost last yea and are in no condition to start again. For all the light catch of last year there is no demand for fish at present. Hayti was a good market for American fish but the revolution there has so impoverished the natives that they have no money. They want the fish but they can't pay for them. The Haytian market is spoiled on that account and that is a bad thing for our dealers.

Ice Notes.

The Eastern Ice Company are proposing to harvest 4000 tons of ice on the Penobscot above the Bangor Water Works.

The ice business is booming at Chickawankie Pond, Rockland. A number of Rockland men are putting up houses and some 25,000 tons will be harvested at the pond.

George W. Collins, of Bridgewater, has come down from Aroostook and begun operations on the Kenduskeag, Stream, above Bangor, with the expectation of gathering 5000 tons of ice.

The first firm on the Penobscot to finish operations for the season is the Katahdin ice Company. They have housed this season 40,000 tons of as handsome ice as was ever cut on the river.

The Bay View Ice Company has sold its plant on the Medomak River, South Waldoboro, to the Arctic Ice Company, Newport, r. I. The trade includes the filling of the ice house by the selling parties.

The mild weather of the past few days has not been favorable for ice harvesting either on the Kennebec or Penobscot. Maine operators would be pleased to see another cold nap before spring comes to stay.

The Ridgewood Ice Company, of Brooklyn, N. Y., has bought the Gun Point ice pond, on Great Island, Harpswell. The sum paid was \$40,000. The pond covers 75 acres, averaging 1000 tons of ice to the acre.

The Haynes & Dewitt Ice Company, are building three permanent houses on their lot south of the Oakland Company's plant, Gardiner, each 40x125 feet. Should they succeed in filling these they will build others on the same site.

Samuel Knights, of Brunswick, is to cut 8,000 tons of ice on the Topsham side of the Androscoggin river just above the railroad bridge for Boston parties. He will stack a portion of it and run the remainder on board the cars as fast as it is cut.

Stetson, Cutler & Co., of this city, have purchased the privilege to cut ice on Spruce Lake, N. B., a point on the Shore line Railway, from which they can ship to St. John by rail and then by schooner to New York. They expect to get out about 15,000 tons.

Manager F. W. Cram, of the New Brunswick Railway, in association with Bangor parties, has formed a company to cut ice on Chamcook Lake, N. B., the water of which is of exceptional purity. The ice will be shipped to St. Andrews by rail and then forwarded to the American market in schooners.

Captain F. W. Goodwin, in association with E. H. Blake, A. H. Babcock and other Bangor parties, is conducting extensive ice operations at Belfast. They will cut ice on the pond of the Belfast Water Company at the mouth of Little River, paying the water company ten cents per ton for all ice taken out of the pond. The business is being done under the name of Crystal Ice Company.

Page 5.

There is a project on foot to put a steamboat on Ossipee Lake at North Waterboro, the coming summer.

Several lots of the rockbound Park property, Peak's Island, have been sold by Miss May Chapman to W. Nason, of Boston.

A. S. Thomson, intends to erect a cottage at Kennebunkport in the early spring on land purchased of the Kennebunkport Sea Shore Company.

Building is very brisk at York Beach this winter. Ten new houses have been erected since last summer and rumor announces another large hotel projected. A. J. kidder will erect a block of stores with tenements above in the early spring, neat the station close adjoining the row of stores.

A. D. V. Hunt, President of the Sullivan Harbor Land Company, visited Sullivan harbor recently accompanied by Miss Jane E. snow, of Boston, who is negotiating for a lot with the intention of building before another season. Miss snow was charmed with the many fine views to be had from different standpoints and especially with the lovely outlook form the Motor Inn, and will probably purchase a lot near or adjoining that fine property.

Thomaston people are agitating the question of building a large hotel in that place, and it is expected the talk will result in something tangible during the spring. The Thomaston Herald claims that Thomaston is a town unsurpassed by any in the state for beauty. The beautiful Georges River not only offers unexcelled advantages for boating, but no matter how hot the day, hot, sweltering nights are unknown because of the cool breeze wafted form the river.

The annual meeting of the Boston & Boothbay Land Co., was held Friday, Feb. 21st, at the Preble House, Portland. Officers

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W. H. Rowland, of Conway, North Wales, writes us May 22, 1912, in part, as follows:

"After running a few minutes on gasoline, I changed on to kerosene, and there was no noticeable difference in the working of the motor excepting a little smoke from the exhaust, which is easily overcome by a slight adjustment of the needle valve. I have made extensively long runs up river and outside using kerosene as a fuel without trouble of any kind, and I am thoroughly satisfied with it."

