

Maine Coastal News

Volume 33 Issue 7

July 2020

FREE

MARY B. Launched by Mainely Boats of Cushing



The new offshore lobsterboat MARY B., a Libby 47, is launched for Steve Budrow of Rockport, MA.

Steve Budrow, a commercial lobsterman from Rockport, MA, had been talking with Mike Hooper of Mainely Boats for a couple of years. The initial conversation was that Steve was interested in bringing up his Young Brothers 45 to have her repowered with an engine he had purchased at the Maine Fisherman's Forum a couple of years ago. Steve began thinking about the boat and did not like some of her characteristics and began thinking it would be better to build a new boat that could easily fish offshore. He searched for a hull and ended up ordering a Libby 47 from East Side Boat Shop in East Machias. Then in late May over went MARY B., Steve's new lobster boat.

The hull arrived at Mainely Boats last May, but they were busy trying to finish up a couple of other ongoing projects so it was not moved into the shop until August.

Mike said, "She is finished off as a split wheelhouse lobster boat. We have a live well tank under the deck, two spray tanks, four storage lockers, big rope locker, 600 gallons of fuel, a V-berth with a double-set of bunks, fridge, had a generator. It is set up real well if you want to stay overnight. Marine Light windows, we did Bomar doors, the hydraulics came from Lonnie's Hydraulics and Clark Island Boat and Mark's Metal did the fabrication. We are using hatches out of Skipper Fisheries from Nova Scotia, Canada. I had a customer a couple of years ago, who brought these hatches to me that he got

on his Canadian boat and they are nice, they don't leak. We were always trying to have our welders make up lobster tank hatches, but we could just never get them watertight. They are a little more of a pain in the butt because you have to un-dog each one, but if you don't mind that they are good. They are reasonably priced so I have been using them.

Steve added, "She is powered with a D-13 700-hp Volvo with a Twin Disc 3126 which is the quick shift transmission that is a 2.5:1 on 2 3/4-inch shaft with a 36 x 24 wheel. Dual ram steering. The wheel was from Nautilus, the shaft came from Rose's. Clark Island Boat built the backing plate and then the plates and the motor for the 17-inch hauler came from Marine Hydraulics.

Also underway at Mainely Boat is MOTIVATION, which Tom Clemons of Harpswell sold to Alfred Osgood of Vinalhaven this spring. The engine is in place but needs to be bolted down. They are working with Mid-Coast Diesel, who is doing the engine work. They have also added a transom, a 100-gallons fuel tank, they have moved all the thru hull fittings and recessed them so they are flush with the hull and will be readjusting the lifting rails. They were not sure when they would have everything done and ready to launch.

In the same bay they have a Duffy 42, the old INDEPENDENCE from Vinalhaven, which is being completely refurbished

for a fisherman from Matinicus. She is getting a new wheelhouse with new windows, sound insulation, re-wire, install an inverter, shelving down forward with a microwave and refrigerator and a hydraulic room, new radar stand and trap rack and then re-gel the topsides.

In the far bay they have a Duffy 34 for a customer from Connecticut, which is another big project. This included repowering, new deck, hydraulics, rework the deck because it was twisted, and then Awlgrippied the hull.

Arriving soon they have a Calvin Beal 34, which they will finish off as a sportfisherman for a customer from Boston, MA. She will be powered with a 500-hp Cummins, small generator, berths, and head below with galley up trimmed in cherry, and an additional steering station back aft. They are hoping to have her done this fall.

The Owner Steve Budrow

Steve met Mike a few years ago, adding, "A few years ago we were going to saw the wheelhouse off one of my old boats, but everything fell through. For years we kind of let everything simmer. I was going to repower my previous boat, the Young Brothers 45, a 30-year old boat and I decided just to build a brand-new boat."

Steve owned the Young Brothers 45 for four years, and there were things he liked and things he did not like. He explained, "I al-

ways had Novis. I went from those big robust keg barrels of boats the 45 Young Brothers. It was a good boat, but it didn't compare to the bigger Novis. The Young Brothers 45s are nowhere near as wide. That one was an old hull so it was extremely narrow at the waterline and it did not have a lot of flare to pick the boat up. I punched two windows out of it and my wife pretty much told me to get rid of the boat. The Libby 47 was my first choice so I called East Side Boat Shop on a whim and they just happened to have somebody back out. I called Mike and Mike happened to have a spot because somebody backed out. I didn't even know if I could get financing because I never dreamed, I was going to build a boat. I talked to a friend and they recommended a bank here in Rockland and I literally walked out of Mike's shop and cold called the bank and said, "Well, I am from Massachusetts and I have never done business with you but what do you think about loaning me the money?" I was driving down the Route One doing my financial report on the phone and everything just fell into place and this was the end result."

20-odd years of aggravation went into this boat said Steve. "This is my sixth boat, anything that has driven me nuts over the years I tried to remember when we put this together."

Steve's first boat was a wooden 25-foot-

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Accuracy is extremely important. When covering events, you are documenting history and mistakes are not an option. In the last issue, right on the front page, I made a huge mistake with the owner's name. I assumed, and we all know what that means, and it did. It was not Brian Barry, but Barry Catlin, who's new boat MISS QUAHOG, was launched from Farrin's Boat Shop in Walpole. We were able to change the mistake in the website version, but not the printed one.

Now in its third month, the virus has caused some degree of hardships in almost every business, but especially restaurants, bars and anyone associated with the tourism industry. One can debate some of the closures and procedures forced upon businesses and even who got assistance and who did not. It was obvious state officials did not have a clue how businesses operate, and how to allocate funds to relieve financial hardships and this has added to the problems. It is now coming down to what businesses will survive. Some have already thrown in the towel and I am sure others will follow.

I have found most marine businesses doing okay. I stopped into BlueJacket Shipcrafters in Searsport and found them struggling...struggling to keep up with all the orders for ship models. When you are trapped in your home some turned to building models, which was great for them. The biggest question will be can we find a market for all the lobsters caught in the peak of the season?

I really liked how the calendar worked out for the second month in a row, another five-week month. Couple this with not going to New Hampshire and spending three days, two of which are buried in libraries, and I had two weeks to get something accomplished.

I did get things done, but it is hardly noticeable. I got CINDY JEN commissioned and had a great time doing it. Also met some other interesting boat owners. I am hoping to have her at the Rockland and Bass Harbor lobster boat races. I am even hoping to take her to the Moosabec races, since this was her homeport for almost three decades. Again, logistics could be an issue.

Time has always been my greatest foe and owning a lobster boat might seem foolish. However, I was invited by David Haskell out to North Haven to get a personal tour of the island. It was a great time and became obvious over the years how much I have missed covering the coast from just the mainland. To cover this coast completely you need to be out on the water.

Of course, I have been working on the vessel database. There is a saying when facing a massive project, that “it is like eating an elephant, one bite at a time.” Presently there are 85,211 vessels up online, but the database has just over 130,000 vessels in it and I am trying to update these by removing the duplicates and get more vessels entered. I was hoping to have “Version 3” up online the end of June, but I want more vessels updated, so I am shooting for 1 August.

Do you like maritime books? For a lot of years, I have been selling maritime books at boats shows, but since many of them have been canceled this year, I looked for another option. I decided, with Nautical Scribe Books of Stockton Springs, to rent space in an antique mall in Wiscasset. So, if you are looking for a good nautical book or two stop at the Wiscasset Antique Mall, which is south of Wiscasset on Route 1.

* * * * *

No snowflake in an avalanche feels responsible. (*Voltaire*)

On-going Exhibits Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	AUGUST 8 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139	26-27 Maine Small Craft Celebration Portland Yacht Service Portland Info: (207) 774 1067
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“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	28 Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288	16 Portland Lobster Boat Races Portland Yacht Services Portland Info: Katie Werner (207) 807-1832	
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	29 Castine Classic Yacht Symposium Maine Maritime Academy Castine		
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The new tractor tug sailing out of Belfast.

COMMERCIAL FISHERMAN/BOATBUILDER WAYNE CANNING

BELFAST – Those who have wandered around the Belfast waterfront will see tied to a float in the harbor this off-green coloured lobster boat. For those that have followed lobster boat racing for a lot of years will remember way, way back TWIGGINS, which is a Holland 32 powered with a big Ford engine. Some might even remember how well she did on the racing circuit in the 1980s and ‘90s. Others might remember that this owner was once the lay-up person for Holland Boat Shop in Belfast and gained the reputation as one of the top fiberglass people in the state. Of course, this person is Wayne Canning of Belfast.

Wayne grew up on a farm on the east side of Swan Lake in Swanville. With the farm right on the shore of the lake, they had a small boat and that was Wayne’s first introduction to boating. She was a fiberglass runabout, which he believes was built by Ken-Way. He added, “I dabbled with that. I got it so I could use it. I would go fishing and stuff with it. Later my brother Greg and I got one of them hydroplanes. It did not take much power to get that to go around the Lake. That was kind of fun. Could not use it for much of anything else though.”

After graduating from Belfast High School in 1965 Wayne headed off to college. First, he attended the University of Maine at Orono. “I wanted to be an automotive engineer,” said Wayne. “Well, money and I was trying to commute and I was trying to work a job so that became difficult after a year. It was too much of struggle so then I transferred what credits I could to Beal College.”

At Beal College he studied computer programming and business management.

Wayne was introduced to lobster fishing when he was still in high school going out with his father who occasionally went fishing with Vern Gray. Wayne added, “Vern Gray was out of Searsport, but he came from the same neighborhood. So my father used to go with him and dig clams. They asked me if I wanted to go digging clams so I went and I went out lobstering fishing with Vern some, not much.”

Vern’s boat was GOLDEN FALCON, which was a big pleasure boat. Wayne said, “You steered it from mid-ships, twin steering stations. It was kind of a different critter but he had it rigged up for scallops too. Actually, Vernon’s profession was a welder, real good welder, but you know how people

don’t always stay with a job that they can do the best sometimes. I don’t know what the boat was, it was a big ark and oh geez, it was awful rolly. Then I met up with David Black. I worked in the garage in Belfast while I was going to college and David lived right there just below the hospital. He was lobster fishing out of a 12-foot aluminum boat, hauling by hand and he wanted to know if I wanted to go with him. A few weeks later, I had my license and then I went and got me an 18 or 19-foot plywood boat and there I was out there hauling by hand.”

Wayne’s father would go with him when he could. Wayne said, “At the time he was driving a school bus for Belfast and he had the farm going. He had enough going on, but took a liking to it. Then a Novi boat came along. Bill Polk down in Rockland had it all rigged up, it was 33-foot Cape Island. So, Dave Black and I went down and looked at it. The guy had it in his door yard, and he was stripping all the paint off it. He re-painted her and it was looking pretty dang good. Had a winch, scallop drags and I said, ‘Jeezum, that is a lot of friggin’ money,’ because you know, here I am, a young fella with no money or very much, but I was able to go to the bank and they would finance half of it for me. I came up with the other half somehow and I said, man this is quite a risk but I knew where there were scallops out here that year. Dave Black was working for Central Maine Power doing some research around Sears Island. I used to go with them once in a while so I knew there was some scallops there. I got through the end of the season and that boat was all mine.”

A couple of years later Wayne was back there scalloping. He explained, “I had to start trying to find another spot to hit them to get a day’s paycheck.” What he hit was a massive amount of large razor clam shells that instantly filled his drag. It is thought that this could have been a shell heap left by the Indians. Unfortunately the bigger boats from the west’ard come up and cleaned up the scallops and Wayne decided to stop scalloping.

Wayne continued lobster fishing with just a handful of other fishermen out of Belfast. He would fish all the way down to Lincolnville on both sides of West Penobscot Bay. He also went down the eastern side of Islesboro. He started with 300 traps, but over the years would increase to the now 800 trap limit. Now he has dropped back some. He said, “I decided the way I was fishing,

800 put me in a too long of a day if I could even get it done. You get some bad weather days in the fall and your traps are sitting there with no bait, no good. You might as well leave some traps in the door yard with no bait and take good care of the ones you have got fishing. That is what works the best. Sometimes it takes a while to figure this stuff out. Some guys go out there and they just pile the gear but they never move it to any other place hardly. That is not fishing, to me it is not. I like moving the gear when it is necessary.”

“I had trouble over on Islesboro,” said Wayne. “They got me for 25 traps one time. I even had trouble over in Stockton. I was spreading out, building traps and going. We had some discussions, more than once. They finally figured out that I was going to be alright and left me alone, but it took a little while.”

People who work around a farm are very good at fixing things and Wayne was no exception. He worked at Doug & Ray’s Sunoco in Belfast when he was in high school and going to college. This evolved into car racing. “I did oval track for a while, Unity and Wiscasset,” said Wayne. “We were quite young and that was when it was good. That is the time to do it. Wayne Hamilton dragged cars. He had a Nova. I had Mopar, I had a 340 Duster that I dragged with. I liked drag racing better. Wayne Paul, his father Harrison owned the Chrysler dealership, a Dodge dealership, C. A. Paul’s they called it. Wayne Paul, Wayne Hamilton and I are all the same age. Wayne Paul was racing a Barracuda. They helped me out a lot there. Used to race for Chrysler Corporation so I used to go all over the place, they showed me a lot let me tell you. That probably went on



for 5 or 6 years. You go on to other endeavors and the next thing you know there isn’t time or money to do racing.”

In the early 1980s Wayne had Holland Boat Shop lay him up a Holland 32 and then he finished it off. He said, “I worked down there with Glenn. I helped layup some of them small projects, maybe even on a 32. I wanted to build a building to build boats. I enjoy doing it and that is all I thought I was going to end up doing. So, I built the front part of this building first in 1985. That is when Glenn said I am having a plug built for a 38, do you think you could fair that plug up and everything? She was a bare shell with some core which was good and

Continued on Page 22.



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Bath Industrial Sales Moves Into Bigger Showroom

BATH – You want to know one of the most dangerous places to visit in the State of Maine, Bath Industrial Sales in Bath. Over the years those of us who love tools have found this place an incredible place to go to, but boy can the wallet suffer a bit. For many years they operated out of a 6,600 square foot showroom, but after the completion of a new 45,000 square foot building it is an even better place to go!

Back almost 15 years ago I received a call from the U. S. Navy asking me to go and inspect something for them. I could not think of anything I was qualified to inspect, but since it came from the historical section I returned their call and discovered that someone wanted to donate parts of the Berlin Wall, which were being stored at Bath Industrial Sales. After seeing the piece of the Berlin Wall, I was given a tour of the facility, which was an impressive array of businesses, but especially the one dealing with tools.

Hal Hammond, who runs Bath Industrial Sales, said “We started in downtown Bath in front of Bath Iron Works at the Bath Pizza place right across from the post office in 1971, my father (Steve Hammond) started it. Our original company was Rent-



Heaven = 21,000 square feet of tools and hardware.

All of Bath and in the original pictures and paperwork it showed the BIW crane and City Hall because it was Rent-All of Bath. In ‘78 he moved out here and bought it from what was originally RVI, or Bill King and he expanded on the building that was there, added the showroom, which is now our old showroom of 6,600 square feet. We also had the steel fabrication shop which was 120 x 30-feet, almost as big as the showroom. We had a tool repair section which was another section of a few thousand square feet and a lot of back stock. Then other parts of the building we have added on to, 10,000 square feet on the backside in 2000. We still have steel fabrication, but we also sell aluminum and steel trailers, trailer parts and trailer repair, we install dump bodies and the new aluminum beds everybody is running around with.

“We also sell some power sports,” continued Hal. “We bought RVI, which is now RVI Motorsports, and brought it back here where it started. We sell used machines, a lot of accessories, lot of repairs and a lot of

knowledge. The gentleman that works for us as a mechanic has been there since 1983 and loves it, just loves to help people out and fix things. That business has grown a little bit but we are still playing with that one and trying to make bigger.”

Several years ago, it was obvious that they needed to expand and build a new showroom. Hal said, “Our old store was like the original old hardware stores where you had to trip over stuff to get down the aisles. My father’s dream was to build this building and they figured out the numbers and we decided to do it. It took a few years because we paid for it as it was being built. The building is steel and heats well. Our worst month for over 45,000 square feet was \$1,200 to heat it.”

The 45,000 square feet breaks down to a 21,000 square foot showroom, 21,000 square foot warehouse in the full basement and about 3,000 square feet of office space.

The old showroom was packed with all sorts of items, but what is shocking is that when they moved all these items to the new showroom it filled the 21,000 square feet of space. Now you can see all that they have in a well-lit area that is not overcrowded with things placed on top of other items. “When we decided to move, which was August 1st of 2019,” continued Hal, “we decided we had to move before winter because it is no fun to move in the rain and snow and we never closed a day. At points we had 30 pallets sitting on the floor and it was tough because we could not find everything and never as quick as people would like. We did the best we could and every day got a little better and we are very grateful to have all the help. It still is a work in progress and I feel it is still going on even though we have been here 10 months. We still have a way to go, but we are definitely heading in the right direction.”

Bath Industrial Sales carries all the popular lines, which include Bosch, Dewalt, Festool, Husqvarna, Irwin, Lennox, Makita, Milwaukee and more. “We have tools for homeowners, do-it-yourselfers, to contractors to industrial,” explained Hal. “Bath Iron Works is a great customer as well as all the other boat builders up and down the coast. We were a little slow with the pandemic for

a few weeks but we have definitely bounced back.”

Even though they have an incredible line up of tools, they are always looking to add to their lines if they see it would benefit their customers.

Hal started with the company in 1997. “I had worked at a dozen different jobs,” said Hal. “I would figure out a job and get bored. I would also apply at places that weren’t necessarily hiring, but it looked like it would be an interesting place to work. I took over the business in ‘97 when my father came down with cancer in ‘96 and closed the business for a year. There was a little bit of inventory and a place to sell it, but no customers. I knew how to use tools, but I did not have a great knowledge so I took a bunch of adult education classes at the local high school. I had done some college, done accounting so I understood how business works and we just built it up from there. We had a particular bad year, or a sad year I should say, when we lost nine or ten older guys within a few months. I was kind of nervous because it was like are, we going to find some new people. I can’t lose them quicker than I can find them. Then we started advertising more and that worked out quite well. We started advertising on the radio. We went to the top-level radio stations in the state and that is where we have stayed and it has worked phenomenally well.”

You can always tell a good company by how long the employees have been there. Hal added, “My longest employee has been here for 18 years. We have a lot of employees in the 8-10-year range. We have people working here from the age of 19 all the way to people to 77.”

It is a constant challenge keeping up with all the new items in all the industries and Hal feels that he just needs to tweak what he carries when a products makes sense and compliment the lines that they already have. He added, “We feel there is a huge need to be able to see and touch the tool. The internet is great. I don’t go out of my way to buy anything on the internet I want to see it too, I want to know what I am getting. We really try to help the person figure out their problem and not just sell them a tool that they don’t need.”



Randy Durkee's new Holland 32 AUDREY MAY going out to her home at Islesboro.

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Passed Over the Bar



Harlan Richard Billings
5 May 2020

STONINGTON – On May 5th, 2020, Stonington lost one of its own iconic characters, boatyard owner and operator, Harlan Richard Billings. Harlan, who spent time between homes in Palm City, Florida and Stonington, Maine said goodbye to his good friends in the South before making the long journey North with his wife, Anzie, at the helm. He wished only to see his family, friends and boatyard one more time before quietly slipping away from us.

Born and raised in Stonington, he grew up in Burnt Cove on “The Point” where you would most likely find him hanging out and about the shore. Joining the Coast Guard seemed like a career choice that would suit Harlan and his love of the water. That is, until he was urged by his father, Dick, to help out at his recently purchased boatyard, Billings Diesel & Marine Service. Together they laid the foundation that enabled Harlan to grow BDMS into “The Yard”, one of the most well-regarded boatyards on the coast of Maine. As Harlan serviced more and more customers, his commitment to help others, at all hours of the day or night, in all weather conditions, notoriously became what, both, he and Billings are known for.

Harlan was predeceased by his father, Richard Shirley Billings, his mother, Olive

Estelle Billings, his sister Larna Wellman, and mother of his children, Donna Daye “Scamp” McDonald. He is survived by his wife, Anzie of Palm City, Florida and Stonington, Maine, his daughters, Suzette Grindle and Sandra Shepard, and their husbands Peter and Randy, along with his four grandchildren, Abigail, Sam, Morgan, and Ethan, all of Deer Isle, Maine. He will be remembered by his nieces, cousins, as well as a list of friends and employees too vast to list. Regardless of where you met him; in the North, in the South, or somewhere in between, his zest for life was contagious and he undoubtedly left you with a smile on your face and a “tale” or two of his many adventures.

The family will spread his ashes off Moose Island and look forward to a time when we may all gather together, for friends to share stories of HB, family to reminisce about times with Woo, and employees to tell tales of Chief. Every day, in big and small ways, Harlan will be remembered by so many.

Arrangements have been entrusted to the care of Bragdon-Kelley Funeral Home, Ellsworth.

Brenda Dodge

7 September 1946 – 7 June 2020

Brenda passed away Sunday, the 7th of June 2020. She was born in Jonesport to Ronald and Dorothy Tucker (Walker) in her grandmother’s house on 7 September 1946. She grew up in Jonesport with two other siblings, Frank, and Peggy, she was the middle child. She graduated as Valedictorian from Jonesport High School in 1964. She then attended a business school in Portland, which she graduated from, first in her class,



the following year. She returned to Jonesport and went to work for George Harmon’s drug store.

In February 1970 Brenda and her cousin Sharon Tucker were walking down the street in Jonesport. There was snow on the ground when a 1967 Plymouth convertible pulled up to them and the driver asked if they would like to see a dirty picture. Brenda would not look, but Sharon did and he showed her a photograph of his dog, a black lab. The driver was Doug Dodge of Beals Island. He was then invited down to where they were living, which was not far from the shipyard, and Doug got out and throw a snowball hitting Brenda in the head. Doug added, “She went down and by the time she came to we were married. We met in February and was married in June of ‘70. I know she was a good thing so I asked her to marry me, I was dumbfounded when she said yes. If she had made it until the 28th of June, we would have been married 50 years.”

At the time Doug was teaching at the vocational school in Calais. The year after they were married, they were living with

Doug’s stepfather in Eastport and Doug commuted to Calais. When he left teaching in 1974, they came back and Doug began building boats again. He also built a house on Great Wass, where they lived for over 40 years. Doug said, “She worked a lot with me. She would put the little pegs in the holes I showed her how to put them in. She said, just like my son said, you have got to be nuts to want to do this for a living, put 4 or 5,000 of them in. She was a real good painter. She would do the painting for me. Then we had two kids, Doug, Jr. he was born in ‘71 and Kelly in ‘73. Once the kids got old enough to be in school, she became bookkeeper for Church’s True Value for seven years.”

She majored in English and minored in Art at the University of Maine in Machias after the kids were all grown up and again graduated first in her class.

She was also into photography, art, and gardening. Most of the photographs were from the area and some she would make into postcards. She was a writer, doing work for the Bangor Daily News out of Machias and for Maine Coastal News. The Bangor Daily News wanted her to be their editor, but she opted to be home with the two children.

Another passion was church, where she taught Sunday school.

Unfortunately, while working her way along a bank so she could check on some summer homes she kept an eye on she slipped and suffered a head injury in 2006. Several years later she began developing issues and it was thought this was because she had suffered several strokes.

Doug added, “She was a real nice woman. She was my life. We did a lot. We were hardly ever separated all the years we were married.”

56th Annual Winter Harbor Lobster Boat Races ARE ON!

AUGUST 8TH, 2020

The Winter Harbor Lobster Festival has been cancelled but we are excited to be hosting the races!



We will be practicing CDC guidelines and social distancing to the best of our ability. We are planning on this event unless the Coast Guard or the “Govnah” shut us down. We will be excited to see all of you and your boats on August 8, 2020! More information and details to follow.

See you all on August 8th!

U. S. COAST GUARD NEWS

Federal Agencies Seek New Steward for Light Station Boston Through National Historic Lighthouse Preservation Act

13 May
BOSTON — The U.S. Coast Guard, in partnership with the U.S. General Services Administration, has initiated the process to transfer stewardship of Light Station Boston, commonly known as Boston Light, under the National Historic Lighthouse Preservation Act (NHLPA). The decision to move forward with this process was announced at The Boston Harbor Islands Partnership virtual meeting on May 12, 2020.

At 304-years old, Light Station Boston is the oldest staffed lighthouse in the United States. Since 1939, the U.S. Coast Guard has been the steward of the lighthouse. Over those eighty-one years, Light Station Boston has evolved from a navigational facility to a lighthouse museum and is listed on the National Register of Historic places.

By transferring stewardship through the NHLPA, the U.S. Coast Guard's goal is to ensure the future historic preservation and public access of Light Station Boston.

The NHLPA meets the U.S. Coast

Guard's statutory mandate to develop a plan to provide public access to Light Station Boston and Little Brewster Island and to ensure the special historic character of the light will be preserved. The U.S. Coast Guard trusts the NHLPA process, which has led to over 100 successful lighthouse transfers across the country, to bring about the best steward for Light Station Boston.

The U.S. Coast Guard will continue to maintain the active aid-to-navigation at Boston Light, along with the island's fog signal.

The National Historic Lighthouse Preservation Act of 2000 provides an opportunity for the preservation of federally-owned historic lighthouses. The NHLPA recognizes the cultural, recreational, and educational value associated with historic lighthouses by allowing these national treasures to be transferred at no cost to federal agencies, state and local governments, nonprofit corporations, educational and community development organizations.

The NHLPA process has led to the sustainable preservation of more than 100 lighthouses across the U.S. During this

process, the U.S. Coast Guard and General Services Administration (GSA) will transparently coordinate with various organizations that have an interest in Boston Light, including the Massachusetts Congressional delegation, Boston Harbor Islands Partnership (BHIP), and the Commonwealth of Massachusetts.

Light Station Boston was built by the Province of Massachusetts Bay in 1716 on Little Brewster Island in Boston Harbor, in close proximity to the Town of Hull. The federal government took possession in 1790 and the U.S. Coast Guard assumed control in 1939. Its rich history and continued operation stem from the tireless dedication of the present Keeper, Dr. Sally Snowman, and the sixty-nine Keepers who came before her.

Little Brewster Island is within the boundaries of the Boston Harbor Islands National Recreation Area, which includes 34 islands and peninsulas in the Boston Harbor. The recreation area is managed as collaborative of 11 different agencies, including federal, state, and nonprofit entities that make up the Boston Harbor Islands Partnership. This Partnership is a federally-legislated body that oversees the park's management. For more information, visit: <https://www.nps.gov/boha/learn/management/partnership-members.htm>.

Coast Guard rescues 5 after vessel allides with Savannah jetty

25 May
SAVANNAH, Ga. — The Coast Guard rescued five people after the vessel they were on allided with the north Savannah jetties, Monday.

Crews aboard a Coast Guard Station Tybee Island 45-foot Response Boat – Medium and an Air Station Savannah MH-65 Dolphin helicopter arrived on scene, safely removed all five people from the vessel, transferred them to the RB-M, and were transported to Station Tybee Island in good condition.

At approximately 10:55 p.m. Monday, Coast Guard Sector Charleston watchstanders received a VHF Channel 16 report for TowBoat assistance from the Nauty Thoughts, a 57-foot motor yacht, crew stating they had struck the jetties and were aground and taking on water with five people aboard.

A Station Tybee Island RB-M boat crew and an Air Station Savannah Dolphin helicopter crew were directed to launch to assist. TowBoat Savannah personnel also launched to assist.

Once on scene, the Dolphin aircrew lowered a rescue swimmer who safely assisted the vessel's passengers, who were all wearing life jackets, onto the RB-M.

The vessel lost stability rapidly and could not be salvaged by TowBoat Savannah. There were no reported injuries.

Coast Guard oversees salvage efforts following aircraft crash in San Juan Harbor

3 June
SAN JUAN, Puerto Rico – Coast Guard Sector San Juan Incident Management Division personnel are overseeing salvage efforts

by the owning company of a Piper Aztec airplane Wednesday, after the twin-engine aircraft crashed into San Juan Harbor's San Antonio channel Tuesday afternoon, killing the pilot and one of two aircraft mechanics who were aboard.

"Our most heartfelt condolences go out to the family, friends and loved ones of the men who were lost in this very unfortunate incident," said Capt. Eric King, Commander of U.S. Coast Guard Sector San Juan. "We are thankful to hear that the sole survivor is recovering at a local hospital and wish him a prompt and successful recovery."

Following the completion of search and rescue operations, Sector San Juan IMD personnel requested a salvage plan from Marine Diving Contractors and Clean Harbors Caribe, as the companies hired by the owner, Vieques Air Link, Inc. to recover the aircraft and remove the pollution threat from the San Antonio Channel.

The pollution threat represented by the aircraft consists of a maximum potential discharge of 144 gallons of Jet-A fuel that could potentially be released into the water, although the actual amount of fuel the aircraft was carrying at the time of the crash remains uncertain.

"Our main focus at this point is to ensure the safe recovery of the aircraft and removal of the pollution threat from the San Antonio Channel, which is just off the Club Nautico and San Juan Bay marinas," said Petty Officer 3rd Class Kevin Villanueva, Sector San Juan IMD Marine Science Technician. "The impacts to the environment should be minimal considering this type of fuel evaporates quickly."

As part of the operation, Clean Harbors personnel deployed containment boom around the crash site to prevent fuel from spreading inside the channel.

Watchstanders in Sector San Juan received a VHF marine radio transmission on Channel-16 from San Juan Bay pilots at 1:35 p.m. Tuesday, who reported the downed aircraft to the Coast Guard. Watchstanders immediately diverted a Boat Station San Juan 33-foot Special Purpose Craft-Law Enforcement from a training mission and directed the launch of a Coast Guard MH-65 Dolphin helicopter from Air Station Borinquen. Upon arriving on scene, the Boat Station San Juan crew assisted local emergency crews in reaching and recovering divers from the crash site, who successfully recovered the deceased.

Coast Guard, partner agencies respond to cargo ship fire near Blount Island

4 June
JACKSONVILLE, Fla. — The Coast Guard and partner agencies are responding to fire on board a cargo ship at Blount Island.

All 21 crew members have been safely accounted for.

Coast Guard Sector Jacksonville watchstanders were notified at 3:53 p.m. of a fire on board the M/V Höegh Xiamen, a 600-foot vehicle carrier. The watchstanders immediately notified Jacksonville Fire and Rescue Department and Jacksonville Sheriff's Office, issued an urgent marine information broadcast and directed the launch of a Coast Guard Station Mayport 45-foot Response Boat—Medium crew.

Currently on scene are: Coast Guard Station Mayport RB-M crew; Jacksonville Fire and Rescue Department; Jacksonville Sheriff's Office; and Blount Island Port Authority.

A 500-yard safety zone has been established around the M/V Höegh Xiamen. The cause of the fire is under investigation.

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U. S. NAVY NEWS

Naval Research Laboratory Conducts First Test of Solar Power Satellite Hardware in Orbit

From U.S. Naval Research Laboratory Public Affairs
WASHINGTON (NNS) -- U.S. Naval Research Laboratory engineers launched PRAM, the Photovoltaic Radio-frequency Antenna Module, aboard an Air Force X-37B Orbital Test Vehicle on May 17 as part of a comprehensive investigation into prospective terrestrial use of solar energy captured in space.

“To our knowledge, this experiment is the first test in orbit of hardware designed specifically for solar power satellites, which could play a revolutionary role in our energy future,” said Paul Jaffe, PRAM principal investigator.

The 12-inch square tile module will test the ability to harvest power from its solar panel and transform the energy to a radio frequency microwave.

“PRAM converts sunlight for microwave power transmission. We could’ve also converted for optical power transmission,” said Chris Depuma, PRAM program manager. “Converting to optical might make more sense for lunar applications because there’s no atmosphere on the Moon. The disadvantage of optical is you could lose a lot of energy through clouds and atmosphere.”

The use of solar energy to operate satellites began at the start of the space age with another NRL spacecraft: Vanguard I, the first satellite to have solar cells. This current experiment focuses on the energy conversion process and resulting thermal performance. The hardware will provide researchers with temperature data, along with PRAM’s efficiency in energy production. This information will drive the design of future space solar prototypes.

Depending on the results, the team aims ultimately to build a fully-functional system on a dedicated spacecraft to test the transmission of energy back to Earth. The development of a space solar capability could potentially help provide energy to remote installations like forward operating bases and disaster response areas.

This flight experiment enables researchers to test the hardware in actual space conditions. Incoming sunlight travels through the Earth’s atmosphere, both filtering the spectrum and reducing its brightness. A space solar system traveling above the atmosphere would catch more energy from each of the sunlight’s color bands.

“There’s more blue in the spectrum in space, allowing you to add another layer to solar cells to take advantage of that,” Jaffe said. “This is one reason why the power per unit area of a solar panel in space is greater

than on the ground.”
The National Security Space Office recommended in a 2007 feasibility study to investigate solar power satellite technology. NRL’s expertise with solar-powered satellites since the late 1950s and long history as a pioneer in space, including in the development of GPS, led researchers to further explore this emergent field.

Contributing and supporting partners for this effort included the Operational Energy Capability Improvement Fund in the Office of the Under Secretary of Defense for Research and Engineering, the U.S. Naval Research Laboratory, the Department of the Air Force Rapid Capabilities Office, the Department of Defense Space Test Program, Boeing, TSC Praxis Operations, Gulfview Research, Odin Engineering, and SpaceQuest.

NRL is a scientific and engineering command dedicated to research that drives innovative advances for the Navy and Marine Corps from the seafloor to space and in the information domain. NRL headquarters is located in Washington, D.C., with major field sites in Stennis Space Center, Mississippi, Key West, Florida, and Monterey, California, and employs approximately 2,500 civilian scientists, engineers and support personnel.

Navy Launches Newest Yard Tug

From Team Ships Public Affairs
ANACORTES, Wash. (NNS) -- The Navy’s first Yard Tug (YT) 808 class vessel was successfully launched at Dakota Creek Industries (DCI) shipyard, May 16.