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KING'S DOCK

BATH, MAINE

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

were elected as follows: President, Selden Connor; vice President, Manley T. Pooler; Treasurer, Sanford C. Chase; Clerk, Charles A. Marston; Attorney, J. W. Spaulding. The company will make extensive improvements on their land at Spruce Point, Boothbay Harbor, and will make an addition to the Spruce Point House. Several cottage lots have been sold to be built upon this season.

The voters of Phippsburg will at their annual town meeting on Monday March 3, vote on a proposition to build a bridge from Popham Beach, across Atkins Bay to Little Cox's Head. If built, it will cut off two and a half miles of the most objectionable part of the road, and reduce the distance from Bath to twelve miles. The cost of the bridge will be but \$4,000, and P. O. Vickery, of Augusta, will guarantee to the town that the increase in taxes at Popham Beach alone, shall, in two years cover the interest on the investment. Mr. Vickery has laid out a large amount of money already at Popham Beach in improvements, and proposes to go ahead and lay out more.

Our Boothbay correspondent writes: This town of Boothbay has experienced quite a change within a year. The enterprising citizens of the harbor desired to keep up with the times and put in waterworks and otherwise improve the village and make it a first-class summer resort, but the people living in other parts of the town objected to such advancement and to the adoption of these modern ideas, and so a division of the town was brought about; but the waterworks are being built just the same. The water is being taken from Lewis Pond and will be pumped into a standpipe on a high hill in the outskirts of the village. The Waterworks Company has a contract with the town for 20 hydrants for 25 years at \$2000 a year, which is about 4 per cent. on the cost of the plant. The Boothbay Land Company owns about 1400 acres of seaside property in the vicinity

of Boothbay Harbor and have built a fine summer hotel known as the Metawarmet House from which is obtained a fine view of ocean and beautiful bys from Seguin to Monhegan, a district more than 30 miles in extent. They have laid out beautiful roads and avenues and intend to make Boothbay a delightful resort.

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FROM THE HUB OF THE UNIVERSE.

The "Old Salt House" and The Boston Fish Bureau.—The Bureau is not an Incorporated Body but a Private Organization.—Its History.—The Inspector-general ship of fish.—A Monster Freight Car on the Fitchburg Railroad.—An immense Tunnel Project on Foot in Boston.—Ship Building and naval Architecture continues.—News and Notes.

(Correspondence of The Journal.)

The "Old Salt House."

That's where I always take my friends when they come to Boston to see the "Old Salt House." That is, I show them the Old House as it now appears, having been remodeled some years ago by its present owner, Mr. George Babson. It is located on Long Wharf, and was built about a century and a quarter ago. It is known as the salt house, because, in the olden time, it was used as a salt storage and warehouse, and all the country round about "'Boston Towne" received its supplies from it no doubt.

The building is now occupied in part by the Boston Fish Bureau, and it is of the latter that I propose to write. The readers of THE INDUSTRIAL JOURNAL are doubtless familiar with the weekly advices from the Boston Fish Bureau, that are published therein. The Boston Fish Bureau, as one would naturally suppose, is not a corporation but a private institution or organization.

From the popular and ever courteous Secretary, Frederick F. Dimick, I have obtained the following facts about the Bureau, which, for the edification of my friend, A. H. Fogg, of Houlton, I will say are published in the New England Grocer, of this city.

The Bureau was organized and is managed by Franklin Snow, a benevolent and public spirited man who saw the needs of the fish trade and the desirability of such an institution as this, and was willing to undertake this stupenduous enterprise for the good of the fish industry. At the time of the organization of the Bureau, there were no statistics of fish kept at Boston, and it was though the public spirit of Mr. Snow that the Bureau was organized. He got the dealers of Boston to take hold of the project, and it has since been by subscription. It is the only organization of its kind in the country, and its value is in its reports and the information that it furnishes. Its reports, weekly contain much valuable information, compilation, statistics, etc., with the reports of arrivals of fish, particularly of mackerel, and that in par-

ticular has been and is of very great value to the fishermen who often see the report from the Bureau, after having searched fruitlessly for fish and learn there from that there has been a great school of mackerel seen on the south shore of Massachusetts, for example; and one case is recorded where fishermen, guided by the reports from the Bureau, went to the place indicated and took 500 barrels of mackerel and came to Boston. I am unable to learn the name of the vessel, but the captain's name was Sullivan.

Gloucester is working hard to get the Inspector-General of Fish, to succeed the late Inspector-General Jesse H. Freeman, appointed from Gloucester. They claim that the Inspector-Generalship belongs to Gloucester. Boston is also working for it, and it seems to me that it belongs to Boston, as she is the centre of receipt and output of mackerel in Massachusetts. The Inspector-General of Fish has most to do with mackerel, and of the total amount of mackerel inspected in

Continued on Page 26.



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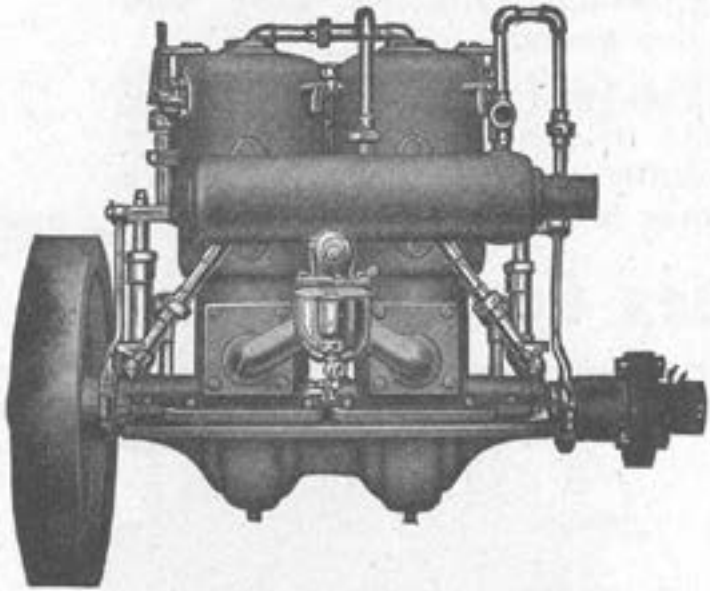
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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Continued from Page 25.

Massachusetts in 1889, only about one-sixth as many were inspected in Gloucester as in Boson. Gloucester is the great codfish centre, but not the mackerel centre, in which she is far below Boston. The Inspector-General should be located at the great mackerel centre, namely, Boston. Boston is certainly the favored place, and is in the lead now, and she ought to have it. Gloucester is a great deal like New York, hungry for everything that don't belong to her. The Inspector-General of Fish is appointed by the Governor, by and with the advice and consent of the Executive Council and if the said Executive Council is possessed of the proper "age of consent," it will favor Boston. Governor Brackett has he eye on a Boston man, whose name will appear later with the official title of Inspector-General of Fish before it.

The Fitchburg railroad have just finished, at their East Fitchburg shops one of the largest and strongest freight cars ever built for the road. It is a special car built to carry a large wire cable weighing 60,000 pounds from Worcester to a mine in Denver, Colorado. The car is 28 feet long, 8 feet 8¼ inches wide, has eight sills running lengthwise, each 4¾ x 11 inches, and sills 9 x 9 inches. The floor of the car is covered with two-inch oak plank. It has two trucks with three pairs of wheels each. The trucks and journals weight each about twice as much as those on a common car. The axle is 5½ inches in diameter, the bearings 4½ x 8 inches; the beds, two to each truck, are

made of oak timbers bolted together, with two ¾ inch fist irons between, making a solid bed of 9x13 inches square. The swing log is made in a similar manner, with a heavy flat iron between, making the log 8 x 16 ½ inches square. The centrebolt is two inches in diameter. There are four iron trusses on each bed that have each a capacity of holding 24 tons. The car is supported underneath by four heavy bolster, strongly bolted to the sill, with flat irons, 3/4x 5 inches. The centre bearing, which rests on the centre bed is 4 1/2x14 inches, and is supported by two heavy iron trusses made of 7/8x5 inches flat iron. The trucks and journals are more than twice the size of those on a common car. The car is equipped with the Westinghouse brake and the common hand wheel brake. The draw-bar is one of Safford's patent, works automatically, is made of mailable iron and is easily worked. The car it rated to carry 100,000 pounds; while a common car is rated to carry 40,000 ponds.