The YT 808 vessels are designed after the Navy’s existing YT 802 Valiant-class tugs and built to commercial ABS standards. The 90’ x 38’ tugs will have a top speed of approximately 11.7 knots and a bollard pull of approximately 40 metric tons allowing them to effectively perform towing and ship-handling duties for carriers, surface ships, submarines and barges.

The tugs are outfitted with a hydraulic hawser winch and staple on the forward deck for towing, and an “H” bitt installed on the aft deck with an adjacent hydraulic capstan for tightening lines. Similar to the previous 802 Class, the new YT 808 Class tugs will have an articulating hydraulic brow installed aft of the deckhouse to allow personnel transfers to and from alongside ships or submarines.

“This is an exciting milestone for this program as the YT 808 class tugs will replace the tugs built in 1964 through 1975,” said Mike Kosar, program manager of Support Ships, Boats, and Craft Program Office, Program Executive Office Ships (PEO Ships). “With five more in the pipeline,

we’re excited to get these tugs underway and operational.”

The Navy and DCI plan to conduct Acceptance Trials for YT 808 in July 2020 with delivery planned for August. DCI will deliver the remaining five tugs between this fall and early 2022.

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.

USS Zumwalt Completes First Live Fire Test

From U.S. 3rd Fleet Public Affairs
PACIFIC OCEAN (NNS) -- Sailors aboard USS Zumwalt (DDG 1000), working with engineers and technicians from Navy Surface Warfare Centers, successfully executed a “structural test fire” of the Mark 46 MOD 2 Gun Weapon System (GWS) on the Naval Air Weapons Center Weapons Division Sea Test Range, Point Mugu, May 16.

“The privilege of being a ‘first-in-class’ ship includes having the opportunity to systematically conduct testing across the breadth of systems installed onboard the ship,” said Capt. Andrew Carlson, Zumwalt’s commanding officer. “The real plus is conducting those tests, such as today’s live fire with the Mark 46 GWS, which provide tangible evidence of combat capability maturation.”

The Mark 46 GWS is a remotely operated naval gun system that uses a 30 mm high velocity cannon, a forward looking infrared sensor, a low light television camera, and a laser rangefinder for shipboard self-defense against small, high speed surface targets. It is a program of record already successfully installed and operated on LPD-17 and LCS class ships. The test firing on board Zumwalt

was the first large caliber weapons firing event for the Zumwalt Class Destroyer Program and occurred only three weeks after the Navy officially accepted delivery of the Combat System.

Structural test fires assess structural and electrical components of the ship against shock and vibration of the weapon firing, as well as measuring any potential hazards to personnel or degradations to adjacent equipment as a result of firing live ordnance. The tests are a coordinated effort between the Zumwalt Class Destroyer Program Office, the U.S. 3rd Fleet, Commander, Naval Surface Forces, U.S. Pacific Fleet, and the Naval Sea Systems Command (NAVSEA) Surface Warfare Centers located in Dahlgren, Virginia, Port Hueneme, California, and Indian Head, Maryland.

“Today’s event is the first in a chapter of live fire test events over the next year that will prove the lethal capability that these ships will bring to the fight,” remarked Lt. Cmdr. Tim Kubisak, the Zumwalt Test Officer for the Program Executive Office for Integrated Warfare Systems, embarked on Zumwalt.

The Zumwalt-class destroyer is designed and built to execute multiple maritime missions including deterrence and power projection. The ships’ stealth and ability to operate in both the open ocean and near-shore environments creates a new level of battlespace complexity for potential adversaries.

Zumwalt is 100 feet longer and 13 feet wider than the Arleigh Burke-class destroyer at 610 feet long, providing the space required to execute a wider array of surface, undersea, and aviation missions.

Continued on Page 22.



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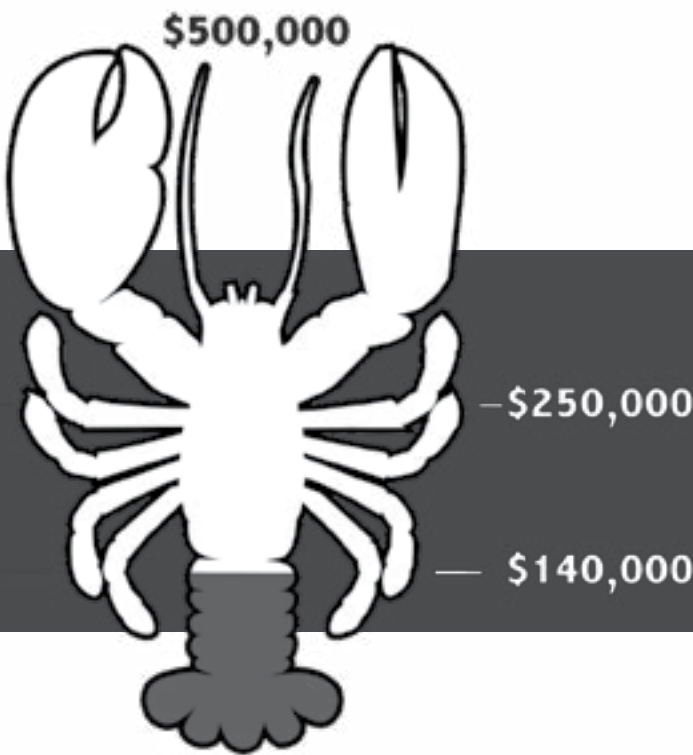
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Commercial Fishing News

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

From the Director -

As I’m writing this update, it is the last day of the Maine Halibut Season. It has been a good season, to my knowledge. There is a new site on Facebook called Maine Halibut. This site has been more of a good news, helping one another kind of site which is good for everyone right now with the challenges of the Covid-pandemic happening. I see a lot of camaraderie in this fishery, which has been very heart warming to experience.

With the changes in the restaurants and seafood markets, there is still a demand for this delicate white fish. Because it is so seasonal, a lot of fishing families are using it for their own consumption as well as moving it to a restaurant or dealer. At this point in time, this is the best way to handle our seafood, selling it fresh and freezing the rest for later use. This appears to be a traditional fishery, as there is a picture of my Dad showing the size of his halibut by standing me beside it when I was a little girl! For all that participated in the fishery this year, I hope it was a successful season for you and your families. If you have the opportunity, take a look at the Maine Halibut Facebook site and share a picture of you and your fish.....takes our mind off of all that is going on around us for a fleeting moment.

Moving on to the lobster industry, we are facing many challenges, and I know it isn’t our first rodeo. We have been through many challenges during the past few years. Just to refresh your memory, we have been through the whale challenge just about every seven years. So far, we have survived these threats and I hope and pray that we will again. We have had the year that we had new shells before our

market was ready for them (2008) was the memory of our “glut.” The price dropped right to the bottom, the dealers couldn’t move or take them and the fishermen were practically giving them away. There was also a lot of dead loss that year as they were new shell and couldn’t withstand the storage or handling. Then we have been to the Maine Legislature not once but twice to protect our Maine Lobster Fishery from the “Landing Lobsters as an incidental by-catch from dragger nets.” Do you remember?

Now, we are facing a new season and have been asked by our industry to give it a slow start so we can get a feel of what is going to happen in our near future. We do not want to repeat the memories that I just enlightened us on. I know that we can fish “smart” as we have done before in order to save our industry for ourselves, our families and the next generation to come. Our generations before us taught us a lot and now is the time to reflect on their conservation and past experiences that they had to endure.

I’d like to settle a lot of confusion that went on when President Trump came to Maine. Most of the questions were “where were the Lobster Associations, the Governor and the DMR Commissioner?” Well, with further communication and research, “one must be invited in order to be included in the round table discussion.” As an observation, it appeared to be more involved with offshore, dragger concerns and one representative from the lobster industry, Kristan Porter of MLA. I understand that Kristan didn’t get a lot of opportunity to speak for our cause, so this saga will be continued, I’m sure. We all need to work together and not let any

of these circumstances have a negative impact on us at this point in time. We are all in communications with one another and will continue to move forward with these challenges.

In order to do this, the Commissioner is having Zone Meetings so we can participate and speak in person, although they are “online meetings.” Please feel free to register ahead for these meetings so they can have an accurate count. This issue may come out later than the dates, but there will be more meetings of this nature in the near future.

Just to help inform you: Zones A & B - Monday, June 22, 2020, Zones C & D - Thursday, June 18, 2020 and Zones E, F & G - Tuesday, June 30, 2020. Please register with the Department of Marine Resources by June 15, 2020. This deadline may have a little leverage due to this being a new way of presenting the meetings.

D.E.L.A. would like to express our condolences to the Family of Harlan Billings, a long time member of our association. Harlan was the Patriarch of Billings Diesel and Marine in Stonington, Maine. The “Yard” is a well-known place of business for many years and I’m sure that we are all familiar with it. “Rest in Peace, Harlan.”

Please feel free to follow our website: downtownlobstermen.org which we have been trying to keep as updated as possible. If you don’t find what you’re looking for, feel free to call any time. My contact is 207 338-1406 and 207 322-1924 and my e-mail is dassatt711@yahoo.com. We are all in this boat together!

Take care, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Atlantic Herring Area 1A 2020 Effort Controls

The Atlantic States Marine Fisheries Commission’s Atlantic Herring Management Board members from Maine, New Hampshire, and Massachusetts set the effort control measures for the 2020 Area 1A (in-shore Gulf of Maine) fishery for Season 1 (June-September).

The Area 1A sub-annual catch limit (ACL) is 2,957 metric tons (mt) after adjusting for the research set-aside, the 30 mt fixed gear set-aside, and the fact that Area 1A closes at 92% of the sub-ACL. In October 2019, the Atlantic Herring Management Board implemented seasonal allocations for the 2020 fishery which allocates the Area 1A sub-ACL between June-September (72.8%) and October-December (27.2%).

2020 Atlantic Herring 1A Quota (in mt) Allocation by Season		
Season	ACL	Sub-ACL
Season 1 - June-September	2,152 mt	2,152 mt
Season 2 - October-December	805 mt	805 mt

Days Out of the Fishery

Landing days will be set at zero from June 1 until the start of the fishery on July 19 in Maine and July 20 in New Hampshire and Massachusetts.

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

Landings days in Maine begin on Sunday of each week at 6:00 p.m. starting July 19.

Landing days in New Hampshire and Massachusetts begin on Monday of each week at 12:01 a.m. starting July 20.

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

Weekly Landing Limit

Vessels with an Atlantic herring Category A permit may harvest up to 240,000 lbs. (6 trucks) per harvester vessel, per week starting July 19 in Maine and July 20 in New Hampshire and Massachusetts

At-Sea Transfer and Carrier Restrictions

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

A harvester vessel may transfer herring

at-sea to another harvester vessel.

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

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

Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip from Area 1A until July 19 or 20, 2020, depending on the state. Landings will be closely monitored and the fishery will be adjusted to zero landing days when the seasonal period quota is projected to be reached.

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

The announcement, including motions from yesterday’s days out meeting, can be found here - http://www.asmfc.org/uploads/file/5ebc0a0eAtlHerringDaysOutMeasures_May2020.pdf

ASMFC Releases Aquaculture: Effects on Fish Habitat along the Atlantic Coast

The Atlantic States Marine Fisheries Commission announces the release of the 16th publication in its Habitat Management Series, entitled *Aquaculture: Effects on Fish Habitat along the Atlantic Coast*. The document provides a broad description of current and common marine aquaculture (mariculture) practices, siting considerations, and some potential effects on fish habitats. It’s intended to serve as an introduction to the topic and facilitate a discussion of the intersection of aquaculture planning and fishery habitat conservation.

Mariculture is an important source of sustainable seafood production and a growing industry that creates jobs, supports communities, and promotes international trade. The U.S. aquaculture and mariculture industry was valued at \$1.4 billion and produced 627 million pounds of meat and 1.2 million jobs in 2015. As the human population continues to grow, there will be an ever-increasing demand for seafood. Aquaculture and mariculture can help meet that demand.

From a fish habitat perspective, it is important to carefully consider spatial planning before establishing an aquaculture operation. Habitats such as submerged aquatic vegetation, coral reefs, or mangroves should be avoided as they are sensitive to nutrient fluxes, sedimentation, and disturbance, as well as being important habitats for a variety of organisms, including many Commission-managed species. Additionally, it’s important to consider if a particular location

will have spatial conflicts with other individuals that use the area, namely fishermen, boaters, or landowners. Since there are many misconceptions about the impacts of aquaculture, it is important to raise awareness about both the potential benefits and adverse impacts to the public or any stakeholders that may be involved.

Aquaculture: Effects on Fish Habitat along the Atlantic Coast is available at http://www.asmfc.org/files/Habitat/HMS16_Aquaculture_May2020.pdf.

American Lobster, Sea Scallop Habitat Could Shift Off the Northeast

A new study projects that climate change will pose management challenges for two commercially important species — American lobster and sea scallop — as suitable habitats move farther north.

Researchers have projected significant changes in the habitat of commercially important American lobster and sea scallops on the Northeast U.S. continental shelf. They used a suite of models to estimate how species will react as waters warm. The researchers suggest that American lobster will move further offshore and sea scallops will shift to the north in the coming decades.

Findings from the study were published recently in *Diversity and Distributions*. They pose fishery management challenges as the changes can move stocks into and out of fixed management areas. Habitats within current management areas will also experience changes — some will show species increases, others decreases, and still others no change.

“Changes in stock distribution affect where fish and shellfish can be caught and who has access to them over time,” said Vincent Saba, a fishery biologist in the Ecosystems Dynamics and Assessment Branch at the Northeast Fisheries Science Center and a co-author of the study. “American lobster and sea scallop are two of the most economically valuable single-species fisheries in the entire United States. They are also important to the economic and cultural well-being of coastal communities in the Northeast. Any changes to their distribution and abundance will have major impacts,” he said.

Historical and Recent Data Combined

Saba and study colleagues used a group of species distribution models and a high-resolution global climate model. They projected the possible impact of climate

change on suitable habitat for the two species in the Northeast U.S. continental shelf large marine ecosystem. That ecosystem includes waters of the Gulf of Maine, Georges Bank, the Mid-Atlantic Bight, and Southern New England.

The high-resolution global climate model is, known as NOAA’s CM2.6. It generated projections of future ocean bottom temperatures and salinity conditions across the ecosystem, and identified where suitable habitat would occur for the two species. The CM2.6 model was developed by the NOAA Geophysical Fluid Dynamics Laboratory in Princeton, NJ, where Saba is located.

To reduce bias and uncertainty in the model projections, the team used nearshore and offshore fisheries independent trawl survey data to train the habitat models. Those data were collected on multiple surveys over a wide geographic area from 1984 to 2016. The model combined this information with historical temperature and salinity data. It also incorporated 80 years of projected bottom temperature and salinity changes in response to a high greenhouse gas emissions scenario. That scenario has an annual 1 percent increase in atmospheric carbon dioxide.

Lobster, Scallop Habitats Will Change

American lobster are large, mobile animals that migrate to find optimal biological and physical conditions. Sea scallops are bivalve mollusks that are largely sedentary, especially during their adult phase. Both species are affected by changes in water temperature, salinity, ocean currents, and other oceanographic conditions.

Projected warming over the next 80 years showed deep areas in the Gulf of Maine becoming increasingly suitable lobster habitat. During the spring, western Long Island Sound and the area south of Rhode Island in the Southern New England region showed habitat suitability. That suitability decreased in the fall. Warmer water in these southern areas has led to a significant decline in the lobster fishery in recent decades.

Sea scallop distribution showed a clear northerly trend, with declining habitat suitability in the Mid-Atlantic Bight, Southern New England, and Georges Bank areas.

“This study suggests that ocean warming due to climate change will act as a likely stressor to the ecosystem’s southern lobster and sea scallop fisheries and continues to drive further contraction of sea scallop and lobster habitats into the northern areas,”



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MISCELLANEOUS COMMERCIAL FISHING NEWS

Saba said. “Our study only looked at ocean temperature and salinity, but other factors such as ocean acidification and changes in predation can also impact these species.”

“Ensemble modelling approaches like the one developed in this study can contribute to lobster and scallop assessments by improving the effectiveness of survey efforts and the precision of stock assessment models,” Saba added. “It also provides a critical step toward establishing long-term adaptive management plans for these two valuable species.”

NOAA, Schmidt Ocean Institute team to explore & map ocean

NOAA announced it will formalize and expand its longstanding partnership with Schmidt Ocean Institute to explore, characterize and map the deep ocean and boost public understanding of the global ocean.

“We are living through a technological revolution that has opened new opportunities to more comprehensively understand the largely unknown ocean,” said retired Navy rear admiral Tim Gallaudet, Ph.D., assistant secretary of commerce for oceans and atmosphere and deputy NOAA administrator. “To take advantage of this, NOAA is building and strengthening partnerships such as the one with Schmidt Ocean Institute, which will help accelerate our mission to explore, characterize and map the United States Exclusive Economic Zone, promote marine protection, and unlock the potential of valuable resources to power the American Blue Economy.”

Schmidt Ocean Institute was established as a philanthropically-funded non-profit in 2009 by Eric and Wendy Schmidt to advance oceanographic research through the development of innovative technologies, open sharing of information and broad communication about ocean health.

Since 2013, SOI’s research vessel Falkor has supported more than 40 U.S. federal scientists on collaborative research expeditions around the globe and partnered with NOAA’s Office of Exploration and Research on expeditions to expand mapping and data collection for U.S. marine protected areas. This work included exploration and data collection in the Papahānaumokuākea Marine National Monument, Marianas Trench Marine National Monument, Pacific Remote Islands National Monument, and the Phoenix Islands Protected Area. These

projects have resulted in jointly created maps and outreach activities including public ship tours, education campaigns and live broadcasts from the seafloor. (Watch this new video about the partnership)

“By coming together, we will accelerate how quickly we learn about our ocean not only on a national scale but also internationally,” said Wendy Schmidt, co-founder of Schmidt Ocean Institute. “The ocean has been under attack for decades and we don’t want to miss our last opportunities to turn this around. We need to work together—across philanthropy, government and academia—to advance scientific discovery and educate the public about our essential dependence on a healthy global ocean. This partnership with NOAA has the potential to expand the United States’ ability to explore and map a larger area of seafloor and publicly share the discoveries.”

The collaboration could support the recent Presidential Memorandum on Ocean Mapping in the U.S. Exclusive Economic Zone and Shoreline and Near Shore of Alaska and the goals announced at the November 2019 White House Summit on Partnerships in Ocean Science and Technology.

The partnership could also support global ocean initiatives, including the Nippon Foundation GEBCO Seabed 2030 Project to map the entire seabed by 2030 and the United Nations Decade of Ocean Science for Sustainable Development.

NOAA has also forged other key partnerships for ocean science and discovery with Vulcan Inc., Caladan Oceanic, OceanX, Ocean Infinity, Viking Cruises.

Northeast Observer 2020-2021 Sea-Day Schedule and Bycatch Analyses

NOAA Fisheries monitors commercial fishery catch to understand how much fish is removed from the ocean and how discarding of unwanted catch varies among species groups and fleets. This information helps us understand the condition of fishery stocks, and helps us develop management actions to reduce discarding.

Today, we have posted four new reports related to required federal fishery discard monitoring for April 2020-March 2021 in Northeast commercial fisheries. Together these documents show how many sea days must be monitored by the Northeast Fisheries Science Center’s Fisheries Sampling Branch in order to obtain data needed to

estimate discard for 15 federally managed species groups and sea turtles in 62 fleets across the region, how the days are determined, and how they are allocated to each of the three trip selection systems used for Northeast federal fisheries.

We are also releasing the sea-day schedule for trips selected for coverage through Northeast Fisheries Observer providers. NOAA Fisheries will reimburse 100 percent of industry sea-day costs for the Northeast multispecies groundfish fishery in FY2020 using the funds Congress has specifically appropriated for this purpose.

A temporary waiver of this monitoring requirement has been in effect since March 20. We intend to begin redeploying observers and at-sea monitors on vessels fishing in northeast fisheries on July 1. This month, we continue to work with regional observer and at-sea monitoring service providers to finalize their observer redeployment plans, conduct outreach with industry, and finalize internal programs and policies that will support the safe and effective redeployment of observers and at-sea monitors in the region.

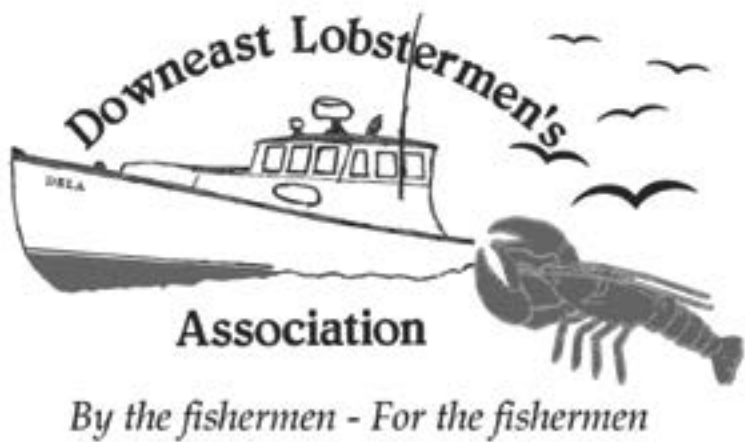
NOAA Fisheries Continues to Evaluate Observer Situation

Providing seafood to the country remains an essential function even in these extraordinary times. Adequately monitoring

United States fisheries remains an essential part of that process. However, in recognition of numerous travel or social distancing restrictions or guidance, NOAA Fisheries recently issued an emergency action to provide the authority to waive observer coverage, some training, and other program requirements while meeting conservation needs and providing an ongoing supply of fish to markets. Under this emergency action, NOAA Fisheries regional administrators, office directors, or science center directors have the ability to waive observer requirements in three specific circumstances, after consulting with observer providers.

Over the past several weeks, NOAA Fisheries has continued to monitor and evaluate this situation. Throughout the country, we have actively worked with the observer service providers to understand their local restrictions and implement adjustments to the logistics of deploying observers, ensuring qualified observers or at-sea monitors are available as soon as safely possible. In several regions, providers’ social control guidance has been in place and we now anticipate having sufficient observers/catch monitors to achieve the appropriate level of observer coverage in most fleets and return these employees back to work. Individual

Continued on Page 20.



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Boat And Ship Yard News



One of the repair projects at Feeney's Boat Shop in Cutler.



PULL 'N' PRAY has been totally rebuilt after suffering a fire at Long Island last summer.

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Eric Dow, Boatbuilder Brooklin

At the end of May, Eric was finishing up a Jim Steele peapod. The seams in her bottom had opened up more than they should have so he cleaned them out and splined them. He was now in the process of repainting, inside and out, which he said would take longer than the repairs did.

A big project was making repairs to a Haven 12½. This boat had been built in Connecticut but was never launched and Eric found out why. It was known that she was leaking around the keel, so the lead was taken off and it was evident that the builder had not constructed the centerboard case correctly and there was no way that it would hold out the water. Eric adds, “He made the bed logs which is where the centerboard case sides come down and then they fasten into this fairly large bed log timber. They put a notch into that and it should be a piece of wood about 2½-inches thick. Apparently, he didn’t have a piece that thick, so he made it out of two layers. He probably epoxied them together but it was oak and it didn’t stick well so there was a space where the water would run right through it. After the lead was off, I was able to get to that from the outside and actually cut that back and put a strip that was the right size and then kind of back fit it. I then injected 5200 into that, when she was right side up. I then poured epoxy into the bilge until it came up above that seam.” She is presently outside and is waiting for final paint and varnish. Once this is done, she will be rigged and put up for sale.

The Haven 12 ½ was followed by a Shellback Dinghy in for cosmetics. They stripped her down to bare wood and painted her.

The main project in the shop is an airplane, which Luke has been working on, it is currently on hold as they get all the spring work done. Their other issue has been getting parts. There are not a lot of sources for these specialized parts that they need. Eric added, “There is a guy in Pennsylvania that we have been waiting on for one particular part. It is a bar that controls the flaps on both sides, kind of like a foot pedal. Luke has got the flaps all on, got them working, and once all the systems are put together inside the wing then we can skin it. We have got the plywood to skin it with, but it is very slow when you are working tolerances of a millimeter.

In the other shop they have a Beetle Cat, which has a new owner. With the new owner came a change in colours. The topsides will change from black to red, her bottom from green to white and her interior from dark gray to light gray.

Out in the main storage shed is a Bunker & Ellis cruiser, which they put a new cabin sole in this winter. They still have a lot of



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Boat And Ship Yard News



The first 25-footer being finished off by Eaton's Boat Shop for a local lobster fisherman.

painting to do on her before she can go over for the season.

Since September they have been getting their storage customers ready for the upcoming season. They were not too worried about those that might decide not to launch their boat this season, saying that they would be ready for next year. Eric said that he has had a few decide not to go in this year. The virus has changed plans for some of the customers, but some of the out-of-staters who normally arrive early summer came mid spring. He added that some who were not going in was not due to the virus but caused by family issues.

They have been launching boats since May, which will continue till mid-July. However even before the last boat goes over, they will already be hauling some back out and putting in storage till next year.

Eaton's Boat Shop Deer Isle

Jeff Eaton has spent the spring laying up and building a 25-foot lobster boat. The major aspect of this project was building the trunk and shelter. Jeff added, "I custom built my own, I raised the trunk house 4 inches from what the original mould. The windows don't look long and narrow and still have the same headroom as the moulded top does. I put a mushroom top on and stiffened up both sides, the whole boat, including the house is made out of Cosa board."

Jeff did not think he would make a mould for the top as he said it was pretty easy to stick build it. He also said, "everybody wants something different."

The hull used came from a mould that Jeff bought several years ago and this is the first one he has produced. He explained, "I don't honestly know the whole history

of this mould. I think it started as the 20 Mitchell Cove. A couple guys on MDI, one stretched one to a 22 and then one stretched one to the 25. Somehow John Hutchins ended up with it and then my cousin Ronnie (Eaton) bought it from him. He laid up two, one for himself and one for Brad Carter and then he didn't use it for 6 or 7 years. I bought it from him and I have had it for 5 or 6 years and haven't had a chance to do anything until this year."

Since this is a lobster boat, she is simply finished out but does has a nice smooth finish. Jeff said, "She has got solid stainless

all around the outside. She has got two storage compartments in the platform. I put three 16 x 24-inch hatches in. The forward one is where she tapers that is where the bilge pump and sea cocks will be. These two after ones will be for storage. There is about 4-feet of storage space between the stringers. Down in the bow you can see I just brought the crash bulkhead back and made a bigger opening so he could throw pot buoys or rope into it. He didn't want a V-berth. She has got a 55-gallon fuel tank. I put the

Continued on Page 18.

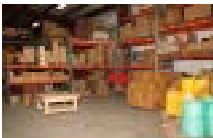
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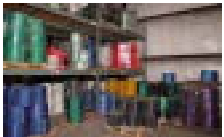
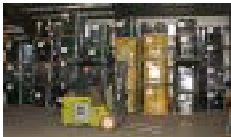
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Boat And Ship Yard News



The schooner BOWDOIN of Maine Maritime Academy hauled up at Front Street Shipyard in Belfast for her regular annual maintenance.



Morgan Bay Boat is putting the final touches on this Morgan Bay 43, which is being finished out as a sportfisherman for a customer from New York.

one-piece guard on the inside for the inside coaming and toe rail combination. Your knee just slides right under it so it's pretty nice. We put in a 12-inch electric pot hauler and she is going to have a solar panel up on the roof with dual deep cycle batteries. I never had one with spray rails so I decided to go with them.

This boat is powered with a 200-hp Yamaha outboard. Jeff added, "My brother-in-law has got the 20 out here and he's got the 200 on that and she does about 41. I am kind of hoping this will run right with it."

This boat is being finished as a lobster boat for Dean Eaton.

"Next week we put the outboard on just to check the lines," said Jeff. "I am pretty comfortable I measured that one and the house is the same length."

This boat is a perfect size for a beginning or retired lobster fisherman or for people who are just going out to the islands. Jeff explained, "Somebody who just wants to retire back into something that you can set out in the spring and take up in the fall put it on your own trailer, bring it up and have it winterized and cover it. You would not even have to cover it. I am putting a brass plug in the back so you can just take the drain plug out and tip her up in good shape and just let her drain.

"I just did this one," explained Jeff. "I

was going to do a second one, I have got the deposit on one for this fall for a guy in New York."

Unfortunately, the plan this winter was to do some work to his own boat, but that has not happened yet. He did have another lobster boat come in and they removed the 370-hp Volvo and replaced it with a 440-hp Yanmar. They also added a new 150-gallon stainless steel fuel tank, cut new trunk windows, and put in a new sole down forward.

Feeney's Boat Shop Cutler

For some boatbuilders repair work has kept them busy this winter and this shop has had their fair share.

The first repair job was on a Holland 32. She was followed by a Dixon 50, which received a new platform, rubber decking and her normal maintenance for the upcoming season. An Osmond 27 came in and had her platform removed and replaced, repaired the washboards, repaired the scratches on her topsides and repainted, painted the bottom and then gave her a complete overhaul. A Magna 45 had a winterback installed, repaired the platform and wiring, painted the bottom, and made some other minor repairs. A Libby 34 had her platform replaced and repainted the topsides. A 40-foot Novi came in and they cut out her stern and put in a

new exhaust system and hauler. Next was a Crowley-Beal 33, which came in for a new shaft tube and some minor repairs. Another 20-footer came in and had her platform replaced and some rewiring. Now in the shop is a Libby 38, which has been completely stripped out with just the engine left in place. She will be getting a total rebuild starting with the drive train. Also, in the shop is an Osmond 48, which is in to have her keel repaired.

They then laid up a Mitchell Cove 32, adding several inches to her sheer and at the same time they laid up one of their brand new 20s. The Mitchell Cove 32 is being finished out by Joe Sargent in Milbridge as a sportfisherman for a customer from Newburyport, MA. The 20 is being finished out as a lobster boat for a fisherman from the westward and will be finished when it goes out the door. They are putting the outboard on, hooking it up and then buying a trailer for her owner. A Mitchell Cove 35 has been laid up, along with her modified top. She is being finished out as a lobster boat, powered with a C-12 Caterpillar, for a fisherman from Cutler.

Little River Boat Shop Cutler

Just launched from their shop was a Calvin Beal 44, finished out as a lobster boat for

Billy Moore of Buck's Harbor. Down below she had a small berth forward with storage in it; a nice long cabinet for counter space with storage underneath and a place for a toolbox to be installed. Up in the shelter she has an open wheelhouse with a solid winterback from the starboard side with a sliding door and another tip down door on the hauling side. There is a cabinet in the shelter on the port side for a microwave with storage below. She is powered with a 750-hp John Deere diesel with a 2.47:1 ZF gear. Her shaft is 2½-inch with a 36 x 42-inch. She has a 14-inch stainless steel hauler.

Next year they are scheduled to finish off a Dixon 50.

This shop was started by Norbert in 1984 and over the years they have put out one or two boats per year. Nick worked there right from the start doing odd jobs, but once out of high school he has been there every winter.

Wayne Beal's Boat Shop Jonesport

SEMPER FI [Crowley 28] is in for some modifications. They have placed a water tank in the stern to balance her out a little better. They have also added a removable winterback with a tip down on the side and new spray rails. The spray rails are longer and moved to a different location looking for more speed.

FULL MOON [38 Holland] has had a Wayne Beal top put on her. After this was completed, they added a winterback, new decks, and new trunk and wheelhouse. Next winter she will be returning for a new platform and possibly a repower with a 610-hp Cummins.

Next to her is PULL 'N' PRAY [Wayne Beal 40], which burned at Long Island last summer and is in for a complete rebuild. She was mostly stripped down before she left Johnson's Boat Yard on Long Island. Once she arrived, they began by cleaning and grinding the hull. Jeremy Beal added, "I had to cut it back and kept peeling it like dried fish until I got into the good stuff. Then we layer it back in and had to re-do the floor flanges, bulkhead up forward. We had to re-frame everything under the floor aft of the engine. The back half of the floor we just peeled up and re-surfaced the platform since the pressure treated wood back there was still in good shape. We have re-done the boat from stem to stern, top to bottom, everything is new. He's got a brand new 500 Hyundai, continuous duty, engine. The only things that are probably not new in that boat is the V-berth and the shaft and the prop and the rudder."

PULL 'N' PRAY is nearly finished and might be ready for the first lobster boat races of the season.

Over on the side is a Wayne Beal 32,

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Boat And Ship Yard News

which is being finished out for Wayne Beal as a lobster boat. She will be powered with a 500-hp Cummins. They were hoping to have her finished for the first lobster boat race of the season, but now they are hoping she is done for the Moosabec Reach races. The only hold up might be parts.

After these are done and gone next up is a Mussel Ridge 28. She will be finished out as a lobster boat with a 420-hp Iveco for Chris Crowley. The also might have a Millennium 50 to finish off for a fisherman from Eastport. This will be followed by repair work on the cabin on a Repco 37.

Wesmac Surry

Outside under shrink wrap is KATHLEEN, a 50-foot Wesmac powered with twin Hamilton jet drives purchased by Linda Greenlaw. Workers are now in the process of converting her to a 49-passenger vessel, which she will use as a water taxi from Surry to MDI. Presently they are adding five feet to her stern, but her jet drives will remain untouched. It is unlikely she will be ready this year. Bill Grindle, yard manager, added, "Linda says she can be our most difficult customer now because we have sold three boats out from underneath her. This one she wants in the water. Her old boat, ERNEST is now in the water and she is doing 6-pack charters with her again and lobstering."

In Bay #1 was the former Linda Greenlaw 46, which was sold to the State of Georgia Department of Natural Resources as an offshore patrol and research vessel. She is about 70 percent complete with a split wheelhouse and powered with a Scania engine. "We have just been awarded the bid on that one," said Bill, "and we are giving ourselves seven months to do it because of how many other things we have got going on."