Boston has again got tunnel on the brain. It wants one grand tunnel in which shall be collected the buried and destructible industries. The floor work of such a tunnel, running ten to twenty feet below the surface of the street, would form the covering of the sewer. Along these tunnels—for they would have to be under many streets, would be placed the water and gas pipes, on one side, and on the other side, all electric wires. When any of the various systems thus gathered together get out of oruder, a watchman patrolling the tunnel at regular intervals could easily get at the seat of all difficul-

ty. Under such streets as Washington and Tremont, that are crowded with electric cars and immense travel, and also other gigantic thorough-fares, such a tunnel would be twenty-five feet below the surface. It would be a great scheme, but how many years would Boston's streets have to be thrown up, helter skelter everywhere such a plan would be a good one, if it proved practicable; but it wouldn't do to have gas pipes leaking in such a tunnel. Watchmen would have to be kept constantly stationed at short intervals to guard against the danger of explosions. The place, in all reason, for electric wires, gas and water pipes is under ground, and a metropolitan tunnel is what Boston and every other large city needs, but it should be determined what system is practicable and then make a permanent thing of it. A tunnel could he constructed, and then the wires could be arranged as best determined by experiment. It would do away with the constant digging up of the streets.

The monthly meeting of the Boston Marine Society was held in the Mason building last Tuesday, President Fish presiding. Among the features of the meeting, was an application for membership from Charles A. Colcord, of Bath, Me. The Boston Marine Society is a notable organization. It is one of those old high toned, conservative organizations peculiar to New England. It is composed largely of ship owners and those otherwise interested in shipping. At its meet-ings are many of the grand, old ship owners and masters, many of whom sailed their own ships in the palmy days of the old East and West India trade. They are tottering with the burdens of many years and their locks are hoary, but they bear all lightly, are as straight as arrows—grand in their old age—and take as lively an interest in shipping as in their youth.

To continue a little on my subject of ships and shipbuilding in my last letter: An increase of length in a ship give an increase of displacement of water, and therefore of carrying power., it this is not desired, it allows finer lines forward, and aft, and consequently greater speed. It also increases the resistance to lee-way. The greater friction of water on the longer sides does not appear to be material. Against the increase is to be set a diminished power of turning, tacking and wearing. It also involves a more careful balancing of weights in the fore and aft portions of a ship, for the motion, the inertia, of a small weight may become large in a long vessel from being such weight multiplied into the square of its distance from the ship's centre of gravity. The increase of breadth gives greater stability to the ship and by the allowing more sail, indirectly greater speed; but directly it increases the resistance of water. Of course greater breadth enables a ship to carry greater bulk. As to depth there is not much to be said except that ships, whether sail or steam, run better for drawing more water aft than forward.

Now as to modern shipbuilding. The builder works from the guidance of the drawings of the architect. The first process is to develop to 'lay off', on the mould-loft floor, certain full sized working sections of the required ship. These are taken from the construction drawings of the model, and built up of planks. The combination of these pieces of plank show the shape in which the several timbers will have to be cut, to impart the necessary curvature and strength. The next step in actual construction is to prepare the slipway, (so often called), by raising a number of small blocks of timber a short distance apart, on which the keel shall rest, which shall sustain the entire ship while building. These blocks are composed of several pieces, and it is of the utmost im-

portance that their upper surfaces be in an exact line. That line is made at an inclination of about 5/8 of an inch to the foot, so that the keel of the ship, and the ship itself, have consequently that slope to the horizon while building. This inclination is for the facility it affords for launching the complete vessel.

On the blocks is laid the keel which may be called the backbone and is certainly by far the most important timber in the ship. From it start the ribs, the stem and the stern-post, so that any serious accident happening to the keel involves the breaking up of the whole structure. It is therefore made of great strength, being varied according to the rating of the vessel being built. The toughest of timber is generally used and the pieces are united by the strongest possible scarf joint. What the keel is to the bottom, the stem and stern-post are to the bow and the stern of the ship, forming the keys form which the ends of the planking (technically called the "butts), and all longitudinal supports start. Each is, of necessity, of great strength, and they rise from the respective extremities of the keel. The stern-post, forming the forward support of the screw.