In the next bay is a twin-engine 50 Wesmac, which is going to be launched as a sportfisherman for a customer from New York in the next two months. Progress is going along nicely with the interior wheelhouse cuddy cabin built and sprayed out with gelcoat. Work is now focused in the cockpit. She is powered with twin C-18 1150-hp Caterpillars. She will be about 90 percent complete when she leaves for her owner to finish.

In bay #3, is a 50-foot Wesmac kit boat going to Clark Island Boat in St. George to get finished off as a lobster boat for Ben Hardy of Deer Isle. She is being powered with a C-18 803-hp Caterpillar with a major reduction gear and swing almost a 40-inch square wheel. She was scheduled to be gone by the end of June.

In the next bay is storage for all the engines and other items needed for the boats in process. In bay #5 is a twin deck 54-foot Wesmac, which is being finished out for the aquaculture school in Bridgeport, CT. They are halfway through a two-year build schedule. Bill added, "We are building a custom wheelhouse for it now or first deck. The second floor will be built beside it probably

in bay #4 and then we will crane it on when we are down at the landing. This is another Subchapter T boat. The barrels here are for the incline experiment on the Georgia boat, because we have to do an incline experiment."

In bay # 6 is a super 46 sportfish going to San Diego, which is about six weeks away from getting wet. She will come out of the bay about mid-June for final touches, before heading for the shore. The owner is thinking of taking her to Florida or Costa Rica and then load her on a freighter to take her around to California.

In the lay-up shops, bays #8 and 9, they are laying up a 50 Wesmac, which will be finished out as a lobster boat by Clark Island Boat for a fisherman from Owl's Head.

Down at the landing they have the other 54-foot State of Georgia boat, R/V REED W. HARRIS. She will be used to tow a mid-water trawl for research and sampling. Powered with a 1000-hp Caterpillar she was scheduled to be over by mid-June but were being held up by the documentation office in Virginia. The electrical, mechanical and hydraulics are all done. Billings Diesel & Marine has done the dry start up on the engine and the genset is already. They want to put the numbers on the hull before she goes over so they look right. Then she will head to Billings Diesel to have the incline experiment done.

Another at the Landing is SWEET SENORITA, 46 Wesmac sportfisherman, which has been under construction for 13 years. They are down to the final list, which consisted of just a few minor items and she will be over and gone.

Next to SWEET SENORITA is Isle au Haut boat OTTER [Super-wide 46] and despite losing their charters for this summer they still wanted the new boat running out to the island. She should be back in the water by the end of June.

York Marine Rockland

In the first bay they have a York 42, which is in to be repowered with twin FPT 570/580 diesels to jet drives. Mike York, owner of the yard, said, "It is a real tight area, the engine room is getting re-laid out and everything is getting re-done to make these fit. Then we will Awlgrip her."

They have a 30-foot Cape Dory fly-bridge cruiser is in for new exhaust, stainless steel work and some interior touchups.

Next her is a 36 Hinckley jetboat in for normal service, which is almost completed.

A York 36 is in for engine work, new exhaust elbow and then polishing, a little bit of paint work and then she goes overboard.

A 25-foot Lyman is in for work. This includes replace the cabinets, redo all the varnish and Awlgrip the hull.

A Hinckley 40 sailboat is in for electric winches and varnish work.

Three York 18s have been sold and they have #2 on the floor and nearing completion. An interesting feature is a ladder system that comes out of the transom incase someone goes overboard. The boat is designed to go up into the wind if no one is at the helm and then you can access the ladder by pulling on a little strap. Mike is hoping that there is a call for these as he would love to be build two or three a year.

Other work this winter included building two Crosby 26s and one Crosby 21 and several paint jobs.

York Marine is also expanding to a new 9-acre site on Route 90 just south of Johanson Boat Works. The land is being cleared and the earth work has begun. The plan right

now is to keep both places, but one may be for commercial and the other for yachts.


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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

waivers for trips and vessels in lower priority fleets may be issued on a case-by-case basis to ensure qualified observers/catch monitors are available for higher priority fleets (i.e., fleets with 100 percent coverage requirements or bycatch of Endangered Species Act-listed species).

Observers and at-sea monitors are an essential component of commercial fishing operations and provide critical information that is necessary to keep fisheries open and to provide sustainable seafood to our nation during this time. We will continue to monitor all local public health notifications, as well as the Centers for Disease Control and Prevention for updates. We are committed to protecting the public health and ensuring the safety of fishermen, observers, and others, while fulfilling our mission to maintain our nation's seafood supply and conserving marine life.

Alaska Region – Observer coverage continues for vessels in the Full Coverage Category of regional fisheries. The region extended the existing observer waiver for vessels in the Partial Coverage Category of the North Pacific groundfish and Pacific Halibut fisheries operating from ports other than Kodiak, Alaska. This exemption does not exempt vessels using electronic monitoring, or the requirement that vessels continue to log trips in Observer Declare and Deploy System (ODDS). This limited waiver extension is in effect through June 14, 2020.

West Coast Region – Beginning at

12:00 a.m. on May 1, 2020, fishery observer and catch monitor coverage was again required per existing regulations for all commercial fishing vessels and first receivers in required West Coast fisheries. Waivers of partial, scientific observer coverage are being issued, including for the portion of the fleet using electronic monitoring. Waivers of observer coverage will continue as needed on a vessel-by-vessel basis, with the region ready to provide waivers for large purse seine vessels if a vessel is unable to get an Inter-American Tropical Tuna Commission (IATTC)-approved observer for tuna fisheries in the eastern Pacific Ocean.

Pacific Island Region – Observer coverage continues in all required fisheries. Waivers of observer coverage will continue as needed on a vessel-by-vessel basis. International observer requirements for tuna purse seine vessels have been waived by the Western and Central Pacific Fisheries Commission until July 31, 2020. Observer coverage has resumed in some required fisheries.

Southeast Region - Beginning at 12:00 a.m. on May 5, 2020, observer coverage was again required per existing regulations for the following fisheries: South Atlantic Penaeid Shrimp, South Atlantic Rock Shrimp, South Atlantic Snapper-Grouper, Southeast Gillnet, Gulf of Mexico Commercial Reef Fish, Gulf of Mexico Shrimp, Atlantic Highly Migratory Species (HMS) Pelagic Longline, Shark Bottom Longline (Atlantic HMS), Shark Gillnet (Atlantic HMS). Waivers of observer coverage will continue as needed on a vessel-by-vessel basis.

Greater Atlantic Region – The region has extended the existing observer waiver exempting all vessels issued Greater Atlantic Region permits from the requirements to carry an observer or at-sea monitor. This waiver is in effect through June 30. Observer coverage to resume July 1, 2020.

Agency Approach to Saltwater Recreational Fishing Has Changed, Progressed through Partnership

More than 10 years ago, NOAA officially launched the National Recreational Fisheries Initiative with the opening of the National Saltwater Recreational Fisheries Summit on April 16-17, 2010. Days prior to the Summit, ESPN published a column musing about the demise of recreational fishing as we knew it. The *Deepwater Horizon* oil rig exploded just three days later. Bookended by these events, the first national Summit opened a challenging long-term dialogue. It produced a very clear message: marine recreational fishermen had long-held frustrations with federal fisheries management they wanted addressed.

We left that first Summit understanding the need for institutional change, active public engagement, and the value of public-private partnerships. And we responded by changing the way we thought about recreational fisheries from top to bottom. We expanded agency planning, focus, and accountability around recreational fisheries through a series of detailed regional and national action plans between 2010 and 2019. And, we codified our new approach in the groundbreaking *Saltwater Recreational Fisheries Policy* in 2014.

Since 2010, active engagement and partnership with the recreational community has become deeply ingrained in agency culture. From quadrennial national summits to annual roundtable discussions in every part of the country, the agency works to stay current and connected. We have funded recreational fishermen to research and address many on-the-water priorities such as barotrauma and release mortality, marine debris, habitat restoration, and fish migration. We are working to educate the next generation of anglers, captains, and guides. We accomplish this by supporting programs as varied as the Marine Resource Education Program and the Bristol Bay Fly Fishing Academy.

In 2019, we reached another milestone when we signed a formal Memorandum of Agreement with leading recreational fishing community members at the Miami Boat Show. The MOA established a formal framework for communication and collaboration on mutually beneficial projects. They will advance our goals of supporting and promoting sustainable saltwater recreational fisheries for the benefit of the nation.

This year we established a new collaborative partnership with Bonnier Corporation—publisher of *Saltwater Sportsman* and *Sport Fishing* magazines—to promote sustainable recreational fishing.

Over the past 10 years NOAA Fisheries has accomplished quite a lot *with* the recreational fishing community, but we know our work is not done. We will continue to support sustainable saltwater recreational fishing now and years into the future for the benefit of the nation.

Which brings us to today. COVID-19 has upended life and business across the country and the world. This includes recreational anglers, for-hire operators, and the businesses that depend on them. In April and May, the agency worked quickly to allocate the CARES Act funds appropriated by the Congress and we will continue working to understand its impacts. As we collectively navigate the uncharted waters created by

the COVID-19 virus, know that we do so together.

This National Fishing and Boating Week, let's all rededicate ourselves to working together and facilitating a safe return of the American public to the water and fishing. So go grab your rod! I hope to see you out on the water soon.

National Report on Large Whale Entanglements Confirmed in the United States in 2018

More than 100 large whale entanglements were confirmed nationally in 2018, a greater than 25 percent increase from the previous year.

NOAA Fisheries has released a National Report on Large Whale Entanglements Confirmed in the United States in 2018. Many large whale populations are increasing in the United States, but entanglements in fishing gear or marine debris are a growing threat to the continued welfare and recovery of these species. Severe entanglements can kill or seriously injure large whales. Entanglements involving threatened or endangered species can have significant negative impacts to the population as a whole.

NOAA Fisheries coordinates the Marine Mammal Health and Stranding Response Program, which includes partners in the Large Whale Entanglement Response Network. They help us track and document as many of these incidents as possible. Entanglements represent a serious human-caused threat to large whales at the individual and population levels. Scientists and managers analyze entanglement data to determine: Rates and severity of entanglements; Type of gear or debris causing the entanglement; and Injuries and impact to the animal.

Managers use that information to evaluate existing conservation measures and implement new ones as warranted to reduce the threat of entanglements in the future.

There were 105 confirmed entanglement cases nationally in 2018. This was above the 11-year average (70.8 + 21.8) and more than 25 percent higher than the number of cases in 2017. Some of the entanglements involved North Atlantic right whales on the East Coast, which could impede recovery of that critically endangered species. The National Large Whale Entanglement Response Network responded to 37 of 92 cases involving entangled live whales and successfully removed entangling gear from 16 whales. This increased their chances of survival as well as collected important documentation.

NOAA Fisheries is extremely proud to work with our partners in the Large Whale Entanglement Response Network, which is comprised of highly skilled experts and trained response teams. NOAA Fisheries maintains regional entanglement reporting hotlines that allow reports of entangled whales to be relayed quickly to the appropriate responders.

Disentangling large whales is a dangerous activity. Members of the public should not attempt to disentangle whales themselves—they should call authorized professional responders instead. Professional responders have years of training, specialized knowledge and skills, and customized tools and equipment to ensure the safety of the animals and the response team. In addition, authorized Network responders are typically more successful at removing entangling gear than untrained members of the public. This leads to better outcomes for the individual whale and helps us gain better information to reduce future entanglement threats and impacts. If you encounter an entangled large whale, please call your regional hotline.

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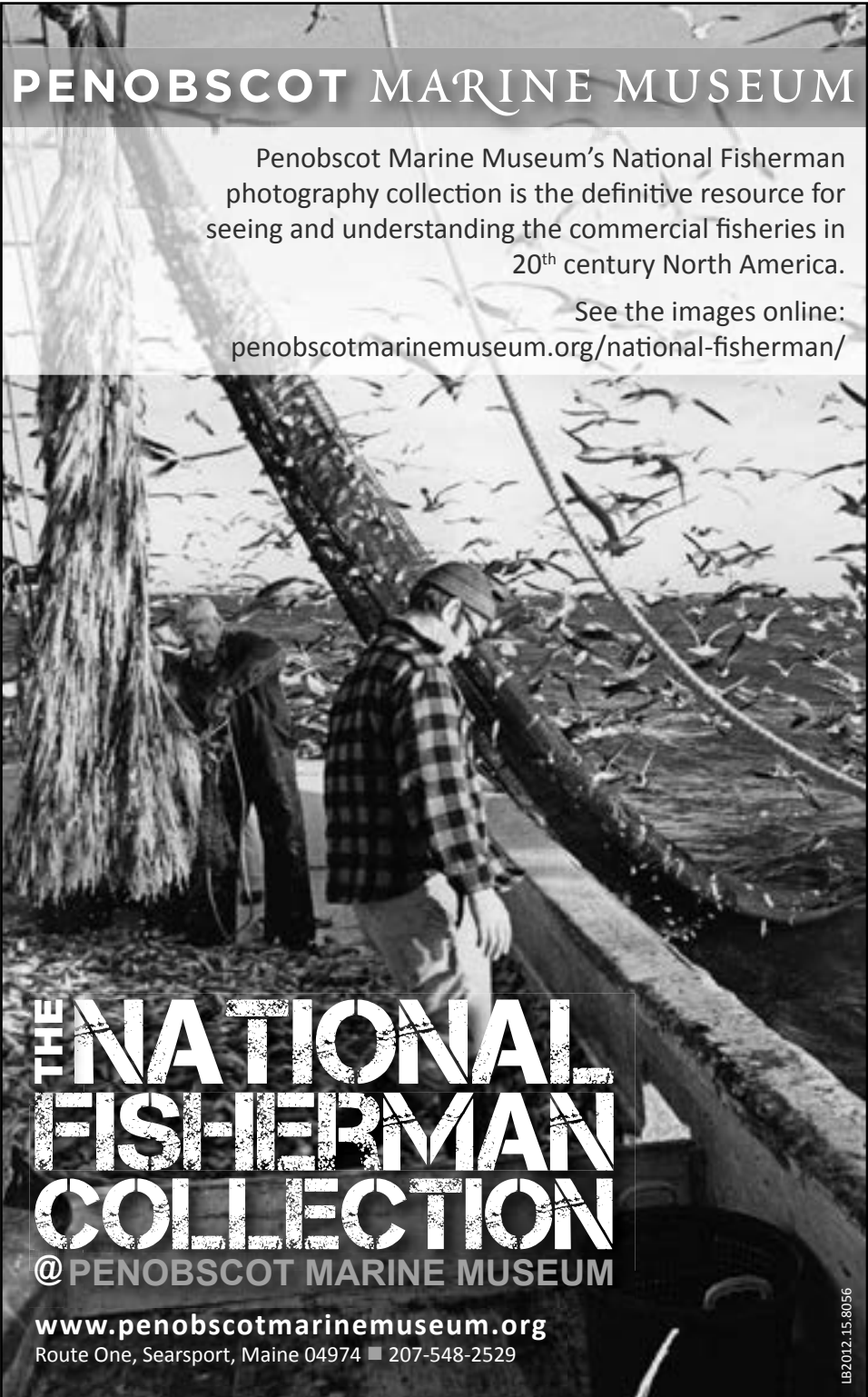
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READY FOR THIS SEASON?

By Sheila Dassatt

Traditionally, the boats are all spiffed up and the traps are ready to hit the water with Hopeful anticipation for a safe and successful lobster season. The boats always look good the first day that they go overboard. After the first few traps are hauled, they might look a little more “worked.” I know that this year, Mike and I have done a lot of work on hauling sides of lobsterboats to make that gelcoat and finish last a little longer and look a lot better. One veteran captain, Charlie Turner was with us at the “yard” when we were working on Ethan’s boat and said, “it won’t matter how perfect it is, it will look good from the mooring.” How true! I love those sayings and I really try to remember them in my walk of life. Love that ole guy, he’s a piece of work!

Our Maine Lobster Fleet is moving forward with an “air of caution” with a lot of hope and faith that we will manage to get our gear ready and survive this Covid-pandemic as well as the Whale Rule challenges that we are facing. The best advice that we have been given is to go slow and steady. We need to be able to NOT find ourselves in the middle of a glut as we did in the recent past. At this point, we need to be able to live and learn. When these things happen, it leaves a lasting memory of what it was like at that time and be sure not to do it again. I find that life in general is like that. The first time is a mistake, but if we keep doing it over and over, well...that’s another story.

I remember that it was 2008 and there were more new shells than we all knew what to do with. We also remember that the new shells are not as strong as the more solid, older shelled lobsters. Handling them is a big factor in this. They will not car up for very long and cannot be readily transported and shipped. Of course, the price drops drastically when there are more lobsters than we can handle. This all comes under supply and demand. This is all factors that we need to take into consideration for this season.

“The Rumor Mill” can also be running

rampant about suggestions that were made at Zone Meetings and Lobster Advisory Meetings, Industry meetings, etc. Please remember, these meetings are all for us to be able to offer constructive suggestions for the survival of our industry, not something that the government is trying to push through. If you make a suggestion, it is all documented by the secretary of the meeting and saved for future reference. Our lobster fishery is still an industry that we have an opportunity to have a say in the Rule Making. As I stated in my D.E.L.A. report, there are Zone meetings coming up, they are online meetings, but still an opportunity for us to weigh in with any thoughts and questions about our season this year. Please weigh in on these meetings if you can. It is a good way to speak and hear the truth as it is presented to us, face to face.

The best way to get through this season successfully is to try to work together, the best that we can. I have been trying to put positive posts on our Facebook and updated news on our our website: downeastlobstermen.org., with the help of my daughter, Christy Perce. As we receive any new news, we try to put it out there for all to see. As far as the pandemic is concerned, where can you get better distancing than on a fishing boat?! We have had absolutely no problems with distance and the mask would be more effective for not smelling the fresh pogie bait after a few days of ripening. They do serve many purposes!

We do hope that the tourists can have an opportunity to enjoy their lobster picnics and dinners. It is very hard to see such empty streets and public landings, especially when this is the prime time of the year to promote our lobster brand. When we had meetings with John Suave, the “Blueberry Guy” he taught us that the brand is half the battle. We can promote our lobster with the public, and protect our brand for sustainability and quality. There are a lot of people that would love to have a Maine lobster roll in places like Nebraska, Arizona, and the list goes on. This may not be live lobster, but

the going trend nowadays is lobster that is ready to serve. I have seen more ads on the television about healthy, fresh goods being delivered to your door that looks like a million bucks! So why can’t we do the same thing with lobster and seafood? Of course we can. I can see a light at the end of this tunnel if we hang in there and do this “smart” and help promote our own product. I have seen quite a few ads online and on the tele-market shows that introduce folks like Capt. Sig Hansen of the F/V Northwestern from the Deadliest Catch Show promoting the “finest crab that you can purchase.” They do a great job with it. I’d be tempted to try some myself. I have never had Alaskan crab, but it is being introduced and promoted in our market

world in this country. If you have any ideas or questions, I’m sure that Marianne LaCroix of the Maine Lobster Marketing Collaborative would love to hear from you. MLaCroix@lobsterfrommaine.com. Let’s get creative and send her our ideas!

We are getting ready to set our lobster gear for this season in hopes that we can also go slow and steady. Let’s stay safe and possibly enjoy a boat race or two. They haven’t all been cancelled. There are a few that are still being held. The updated schedule is in this issue of Maine Coastal News for sure. Take care and stay safe and good season!

Lobster Boat Racing Update

Those of us who have something to do with running events have found it challenging to say the least due to the guidelines surrounding COVID 19. As head of the Maine Lobster Boat Racing Association we have seen four races cancel, two in early May and two more in early June. Since lobster boat racing takes place out on the water, we can easily limit contact with those participating at sign up and in handing out awards. This means that we can easily abide by the current guidelines. Also, there are numerous rumours floating around that are far from the truth.

What is interesting is where some of the pressure comes from. I am sure that some people, out of fear, feel unsafe and I understand that. However, I think it is more likely some people just do not want to see anything take place this summer. If lobster festivals, fairs and other large public gatherings have been canceled how can you hold a lobster boat race? Well, if you can comply with all the guidelines then there is no reason not to hold the races. Of course, then there are those

that enjoy the power of stopping things from happening. I look at this differently. Since there are hardly any events taking place this summer this might be the only fun event left to do. In a small way the racers might add a boost, albeit small, to the local economy. So, if we meet all the requirements than there is not a problem. The U. S. Coast Guard has started to issue the event permits, which means they have deemed the way we operate as complying with the current guidelines.

I am not sure who started some of the rumours floating around, but we still have seven races (Rockland, 27 June; Bass Harbor, 28 June; Jonesport, 4 July; Friendship 19 July; Winter Harbor, 8 August; Long Island, 15 August; and Portland, 16 August) planning to go forward with their event. The Maine Lobster Boat Racing Association will be awarding year end prizes despite losing three points-races. You still need to compete in three events to qualify and only five races, the best finishes, will be counted for the year-

Continued on Page 22.

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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. Several 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 Sentiniel, 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

Continued from Page 9.

Attack Submarine USS Toledo Earns Navy Unit Commendation

By Lt.j.g. Jacob Dirr, Commander, Submarine Forces Public Affairs
NORFOLK, Va. (NNS) -- The Acting Secretary of the Navy awarded the Navy Unit Commendation (NUC) to the crew of the Los Angeles-class fast-attack submarine USS Toledo (SSN 769), May 8.

The award recognized the crew for their outstanding performance during their deployment to the U.S. European Command area of operations from February to September 2019.

Vice Adm. Lisa Franchetti, commander, U.S. 6th Fleet, said Toledo made truly distinctive contributions to national security, allied support, and maritime stability.

"Toledo's crew worked tirelessly to en-

Lobster Boat Racing Update

Continued from Page 22.

end point total. As for membership, you can sign up at the races or send \$50 to: MLBRA, P. O. Box 710, Winterport, ME 04496.

Since many businesses are suffering under the present situation, some of the race venues have decided not to gather prizes. As any racer will tell you, if you are in lobster boat racing for the prizes, you are in the wrong sport.

As I said, there are some changes to our sign ups and awards procedures. PLEASE have exact change or check for entry fee (Bass Harbor does not have an entry fee, but you still need to sign up).

Rockland: Sign ups will be in storage building A3 with tape on floor in six-foot increments. Awards may be in the same building, but with just one person attending from each racer.

Bass Harbor: Everything, sign ups

sure constant maritime security in the waters surrounding Europe and Africa and enabled U.S. 6th Fleet to execute the full spectrum of naval operations,” said Franchetti. “Unseen and undeterred, their commitment to the mission while forward deployed fostered a safe operating environment for U.S. and partner nation maritime units alike.”

Toledo is homeported in Groton, Connecticut at Naval Submarine Base New London and assigned to Submarine Squadron 12, which is part of the Atlantic Submarine Force.

According to the award citation, Toledo's crew "conducted multiple demanding missions vital to national security to include the management of two dynamic operational periods. Toledo completed a challenging and short notice intelligence collection event that provided extremely sensitive information to help maintain the Navy's

and awards, will be done on board the barge outside the harbor on the finish line.

Jonesport: They will try to sign up as many the week before the race, but on race day we will have a signup table in the parking lot of Camden National Bank. The awards will probably be handed out from a boat on the water.

Friendship: Sign-ups will be on the town dock. Awards will be handed out from a float on the finish line.

Winter Harbor: They hope to sign up racers during the week, but on race day we will sign up on the town dock float. Awards will be held in the parking lot, but only one person from each racer will be allowed to attend.

Please make sure you check before going to any event. Either call the venue official or refer to mainescoast.com for the official up-to-date news on the races. I will make sure it is kept as updated as possible.

undersea superiority and improve national defense. Throughout the deployment, Toledo expertly executed national-level tasking, including several first-of-its-kind collections. The unit strengthened key allied relations by supporting a multi-national theater anti-submarine warfare exercise in the Eastern Atlantic.”

Toledo's commanding officer, Cmdr. Philip P. Castellano, praised the crew for their warrior spirit and exemplary performance.

“Our crew is extremely honored by this recognition and I could not be more proud of them,” said Castellano. “Throughout the entire deployment, Toledo’s crew worked together seamlessly and never buckled under pressure during challenging missions. This award is a credit to their unwavering professionalism, dedication and bravery.”

In addition to mission execution on the deployment, 33 enlisted Sailors and four officers earned their qualification in submarine warfare, 18 Sailors advanced to the next paygrade, four crew members re-enlisted and two officers screened for executive officer and the rank of commander.

Vice Adm. Daryl Caudle, commander, Submarine Forces, said Toledo's deployment is a good example of the major impact and unique capabilities undersea forces continuously provide to operational commanders.

“Every day, our submariners are at the tip of the spear, forward deployed and ready to strike if needed,” he said. “Toledo’s efforts are a great example of the extraordinary operations our high-caliber undersea warriors are executing around the clock, on scene, unseen with unmatched readiness and skill.”

Established by the Secretary of the Navy on Dec. 18, 1944, and awarded by the secretary with the approval of the President, a unit commendation is conferred on any ship, aircraft, detachment or other unit of the U.S. Navy or Marine Corps that dis-

tinguished itself for extremely meritorious service in support of military operations, which were outstanding when compared to other units performing similar service.

Toledo was commissioned Feb. 24, 1995, and is the third U.S. warship named after the northwestern Ohio city. It is 377 feet long and holds a crew of approximately 147, consisting of 18 officers and 129 enlisted Sailors.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

Future USS Oakland Completes Successful Acceptance Trials

From PEO Unmanned and Small Combatants Public Affairs

MOBILE, Ala (NNS) -- The future USS Oakland (LCS 24) successfully concluded acceptance trials May 22 following a series of in-port and underway demonstrations in the Gulf of Mexico.

During trials, the final milestone prior to the ship's delivery, the Navy conducts comprehensive tests of systems, including those essential to a ship's performance at sea such as the main propulsion, auxiliaries and electrical systems.

The ship also performed critical capability tests, including a full-power demonstration, steering and quick reversal, anchor drop test and combat system detect-to-engage sequence.

"I am impressed with the positive results achieved by the Navy and industry team during this acceptance trial of the future USS Oakland," said Littoral Combat Ship (LCS) Program Manager Capt. Mike Taylor. "We continue to see improvements in this class as we work to provide cost-effective warfighting capability to the fleet and the nation."

WAYNE CANNING

Continued from Page 5.

the keel was done in plywood. It sat right out here for about 10 friggin' months. By the time we got that faired out and glassed, whoa get both sides the same, that was a lot of work. Out there is where that 38 (Holland) mould lived for a long time, 85 hulls out of there. Out here I did the deck units and the 32 (Holland) hull mould was on that side. I did some Otis 42s out here and I did some Jim Beal 31s. I enjoyed it. I miss it."

His boatbuilding career was cut short due to heart issues in 1999. He added, "Am but not as bad as it was. I have lost some weight. I try to walk more, eat a little different. You have to learn to like apples. I think about doing it again every day."

If you hung around the Hollands, and racing was already in your blood, you might just try lobster boat racing and Wayne did. "I was still dabbling with cars for other people, said Wayne. "I went to the lobster boat races and watched them. My first race was Stonington. Matter of fact, the sawdust was still right around the engine box, and I won the race. I won the World's Fastest in '84 with the same boat, not with the same engine exactly, it was a 460."

This was his first 32, which was a solid glass hull with a 460 Ford engine in her. He sold her to get the money to build the boat shop. So, for a few years he was without a boat and was not even lobstering, which he did not like. In 1988 he built another 32, which is the boat Wayne still uses today. Here is a boat that is 32 years old and still in remarkable shape. Wayne keeps her looking


almost new. She is in the back bay of his building with the engine out and getting a going over in Bangor. Wayne is cleaning her up and doing a little painting where needed. He is hoping to be over soon, but has not heard if the engine is done.

Wayne also serves on the Zone D Lobster Council for the state. “Twelve years,” said Wayne. “I am on my 12th year and probably due for re-vote. I spend a lot of time on that. I go to Augusta when it is needed. I might spend the day over there talking with Sarah or the Commissioner or both or Meredith.”

When asked how the lobster fishery was doing he responded, "I don't think it is going too bad. I think we could be a little more conservative for the future. I am always concerned about the future whether it is the fishing or anything. Personally, I would like to see less effort, you can catch the same amount of poundage with fewer traps and leave more product on the bottom. It is going to take a while for that to happen though. We have had three gauge increases since I started and every time I said, "Here I go, I am going to be out of business." I mean I was right there with the rest of them and half panicked. That is another reason why I decided to do the boats, because the fisheries may not be there forever. I am concerned about the fisheries to some degree. If we have got global warming which I think we do it could affect the lobster industry. I think we ought to pay attention to how the Canadians are operating. We aren't giving the lobsters any break."

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U. S. NAVY NEWS

Following delivery and commissioning, USS Oakland will sail to California to be homeported in San Diego with sister ships USS Independence (LCS 2), USS Coronado (LCS 4), USS Jackson (LCS 6), USS Montgomery (LCS 8), USS Gabrielle Giffords (LCS 10), USS Omaha (LCS 12), USS Manchester (LCS 14), USS Tulsa (LCS 16), USS Charleston (LCS 18), USS Cincinnati (LCS 20) and USS Kansas City (LCS 22).

Four additional Independence-variant ships are under construction at Austal USA in Mobile, Alabama. The future USS Mobile (LCS 26) is undergoing final assembly. The modules for the future USS Savannah (LCS 28) and future USS Canberra (LCS 30) also are being erected, and modules for the future USS Santa Barbara (LCS 32) are being fabricated. Additionally, Austal USA is preparing for construction of the future USS Augusta (LCS 34), USS Kingsville (LCS 36) and USS Pierre (LCS 38).

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

LCS is now the second-largest U.S. Navy surface ship class in production. In 2019, three LCSs were delivered to the fleet and five will be delivered in 2020 at a pace not seen since the 1990s.

Momentum at Midway and the role of Navy’s Bureau of Personnel in World War II

By By MC1 Mark D. Faram, Chief of Naval Personnel Public Affairs,

WASHINGTON (NNS) -- There’s no doubt the Battle of Midway altered the course of World War II and world history, or that this stunning victory against overwhelming odds by the United States paved the opening miles of the road to victory.

Much has been made of the grit Adm. Chester Nimitz’s forces showed during the opening months of the war. On the heels of May 1942’s Battle of the Coral Sea, that stoppdc the Japanese advance in the South Pacific, those forces swept north, licking their wounds, to stop a Japanese northern counterpunch aimed squarely in our Pacific backyard.

Still, war is a team effort and winning is never guaranteed. To get the full picture of the Battle of Midway and what it meant to the war, you need to know what happened behind the scenes in Washington, 5,523 miles away.

Arguably the victory could have easily been in vain if the wheels of war were not gaining momentum back on the home front. Though Nimitz’s scrappy fighters managed to stop the Japanese advance, their massive war machine was far from defeated.

In the end, it would be the combination of Nimitz’s warriors stopping the Japanese advance in 1942 combined with the parallel stubby pencil work being done in Washington that allowed the United States Navy to capitalize on the momentum gained at Midway, and to immediately start the island hopping back across the Pacific to ultimate victory.

In the six months between the attack on Pearl Harbor and the “Miracle at Midway” the nation unified and was mobilizing. Faced with all-out war, the Chief of Naval Personnel’s team pulled out all the stops and accomplished the greatest naval manpower

buildup in history. It was the momentum seized in these early days of the war, which set the stage for Midway, but more importantly, gave the initiative back to the Allied forces.

“It is hard for me to imagine the job faced by Vice Adm. Randall Jacobs, Chief of Naval Personnel during World War II,” said Vice Adm. John B. Nowell, the Navy’s current CNP.

“Our ongoing experience with the uncertainties encountered during COVID-19 have given us a little taste of navigating uncharted waters, but the magnitude of their task is almost unfathomable to comprehend.”

The nation had been mobilizing since 1939 when the clouds of war became visible on our horizon. The nation was heavily divided on whether to enter the war or remain neutral.

The U.S. Navy’s initial ramp up started on Sept. 8, 1939, when President Franklin D. Roosevelt declared a “limited national emergency” initially calling for increasing the Navy end strength from 125,202 to 145,000 by the end of 1940.

With war already raging in both Europe and the Far East, Roosevelt and Congress passed the Two-Ocean Act on July 19, 1940, authorizing 257 new warships and the Sailors needed to man them.

As the nation’s shipyards started building the ships, the Navy’s efforts to man them faced an uphill battle.

Initially, recruiting went well, but as the nation stood divided, eventually the number of willing recruits decreased, according to the records of the Bureau of Naval Personnel in the collection of the Navy Department Library.

Heading the Navy’s efforts at the time

was then-Rear Adm. Chester Nimitz who in the days leading up to the war was at the helm of the Navy’s personnel organization and the manpower ramp-up.

In mid-1941, Congress authorized the draft, requiring all men aged 21-45 to register. By 1942, subsequent calls expanded the registration window to all men from age 18 to age 66.

The Navy, though not resistant to having a draft, was opposed to using it for themselves. Nimitz testified in front of Congress that the service wanted to use their own quality standards, stating the needs of the Army and Navy were very different, and the Navy wanted to recruit a volunteer force.

“Neither the Army or the Navy orders any man to fly,” Secretary of the Navy Frank Knox told Roosevelt in summing up the Navy’s position. “The same should be for duty in ships as no small part of the present high morale of the Navy is due to the fact it is entirely a volunteer force -- a ship at sea is too small to maintain morale among men, some of whom may not wish to be there.”

The Navy’s preference was to be allowed to continue to recruit from all ages and leave the draftees to the Army.

The Army, on the other hand, wanted a level playing field and a moratorium on recruiting of draft-age men and instead only allow the Selective Service to divvy up the men, instead.

The Navy, Knox told Roosevelt would postpone taking draftees as long as possible -- and avoid it altogether if that could be done.