The extreme outlines of the ship now being established, the builder proceeds with the timbers to form the bottom and sides. The ribs form the sides of the ship, and are placed at from two feet six inches to three feet nine inches from center to center. The keel is set about three-fourths of an inch into a groove running along the bottom of the floor, while above the floor, the keelson is a massive timber parallel to the keel. The keel and keelson are bolted firmly together by long bolts, which pass through the timbers of the floor and completely fix the latter. As an additional strengthening to the frame in large vessels, side or sister keelsons are bolted on to the foot or futtocks, a short distance on either side of the principal keelson. After the main skeleton of the ship is built, the planking is the only thing remaining to be done to the exterior. The planks are fastened on to the ribs, the lowest layers pressing into the rabbet of the keel, and the highest reaching the uppermost bulwark. The thickest planking is at the bends or wales. What I have given about building wooden ships may not be exactly as a Bath builder would tell it, but it is theoretically correct, and will serve to aid me in treating soon of iron shipbuilding.

John W. Ryckman and William V. Christie, the late mangers of the International Maritime Exhibition, now the Christie-Ryckman Publishing Company, have the most elegant and palatial offices, about, that it would be possible to imagine. These are at the corner of Tremont and Bolyston streets. The floor is decorated with handsome rugs, elegant furniture stands about, and pictures and beautiful models of various craft adorn the walls. There is a large centre table covered with books, paper, writing materials, etc.; while nearby a large newspaper file supports quite a number of papers and periodicals. The whole is suggestive of luxury and elegance. Mr. Ryckman is busily at work on his official report of the exhibition, which, when completed, will be a free-and-easy treatise of the Exhibition, with all the ins and outs thereof. I understand he intends to pull Boston over the coals, or some people in it. But we shall see.

The "Athens" of America, in the "Commonwealth of Massachusetts," will be a busy place in the near future. Soon Harrison Loring, at his South Boston yards will be building a steel cruiser and three lighthouse vessels. Who says that Boston isn't a ship-building town?

Boston, Feb. 14, 1890
ALLAN ERIC.

Maine Coastal News

Has a newly updated website!

Check it out:

mainescoast.com

Read the current issue of MCN

Lobster Boat Racing News

Photo Galleries

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NEW MEADOWS
MARINA

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!
Gal. tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.

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Maine DMR News

Continued from Page 10.

be shared among those chosen.

Questions: Any clarifying questions must be submitted in writing to: Amy.Sinclair@maine.gov by May 1, 2020. DMR will make the questions and answers available on its website by May 5th, 2020. Only questions submitted in writing will be answered.

September 2020 Lobster Gear Marking Requirements

Following is a summary of lobster gear marking regulations, which take effect September 1, 2020.

A hard copy of this summary with an illustration that shows examples of marking requirements is available as a link at the bottom of this notice.

TRAP GEAR FISHED WITHIN WATERS INSIDE THE EXEMPTION LINE: THREE PURPLE MARKS- 36” purple mark within top two fathoms, 12” purple mark midway, 12” purple mark at bottom of the buoy line. (No green marks allowed inside the exemption line). OPTIONAL FOR BUOY LINES LESS THAN 100 FT: TWO PURPLE MARKS- 36” purple mark within top two fathoms and 12” purple mark at bottom of the buoy line. (No green marks allowed inside the exemption line).

TRAP GEAR FISHED WITHIN WATERS OF THE SLIVER AREA (between exemption line and 3nm line) and WITHIN FEDERAL WATERS OUTSIDE THE 3nm LINE): FOUR PURPLE MARKS and ONE GREEN MARK- 36” purple mark and 6” green mark within top two fathoms, 12” purple mark at top of buoy line, 12” purple mark midway, 12” purple mark at bottom of the buoy line. OPTIONAL FOR BUOY LINES LESS THAN 100 FT: TWO PURPLE MARKS and ONE GREEN MARK- 36” purple mark and 6” green mark within top two fathoms, and 12” purple mark at bottom of the buoy line.