The debate raged on for months, even after the attack on Pearl Harbor. It was Roosevelt -- who was the assistant Secretary of the Navy during World War I and who took a personal interest in Navy affairs -- who

MARY B. Launched by Mainely Boat

Continued from Page 1.

er built by Melanson in Essex, MA in 1976. He used her for a few years and then bought a 32-foot Novi Sea Pride. He had that boat for about 12 years, saying, “That was my baby. I loved that boat. I re-built that thing, top to bottom, but I had outgrown it. I was fishing further from home in weather that I should not have been fishing in so I outgrew that and then I bought a 42-foot Atkinson which is actually down here in Cushing now. I had that boat for three or four years, but I realized with that boat that I needed something faster. It was a good, heavy boat it was great in the weather but it was like an 8-knot boat, the speed killed me. Then I bought the 45 Young Brothers out of Portland and I had that one for four years, it was a good boat, but it was the wrong boat for me.”

Steve started messing around traps as a kid, got a student license and then dropped out of school to fish full-time. He explained, “I come from a family of mechanics. Nobody in my family ever fished, but my friend’s fathers were fishermen. I was like this stupid little kid that would beg them to take me out fishing with them and every once in a while, they would say yes. When I was 13, I went with a guy, Donnie Anderson out of Manchester, Mass. a couple of times that summer. It was just an obsession of mine and for no particular reason. I was an angry kid, I was pissed off at the world, and the best thing in the world for me was to go fishing.”

“I worked on a whale watch boat that summer,” continued Steve, “and believe it or not my mother hauled me off the boat and told them I was working too much. I got done with the whale watch company because the season was wrapping up and the next thing,

I know I was lobstering full-time with a guy out of Beverly, Jeff Bartlett. I started fishing full-time with that family with Jimmy’s brother Tom and Jeff and the son. I used to take the train to Beverly from Rockport and I would haul all day and get back on the train and take the train back home. I wasn’t old enough to drive.

“I went and saw Bobby Brown to get a job when I was 15,” added, Steve. “Bob Brown told me he would give me free room and board and all the peanut butter and jelly I could eat. That was how he was going to pay me. So here is this stupid, naive little kid and I went home and said yeah, he’d give me a job, this is what he offered me. My mother is shaking her head and going you are not going to do that.”

When Steve started, they were still using wood gear. He learned from Bartletts. “I met Bobby Brown right before his accident,” said Steve. “I knew him, but I never worked with him. I went with the Bartlett’s and they all learned from Bob. I remember Freddy Bartlett telling me that we had it all figured out and then Bobby would come and do something different and it would all change.”

The Builder Mainely Boats of Cushing

Mike Hooper started in the boatbuilding industry at Clark Island Boat when he was 16. Mike added, “It was back in the day, but I learned a lot from Dan. It was almost like apprenticing, just doing whatever had to be done.”

Mike graduated from high school in 1992 and continued to work for Clark Island Boat until he was about 21. He knew boatbuilding was what he wanted to do. When he was 23, he built his first boat, which was

a South Shore 38 split wheelhouse lobster boat with a 450-hp Scania named HORRIFIER. Mike said, “She was like \$150,000 out the door. I wasn’t charging much as it was my chance to get one under my belt and get me started. It worked out pretty good.”

His second boat was an MDI 45, which he did in the Quonset hut down at his house. “It was cold so I rented a bay over at Dan’s (Clark Island Boat) when Harley Oakes owned the first building in there,” explained Mike. “I rented that bay and we did a 45 MDI then we did a 40 RP for another buddy of mine out on Matinicus. The next one after that was Burt Witham’s LOBSTAR.”

“I got my foot in the door pretty good because at the sea trial,” continued Mike, “I never really knew Chris Young, who was Noah’s brother, which I built the 40 RP for. He would never come look at his brother’s boat and never really talked to me. We were out on this boat after we launched it, cruising around with Burt and Chris leans over and goes, “I got a Duffy coming, I want you to build it.”

Mike finished off Chris’ Duffy 42 and this was followed by a Holland 32, which they refurbished, and a Calvin 42 so it turned into a great relationship.

In 2007 when lobster boat building declined with the economy, Mike did not have any new boats to build, so he shut down. At the time he was building the boats on Route 1 next to the Ford dealership in Rockland, but the rent was \$3,000 a month. While there he did a Duffy 48, a couple of Wayne Beal 40s, a Wayne Beal 36, and a Lowell 43. With the shop closed he did a little plumbing and then went to work for Knight’s Marine in Rockland. However, all he wanted to do was build more boats so he began looking for a

new location for a shop.

For the last five years Mike has been at his present location in Cushing. The boat he finished for Chris Young, AUDREY AILEEN, the Calvin Beal 42, got Stewart Workman’s attention. Mike said Stewart called him up and told him liked the boat. Since then they have built a relationship and this has meant several jobs coming his way, including the Calvin Beal 34 coming in to be finished soon.

Mike rents his current shop, but the owner has told him he was willing to sell it to him. He would like to get this done so he can do some work to the buildings, including adding new doors. Mike added, “I would like to get it a little bit nicer.”

When asked if there was a list of boats Mike said he did not have one but thought that he has built around 30 boats over the years.

When asked if he had a boat, he said he has a BHM 25, which he purchased for his 15-year-old son Colby who is lobstering. Last year he and his son refurbished her. They removed the rails and added new rails and stainless, new windows, re-gelcoated it and put matte down on the deck. Mike added, “He does like doing some of this. This year he has been telling me he wants to come in on his days off when not hauling and do some work. This year I made him do all the work to his boat, He’s been over here painting bottoms, just helping out doing whatever he can to make money. He does like it.

Mike has a full house, with his son and three daughters. The oldest daughter, Emma Hooper is at Maine Maritime Academy studying marine biology. Then one year younger than Colby is Anna, and about four younger than her is Eva.

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COMMERCE AND TRADE.

The Benj. G. Frith, the new schooner lately built by Dunn & Elliot, Thomaston, made the trip from Matanzas in eleven days. Schooner Phebe J. Woodruff, recently ashore at Boothbay, is on the dry dock at East Boston, repairing. An outlay of \$10,000 will be required to fit the vessel for sea.

Schooner Nil Desperandum of Wellfleet, MA, has been sold to Lewis Arey of Owl’s Head for \$899, to be employed in the stone business. She is about 75 tons burden and was built at Essex in 1860.

The four-masted schooner Katie J. Barrett, which recently went ashore on the Massachusetts coast, has been abandoned and it is expected she will soon go to pieces. She has been striped of everything movable.

In the Bangor product market jobbing prices are as follows: apples, \$2. To \$3.50 per bbl; butter, 18 to 20c per lb; cheese 10 to 12c per lb; fowl, 16 to 18c per lb; chicken, 18 to 30c per lb; eggs 18 to 20 c per doz; potatoes, 60 to 70c per bush; and hay \$9 to \$10 per ton.

The bark Charles R. Lewis has been given up as lost. On Christmas day she sailed from Perth Amboy for Portland with a cargo of coal. Nothing has since been heard of her and she is supposed to have gone down with all on board. She was built at East Deering in 1875 and was valued at \$25,000. The crew numbered 13 men.

Portland’s exports last week were valued at \$287,098.26. They were 8,179 bushels barley, 1,767 sacks flour, 4,256 bbls. apples, 422,120 lbs bacon, 769,210 lbs. cheese, 15 cases leather, 15 cases oranges, 8 cases mattresses, 500 cases canned goods, 4,020 shooks and heads, 1,386 bbls. hoops, 489,989 ft. lumber, 9,424 yds. Duck, 2 cases furniture, 2 cases, 1 yacht. The imports were 650 bbls. frozen herring, 150 boxes clay pipes and 1 case mdse.

Among recent charters are the following: ship Charles Dennis, New York to San Francisco, general cargo, \$10 per ton; ship Henry Villiard, New York to Seattle and Tacoma, General cargo, p. t.; schooner Aldine, Portland to Porto Rico and back north of Hatteras, cooperage out and molasses back at \$3.50 per 100 gallons, port

charges paid; bark M. & E. Cann, Portland to Buenos Ayres, lumber \$11 per M; bark Strathome, Boston to Buenos Ayres, lumber, \$11.50; schooners Mattie J. Alles, Ralph M. Haywood, and A. J. York, Portland to Elizabethport, ice \$1.60, towage and wharfage; schooners R. R. Nickerson, A. K. Bentley, and Abbie L. Dow, Portland to Wilmington, Del., ice \$1.50, creek towage; schooner Horatio L. Baker, Portland to Philadelphia, ice \$1.50; schooners Annie J. Pardee, Jacob Reed, Mattie E. Eaton, Clark’s Cove to Norfolk, ice \$1.25, schooner Bread of Day, Blue hill to New York, cut some, lump sum \$400, loaded and free wharfage; schooners Bramhall, and David Torrey, Portland to New York, ice \$1.60; schooner Bertha Walker, Boothbay to New York, ice \$1.60; schooner James Boyce, Jr. Rockport to Richmond, Va., ice \$1.50; schooner Maggie Ellen, Harmon’s Harbor to New York, ice, p. t.; schooner B. W. Morse, Darlen to Bath, lumber, p. t.; and schooner Albertine Adone, Philadelphia to Galveston, coal \$2.25.

Business continues decidedly slow in all the prominent departments of the ocean freight market, but previous rates

have generally been sustained by the very moderate supply of available tonnage and the comparatively small inward-bound fleet. Grain freights, both as regards the berth and full cargoes, continue to be fostered and sustained by the exceptionally low prices for cereals, though the shipments are yet confined almost wholly to Indian corn, and oats, the dependent countries of Europe obtaining most of their requirements of wheat from other and cheaper sources of supply. Petroleum freights remain quiet and steady, the extremely limited enquiry being offset by a scarcity of hand ships. General cargo tonnage for distant voyages continues in small supply, and whilst the enquiry at the moment is not urgent, full previous quotations are current. Deal, timber and naval store freights to Europe are substantially unchanged and the enquiry very moderate. For the river Plate there is no appreciable improvement in business but rates remain quite steady and uniform. The West India trade for sailing vessels continues dull, but rates, both outward and homeward, remain about as before. Coastwise lumber freights are dull, and rates from the yellow pine

U. S. NAVY NEWS

Continued from Page 23.

had the final word in whether the Selective Service law would apply to the Navy.

In writing to Secretary of War Henry L. Stimson in February 1942, Roosevelt noted the Navy had recruited half a million volunteer Sailors during World War I.

“If the living conditions on board ship were similar to Army living conditions on land, the problem would be easier, but the circumstances of Naval Service being such as they are, I feel that it is best to continue the present system at this time,” said Roosevelt.

Roosevelt didn’t close the door entirely, stating, “we cannot predict personnel needs of the Navy during the balance of the war ... I think it best not to take up the matter again until the problem is a little different or until the Navy should run short of men received through the enlistment process.”

Early in the war, the Navy’s projected growth was to a total end strength of 480,000 by the end of 1946. In reality, by the end of 1945, the service would reach nearly 3.4 million. By early 1943, the Navy started inducting draftees to fuel its growth, but never stopped taking volunteers throughout the war. The numbers show a majority of those who served in the Navy during the war were volunteers and not conscripts.

None of that was on the horizon during the fall of 1941 as recruiting became tougher by the month and Nimitz was beginning to rethink his Selective Service decisions. The final tally for November 1941, came to just 7,257, far below the numbers needed.

It took only a couple short hours on Dec. 7, 1941, to flip that dynamic back the other way. The Japanese surprise attack sunk five battleships and damaged another four, while killing nearly 3,500 Americans and wounding thousands more. Many of the ships would return to action against the Japanese later in the war. Fortunately, none of our nation’s aircraft carriers were in port that day.

Also, in the attack, the Japanese concentrated their firepower on the ships, leaving both the shipyard shops and the Pacific Fleet’s huge oil reserves with almost no damage at all. The latter decision made it much easier for the nation to rise up quickly after the attack and keep the fleet in action. All these factors would come into play six-months later at Midway.

Just 10 days after Pearl Harbor, Nimitz

was promoted from his two-star billet to four stars and given command of the entire Pacific Fleet. Vice Adm. Randall Jacobs took the helm at the Navy’s Bureau of Personnel, a job he would hold until the end of the war.

By the end of December, nearly 42,000 new recruits had joined the Navy and officials were calling it a “recruiting bonanza.” In January that number was 59,522. By the time June rolled around, the ground swell of new recruits had reached nearly 200,000.

And the Navy didn’t look back. By the time the war ended in August of 1945 the Bureau of Naval Personnel recruited, trained and sent off to war a total of 3,546,179 officers and enlisted personnel, needed to man the over 1,200 combatant ships the service ended up putting to sea. Both were numbers no one envisioned as possible in early 1942.

The skills of pre-war recruiters, mostly senior petty officers and chiefs on shore duty were now needed back in the fleet. Most were shipped out quickly, leaving the Navy to get creative in filling recruiting billets.

To take advantage of the patriotic fervor that swept the nation, the Navy turned to Ford, Chrysler and General Motors, whose sales staffs were out of work with their employers now switching to war production. Fifty-eight of them would be commissioned as recruiting officers to teach the service how to “sell the Navy as a commodity much as you would sell a refrigerator.”

This initial cadre of officers would recruit many more civilian salesmen in hometowns around the Navy as the service made an all-out push to bring the cream of the nation’s crop of military-aged men to the Navy.

Millions of dollars were spent on advertising in newspapers nation-wide. That effort was helped as the Navy paraded some of the Pearl Harbor heroes on tours around the country in early 1942.

Recruiting wasn’t the only place the Navy found the need for direct accession. Many civilian experts were brought in at ranks ranging from petty officers to captains to fill jobs in this burgeoning Navy. Most of these policies would remain in effect throughout the war before being put on the shelf again in the smaller, peacetime Navy.

One great example, started during the initial months of 1942, was the creation of the Navy’s Construction Battalions that by war’s end would be known as the vaunted Seabees, a title taken from their unit’s ab-

breviations of “CB.”

It was here where the practice began of enlisting Sailors and granting them higher paygrades upon entry, including many as petty officers and some as chiefs, too. Bringing in someone as a chief petty officer, however, required the approval of Chief of Naval Personnel.

The grade granted was all based on the experience of the individual. Skilled tradesmen were needed at all ranks as these units were built from scratch starting in early 1942.

The practice was also used in the ship repair trades as well as for radio operators and technicians, many of whom were plucked from civilian jobs and given short indoctrinations into Navy life before being quickly put to work in the Navy as petty officers and chiefs in the fleet.

To expedite getting these large numbers of new recruits in uniform and to the fleet, within a week after the attack on Pearl Harbor the Navy slashed boot camp from eight weeks down to just three. Training time would gradually rise again throughout 1942 to the six-week level by December.

By wars end, the length of recruit training would fluctuate 28 times from as low as three weeks to as high as 10 weeks, depending on how many recruits were shipped to training each month.

The Navy had existing recruit depots in Norfolk and San Diego as well as Great Lakes. In early 1942 training stations in Port Deposit, Md., Seneca Lake, N.Y. and Coeur d’Alene, Idaho were also authorized and building started. None would train any recruits, though, until later in the year.

The Maryland station, known as Bainbridge Naval Training Station, would survive the war and train Sailors into the early 1970s. The latter two, Farragut in Idaho and Sampson in New York were only in use during World War II. The Norfolk station would close after the war, too, though San Diego remained in use until the early 1990s.

As every able-bodied Sailor was sent back to sea, the Navy would soon bring in women to fill many of the shore duty support billets with the official authorization to create the Women Accepted for Volunteer Emergency Service, known as WAVES, coming just days after the victory at Midway.

Momentum was growing for the Navy and the nation home front even as Nimitz’s patchwork quilt of ships fought the Japanese

advance in the Pacific first at Coral Sea and again a month later with the stunning victory at Midway.

Already men and machines of war were being pushed in large numbers to the war zone, taking the place of those lost in battle and building up the U.S. forces. Had it not been for this early momentum in awaking the American war machine, the United States wouldn’t have had the ability to push on from Midway and begin the march across the Pacific just two months later with the invasion of Guadalcanal.

Much of the momentum, according to the Navy’s official histories, came from the national outrage over Pearl Harbor, followed by the Navy’s quick action to capitalize on it, in the early months of the war.

This fact was summed up at wars’ end by an anonymous historian.

“Pearl Harbor generated spiritual values within the military forces which carried through to great victories,” the historian said. “The same is true of the civilian forces, both in military organizations and on the home front. Except for Pearl Harbor, the United States could have not entered the war as a unified nation.”

The “calamity” of the attack, the writer said, threw the nation into action and, “consolidated our people into the greatest war machine imagined by man,” and insured, “all-out war and guaranteed unconditional victory.”

More information on the Battle of Midway can be found at the Naval History and Heritage Command website <http://www.history.navy.mil>.

For more news from Chief of Naval Personnel, follow us on Facebook at <https://www.facebook.com/mynavyhr>, Twitter at <https://twitter.com/mynavyhr> or visit <https://www.navy.mil/cnp>.

The details used to write this story were plucked from the U.S Naval Administrative Histories of World War II. These 175 unpublished histories are bound in approximately 300 volumes and exclusively in the collection of the Navy Department Library at the Washington Navy Yard. These documents are the first drafts of the Navy’s own history of the war. They were written both during and immediately after the war. The assistance of the Naval History and Heritage Command and the Navy Library were invaluable in writing this story.

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ports favor shippers, whilst for colliers there is very little enquiry. Ice freights from the shipping ports, on the other hand, are brisk, and as high as \$1.75 has been paid during the week, an advance of more than 100 percent within a recent period.