ADDITIONAL GUIDANCE ON THE 2020 TRAP GEAR MARKING REGULATIONS: Existing red mark requirements for trap gear remain legally acceptable until September 1, 2020. By September 1, 2020 all gear must be marked with the purple

and green marks referenced above. Efforts should be made to remove or eliminate red markings once purple and green markings have been implemented. A 36” purple mark and a 6” green mark must be contained within the top two fathom of a buoy that is ALWAYS on the surface. The harvester may choose any buoy that is always on the surface from which to mark their gear. All end lines must be marked (i.e. both ends of a trawl must be marked). As it relates to the order, the top 12” purple mark can be above or below the 36” purple and 6” green mark, as long as the 36” and 6” marks are in the top two fathom from the buoy. Purple rope must be marked with a purple gear mark. Purple rope of a required length (i.e. 36” or 12”) can be added to an endline of a different color to serve as a purple mark. An endline made entirely of purple rope does not count as a gear mark. If a purple rope is performing a function other than a mark (i.e. a purple line to a toggle), then it isn’t a mark. Buoy lines of less than 100 feet may be fished with only two purple marks; one 36” inch purple mark in the top two fathom of the line and one 12” inch purple mark at the bottom of the line; the 6” green mark is still required within the Sliver waters and Federal waters.

Notice to State Waters Halibut Fishermen: Season Reduced by Two Weeks to May 18 - June 13

Over the last month, the Department of Marine Resources (DMR) has sought input from state license holders regarding changes to the state waters halibut fishery. Because we were unable to hold public meetings, we utilized online surveys to collect feedback on specific management measures. DMR has been contemplating these changes in order to remain within the federal catch target for state waters, and the total allowable catch overall. Should catch in the Atlantic halibut fishery, both state and federal waters, exceed the Allowable Biological Catch, accountability measures are triggered which include a zero possession limit of Atlantic halibut by all federal permit holders (including federal lobster permits). The industry surveys considered changes to the season, alternative landing weeks, specific landing days, as well as a bag limit. After reviewing the results of



the surveys and obtaining feedback from the Maine industry, DMR concluded that Maine fishermen strongly preferred a reduced season to the other alternatives.

As a result, Maine is taking emergency action to reduce catch in the state waters halibut fishery by reducing the length of the state waters halibut season to May 18 - June 13, inclusive. We regret having to make further reductions at this time, particularly when many industry members are navigating the effects of Covid-19. However, reductions are necessary to avoid even more drastic impacts in future seasons. The regulation will be published next week in local newspapers and on DMR’s website.

We will send another notice as usual, when the adoption package has been posted.

Statement from Commissioner Keliher on Today’s Announcement of \$20 Million for Maine’s Fishing and Seafood Industry

We appreciate the work of Senator Collins and the other members of Maine’s Congressional to ensure that Maine’s fishing and seafood industry receives this much-needed funding. The Department will be working to develop a plan to distribute these funds as soon as we have additional guidance from NOAA. Maine has nearly 18,000 licensed fishermen, dealers, processors, aquaculture operators, and fishing charter businesses, as well as thousands of additional related workers who have all been impacted by market loss as a result of COVID-19. While this funding is a welcome step forward, additional funding will be necessary to more fully mitigate the losses facing our \$1.5 bil-

lion seafood industry here in Maine, and the Department will continue to work closely with the Congressional Delegation to press for that additional Federal relief.

Patrick Keliher Commissioner Maine Department of Marine Resources

Preliminary 2020 Elver Landings Report Through 6pm May 8, 2020

The following represent preliminary totals for Maine’s 2020 elver harvesting season through 6 pm May 8, 2020. These data will be updated throughout the season.

DMR

Pounds Reported - 7,169.92; Overall Quota - 7,566; Remaining Quota - 396.08

MALISEET

Pounds Reported - 73.64; Overall Quota – 107; Remaining Quota - 33.36

MICMAC

Pounds Reported – CONFIDENTIAL; Overall Quota – 39; Remaining Quota -

PASSAMAQUODDY

Pounds Reported - 1,423.33; Overall Quota - 1,356; Remaining Quota - -67.33 All Passamaquoddy cards have been deactivated as of 6 PM 4/14/2020.

PENOBSCOT

Pounds Reported - 548.00; Overall Quota - 620.0; Remaining Quota - 72.00

QUOTA TOTAL*

Pounds Reported - 9,214.897
* All 2020 data are preliminary and subject to change without notice.

Dealers reported buying a total of 9,214.897 pounds with a reported value of \$4,780,145.00 for average price per pound of \$519.

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POWER



15’ SCOUT 151 SPORTFISH, 2018. White Hull Color, Yamaha F40 Outboard & EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



17’ SCOUT 175 SPORTFISH CENTER CONSOLE, 2019. With Yamaha F90LB Outboard, White hull, sport package – trolling motor plug, aluminum bimini top and bow cushion, reversible pilot seat with under seat cooler, stern jump seat

POWER



17’ SCOUT 175 SPORT DUAL CONSOLE, 2020. With Yamaha F90LB, White hull, bow cushion, bimini top, dual battery select switch and trailer. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.



17’ SCOUT SPORT DORADO,

backrests cushions and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

POWER



19’ SCOUT 195 SPORTFISH CENTER CONSOLE, 2020. With Yamaha F115XB outboard, White hull, bow cushion, aluminum T-top with aft spreader light, rocket launchers and T-bag, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

2020. Rascal Blue Hull Color, Yamaha F90LB Outboard, Bimini Top, Ski Tow Bar and EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

POWER



19’ SCOUT 195 SPORTFISH, 2020. Midnight Blue Hull Color, Yamaha F115XB Outboard, EZ Loader trailer, Powder Coated Ski Tow, Sport Package. Aluminum Bimini Top, AM/FM stereo with iPod jack and bow cushion. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19’ SCOUT 195 SPORTFISH, 2019. With Yamaha F115 outboard & EZ

POWER



Loader trailer. Available in white or midnight blue. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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



20’ GRADY WHITE 209 ESCAPE CENTER CONSOLE, 2002. With

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POWER

2002 Yamaha 200 hp HPDI outboard, Garmin GPS, VHF radio, console cover and deck cushions – NO Trailer. Asking \$16,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' FISH HAWK 210 CENTER CONSOLE, 2002. 2012 Evinrude 150hp ETEC outboard and 2002 Venture trailer. Asking price \$18,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 DORADO DUAL CONSOLE, 2020. With Yamaha F150XB outboard, Rascal blue hull, SeaStar Hydraulic steering upgrade, full canvas enclosure, trim tabs, Porta-potti, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 XSF CENTER CONSOLE, 2020. With Yamaha F150XB outboard, Midnight blue hull color, sport package, aluminum T-top

POWER

with aft spreader light, T-bag, rocket launchers, forward seating backrests and stern seats, T-top enclosure, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21'SCOUT215 XSF, 2020. WhiteHull Color, Yamaha F150XCA Outboard, JL stereo upgrade, Powder coated T-top enclosure, rocket launchers, raw water washdown, bait pump, SeaStar hydraulic steering upgrade and EZ Loader Trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SEA RAY 215 EXPRESS, 1995. With 2008 MerCruiser 5.7L I/O, bimini top, cockpit cover and 1995 Venture trailer. Asking \$10,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' TROPHY 2103 CENTER CONSOLE, 2003. With 2003 Mercury 125 hp 2-stroke outboard and 2003

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trailer. Asking \$12,500. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



22' SEA RAY SUNDANCER, 1991. 1991 MerCruiser 230 hp I/O and 1991 EZ Loader trailer. Asking price \$7,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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



24' BOSTON WHALER OUTRAGE, 1994. 2018 Yamaha F250XCA w/15 hours and warranty through July 2021. New Garmin 942XS chart plotter/GPS/Sounder with high speed transducer. Asking Price \$47,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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25' SCOUT 255 LXF CENTER CONSOLE, 2020. With twin Yamaha F150XCA outboard, full black hull, Heritage cushion package, deluxe fiberglass leaning post with cooler, rod holders, dual Airmar cushioned helm chairs with folding leaning bolsters, arm rests and 65Qt. Yeti cooler, rocket launchers - hardtop mounted. Edson steering wheel, LED trim indicator switch, windshield wiper, diaphragm overboard discharge pump, fresh water washdown and self-contained porcelain head. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



27' CHRIS CRAFT LAUNCH DUAL CONSOLE, 2019. With Mercury V8 8.0L 380hp B3 FWC DTS outboard, Midnight blue hull color, Heritage Trim Edition, Active trim, Selectable exhaust, LED bow docking lights, cockpit and bow covers, Multifunction electronics display – Garmin 74CV 7", Windlass w/SS Anchor. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



27' SCOUT 275 DORADO, 2018.

POWER

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



30' CUTWATER 30 CB FLYBRIDGE CRUISER, 2016. With 2016 Volvo D6 435 hp diesel inboard engine, A/C, reverse cycle heat, anchor package, Garmin auto pilot – dual station with remote, generator with sound shield, LED lighting, Macerator discharge solar panel, swim platform rails, bow and stern thruster with remote, Garmin 7612 – 3 units, radar. Clean and well maintained. Asking \$247,500. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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