THE FISHERIES.

The scarcely of herring at Eastport this winter was relieved a little last wee, when a few were taken and 800 barrels of the frozen fish shipped to Boston.

The Monhegan lobster fishermen are doing a good business this winter. Some lots have sold lately for 15 cents each. This is the highest price paid this winter.

The present winter has been a good one for the lobster fishermen, the weather favorable and prices high, but the influx of Nova Scotia shell fish into the Boston and New York markets has resulted in cutting down the prices materially. These lobsters come into the American markets without duty. New York has no lobster law, and so the Nova Scotia fishermen ship lobsters of all sizes into that market, long ones and short ones, while the Maine fishermen are prevented by the Maine lobster law from handling fish less than 10½ inches in length.

Advices from the Boston Fish Bureau report receipts very light. A lot of 33 casks, about 3 bbls. in a cask, of mackerel have been received form Cape Town, Africa. These are the first ever shipped from that place to Boston. They will be repacked and placed on the market. Steamer Halifax from Halifax, had 642 bbls. mackerel for Boston and j296 bbls. fish going through. Mackerel are quoted as follows: N. S. Extras, \$20. To \$21. Per bbl. No. 1 \$19. To \$20. Per bbl, large No. 2, \$18. To \$19. Per bbl., large No. 3, \$17.50 per bbl., Irish \$18. To \$20. Per bbl. The receipts of codfish light and prices unchanged. A few frozen herring arrived on the steamer from Eastport, the first for some time. They are quoted at \$1.15 per hundred. Schooner Belle A. Nauss with 250,000 frozen herring and Crest of the Wave with 200,000 arrived from Newfoundland. They are selling to peddlers at \$1.50 a hundred; by cargo at \$1.20 a hundred.

SHIPBUILDING NOTES.

Caleb Hodgdon, of East Boothbay, has contracted to build a 750-ton schooner for James Stevens, of Malden, Mass.

T. J. Southard & Son, Richmond, Me. are finishing up a fine schooner 800 tons, which will be launched abut the first of March.

J. B. Loring, Thomaston, is at work on a 40-foot sailing sloop for Frederick Barnes of New York. He also has orders for a 30-foot yacht and tender, for Boston parties.

John H. Crandon, Columbia Falls, has contracted to build another three-masted schooner, which will be commanded by Captain Charles Smith, of Ellsworth. George Grant with L. Leighton & Son are getting out the frame on the Machias waters.

George A. Gilchrest, of Rockland, has contracted to build a schooner of 550 tons for Captain Chandler Peck of schooner A. J. Fabens of that port. Work will commence in May, and the schooner is to be a duplicate of schooner Clark Colcord.

The three-masted schooner Edward, of Bath, was launched Saturday the 22d, from the New England yard. She is 134 feet keel and 325 tonnage. J.A. Drake is the managing owner. She will be ready for sea bout the middle of March.

The frame for the new vessel to be built by master John Shaw, at Machias, this season, is being cut in New Brunswick. The vessel will be about 700 tons. Captain D.E. Corbett, of Portland, a son of the late Captain

Daniel Corbett of Cutler, is to be an owner in the craft and will command her.

The fine schooner Charles L. Davenport was launched from the yard of Washburn Bros. Thomaston, on Tuesday, the 18th. The Davenport is a four-masted schooner with a net tonnage of 980.43. Her length of keel is 181½, beam 38 plus, depth of hold 18½. The Davenport is named for a Boston sail merchant, one of the owners. She will be commanded by Captain Samuel Watts of Tenant’s Harbor. Captain Watts formerly commanded schooner S. G. Hopper. Before the Hopper had reached her second birthday she was wrecked on one of the Florida Keys. Captain Watt succeeded in saving the vessel’s spars and rigging, with the exception of one top-mast and its gearing, and the wreckage was brought to Thomaston. As it was all new and first-class in quality the masts and rigging were put into the Davenport, which was built for Captain Watts, and built from the same moulds at the Hopper. Washburn Brothers will next build a 550-ton schooner, the frame for which comes form Milo. After building the schooner the firm commences work on a duplicate of the Davenport for Captain Adams of Boothbay. This frame is now being cut in Virginia by Columbus Bisbee of Camden. Following the Adams schooner comes another 550-ton schooner, the frame for which is now being cut in Virginia by Augustus Wentworth of Rockport. Pattee of Bath makes the Washburn models and Given of Damariscotta the moulds.

The handsome new steamer, Cottage City, built for the Maine Steamship line running between Portland and New York, was successfully launched at the yard of the New England Company, at Bath, on Thursday the 20th. The cottage City is the third steamer of this line, the company already having the Eleanora and Winthrop on the route. The Winthrop was launched in the same yard in 1887. The Cottage City is 250 feet long on deck, 40 feet wide and 33 feet deep. Her frame is of oak and the ceiling of yellow pine. She is 25 feet longer than the Winthrop and two feet wider, the other dimensions being about the same. She has 75 staterooms for passengers, besides the officer’s rooms. Her engine and ship machinery will be furnished by the Bath Iron Works. The engines are of the triple expansion type and are now ready to go into the hull. They are machines of great power and speed, having been designed and built by C. E. Hyde, who constructed the engines of the famous yacht Meteor and introduced the triple expansion engine to this country. The net tonnage of the Cottage City will be about 1500 and her cost about \$150,000. Her commander will be Captain John Bennett of the steamer Eleanora. The steamer is to be ready to go on the line the first of next May. This makes the third big steamer built at the New England yard within a year, the Kennebec, Portland and Cottage City.

7 March

Page 1.

INDUSTRIAL NOTES.

Knowlton Brothers, founders and machinists, Camden, are to make a six ton iron keel for a yacht being built at Rockland for New York parties, and a one ton lead keel for a smaller yacht.

* * * * *

Messrs. White & Webster have made arrangements to build a new steamer at Sunkhaze to haul their logs at that place, and the work will begin at once. The steamer will be of good size, and have an engine of about seventy-five horse power. The steamer will prove a great convenience to the firm in towing the logs.

* * * * *

The Rockland Opinion claims that the

granite shaft recently quarried by the Bodwell Granite Company in Vinalhaven is the largest piece of stone ever quarried on earth, and if erected will be the highest, largest and heaviest single piece of stone now standing or that ever stood so far as there is any record. It considerable exceeds in length any of the Egyptian obelisks. The tallest of these, which was brought from Heliopolis to Alexandra by Emperor Constantine, and subsequently taken to Rome, where it now stands, is 105 feet 7 inches high. The Vinalhaven shaft is 115 long, 10 feet square at the base, and weighs 850 tons. The Opinion understands that the company quarried this immense monolith on their own account, having no order for anything of the kind, and suggests that it would be a fitting con-

tribution from Maine for the monument to General Grant.

Page 3.

The Freeport Steamboat Company has been organized with a capital stock of \$9000. Its officers are as follows: President, Edmund B. Mallet, Jr., Freeport; Treasurer, H. B. Soule, So. Freeport; Directors, H. B. Soule, Wm. Gore, Edmund B. Mallet, Jr., J. S. Soule, B. S. Soule.

Page 4.

A Boston inventor has recently patented a method of generating power from the tide, which promises to make available to a

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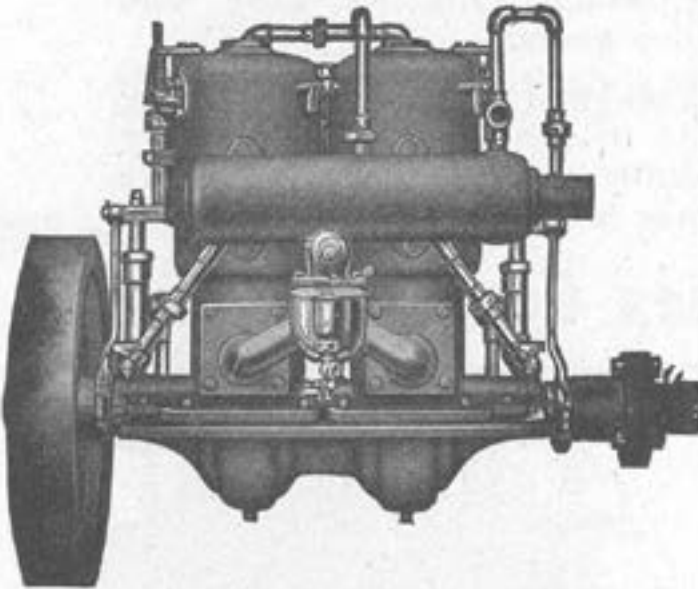
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Continued from Page 25.

certain extent the illimitable power which has never as yet been successfully used for mechanical purposes. He uses the displacement of tide water by means of a large float, held in position by cables, which, on the rising and sailing tides, accumulates immense power. This method will give sixteen working hours out of the twenty-four. This power thus generated can be stored for use by means of storage batteries or compressed air. An eminent engineer estimates that in Boston harbor, where the tide rises nine to ten feet, a displacement of 15,000 cubic feet of water will give 1140 horse power for 24 hours, which is confirmed by estimates of other experts. The plant for generating such power, he claims, will no cost as much as a similar steam plant for doing the same work, and when once finished, the cost of product this power will not exceed ten percent of the cost of steam power. This estimate may be regarded as extravagant; but if power from the tides can be realized at even seventy-five percent of the cost of steam power there are many places where it will come into use for mechanical and light purposes by means of the electric current.

IRON SHIPBUILDING IN MAINE ASSURED.

On Friday, March 1st, General Thomas W. Hyde of the Bath Iron Works received official notification from Acting Secretary Ramsey of the Navy that the proposal of the Bath Iron Works to build two gunboats for

the United States Navy had been accepted and the contracts for the gunboats had been awarded to them at the price bid, \$318,500 for each vessel. The glad news spread rapidly throughout the shipbuilding city and was the occasion of universal rejoicing. Work it is understood will begin on the new boats at once and employment will be given to some 250 mechanics in addition to the large force at present engaged. The architect is now engaged completing plans for additional buildings that will be needed and from now on the Bath Iron Works will be the busiest industrial establishment in the State. A particularly gratifying feature of this government award is that it assures the establishment in Maine of a permanent iron shipbuilding plant and in this connection the views of General Hyde expressed in a recent letter are of special interest. He says:

“The assured establishment of iron shipbuilding, through this government contract is of great important to the State of Maine, and this fact seems to be fully realized throughout the state. Full confidence is expressed from all quarters in our success. That confidence we shall do all in our power to justify. We bring our material now from Oregon, Georgia and Virginia, and yet can beat the world in the classes of tonnage that we build. It is not too much to hope that we can bring our metals from a less distance, and yet take a respectable place in American iron shipbuilding. I believe that during the life of the present generation steel vessels will be produced on the Kennebec as cheaply as on the Clyde. This will not appear so vi-

sionary when we remember that the present difference in the cost of sailing vessels is but about \$5 per ton. To bring about this result the stimulus of government aid will be needed at first, but when sufficient capital and talent have been attracted to the work, American free and temperate labor, and the swift progress of invention in this country will do the rest.”

Ice Notes.

Harry W. Smith’s ice concern, at Orrington, is sluicing ice into the house at a very rapid rate. They have a large crew at work and are making a great record.

Ice has been sold for \$4.00 per ton on the Kennebec, a stack going at that figure in Hallowell a few days ago, the ice to be loaded on to vessels in July or August.

P. H. Stratton, of Ellsworth, has taken a contract to build a large ice house at Reed’s Pond for New York parties. Its construction will give employment to about forty carpenters.

The Rockport Ice Co. are shipping large quantities of ice by vessel. One four-masted schooner took twenty-one hundred tons, the largest cargo of ice ever shipped form that place.

H. E. Pierce, Belfast, recently sold, through Boston brokers, between 4,000 and 5,000 tons of ice to be placed on board vessels directly from the pond. The ice will be cut on arrival of vessels.

Ice cutting is going on at Unity Pond on a large scale, the principal operator having contracts for ice in any amount to be loaded in New York at \$2.75 per ton. He expects to obtain 15,000 tons.

The Crystal Ice Company, composed of E. H. Blake, A. H. Babcock and others, of this city, are doing a rushing business at Little River dam, in Belfast. They will fill four houses, each of 6000 tons capacity.

James W. Withee, who managed the Islesboro House last season with such success, is engaged in an ice cutting venture on the Androscoggin at Lisbon Falls, in which he is associated with Conductor Thomas Healey.

Newman, Lara & Co., the well known Lewiston ice firm have stored 7000 tons the past winter. One of their ice houses is in Auburn. In delivering this ice to their customers in the two cities they will employ 12 men and 7 horses.

Eben Haggett’s Ice Works at Boothbay give employment to sixty men. He has three houses full, 11,000 tons, and will ship all there is in the pond as fast as vessels arrive. He has two ponds, and will cut about 20,000 tons of ten inch ice.

The Oakland Ice Company’s plant, at Pittston, has been purchased by Scott Bros., of New York, the terms specifying that the Oakland Company shall fill the houses. The price paid is said to be at the rate of \$3.00 per ton of 45 cubic feet.

People on the Piscataquis are turning their thoughts iceward as well as folks nearer the coast. Last week there arrived at the American Express office in this city a cake of ice in a-box, weighing sixty pounds, directed to E. & I. K. Stetson, as a sample form Dover.

Ice operations on the Penobscot are exceedingly active and several operators are working crews by night as well as by day. An army of men has been employed on the river during the winter, it being estimated that about 2500 have been regularly engaged for some time.

The Rockland Ice Company, composed of A. F. Crockett, C. E. Littlefield and C. A. Crockett, of Rockland, and E. P. Walker of Vinalhaven, have leased the Old Harbor Pond privilege at Vinalhaven of the Bodwell

Granite Company, and will harvest a considerable quantity.

Thomas W. Baldwin, of this city, has contracted with R. J. H. Saunders, of Calais, for an ice house 100 x 175 ft. to be built on the site of the Rideout & Lord shipyard in that city. It is proposed to haul the ice on the St. Croix & Penobscot Railroad and to ship it by vessel during the coming season.

E. H. Sprague & Son, of Pembroke, have made arrangements to cut ice on the river above the Ironworks property in that town, and will ship a number of cargoes. They have an excellent chance to carry on the business to advantage, and the ice is of the finest quality to be found in the country.

T. H. Whitney, of Rockland, with a large crew is cutting ice on South Pond, Warren, for Morse & Co., of New York City. The pond lies alongside the Knox & Lincoln railroad, over which the ice will be shipped to railroad wharf, Rockland, where it will be place in barges. About 15,000 tons will be cut.

The Eggemoggin Ice Company, in which some Bangor parties are interested, have begun operations upon the pond which lies between Sargentville and Walker’s, in Brooksville. The ice should be of the highest quality as the pond is fed by springs. The company expects to cut 15,000 tons of ice for the western market.

The C. G. Sterns Co., this city, have done an immense business since they commenced housing ice, their operations having been limited only by lack of men. The permanent houses of the concern which hold 20,000 tons are full, and it is intended to stack as long as the weather lasts, 20,000 tons being housed in this manner if possible.

Hincks & Co., this city, have filled all the available space at their Front street sheds and are now cutting at the Bulls Eye bridge on Kenduskeag stream where they will put up 4000 or 5000 tons. Chas. L. Snow directs the operations. The stacks will be erected at the ice fields and the ice will be hauled in the summer and shipped. Twenty-six inch ice is being harvested.

T. J. Stewart & Co., of this city, are actively advertising their ice business. Boston papers contain the following notice. “Ice. See sample of Penobscot River Ice at Sturtevant & Haley’s, Faneuil Hall Market.” The sample cakes sent to the Hub by this firm present a 22 x 32 surface and are twenty inches thick. Messrs. Steward & Co. will doubtless be among the foremost of the ice firms who will make a handsome thing this year. Good advertisers always are.

Extensive ice cutting operations are in progress both upon Lake Sebasticook at Newport and upon Etna pond. At Newport Messrs. Shaw, Libby and Dow are at work and expect to harvest abut 5,000 tons of very fine ice. If the weather continues favorable they are likely to add to that figure even. They will stack it at the pond and ship it from this city in the summer. A New York concern, said to be the Knickerbocker Company, is backing the Etna Pond operations.

Among the new men to start in the ice business on the Kennebec are Milliken & Sons, of Hallowell. They have begun the erection of a 3500-ton stack on their wharf in Hallowell and expect to begin running to-day (Friday). They have a fine field handy by, the ice being nearly two feet in thickness. Maj. Michaelis, of the Kennebec arsenal, Hon. Orville D. Baker and E. C. Allen, of Augusta will store on the arsenal grounds, filling one of the empty storehouses there besides stacking.

The ice fever is raging to a considerable extent in both Old Town and Milford. Jordan, Stewart & Heggarty, of Old Town, have erected two large houses in Milford

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which they propose to fill, besides shipping a hundred car loads by rail. They have a conveniently arranged track by which the ice is run directly into the houses and cars without the use of teams and are piling it up at the rate of a ton a minute. They have put in an engine to take the place of horses and are employing about seventy-five men.

The ice epidemic is raging with unparalleled violence on the Kennebec. The Kennebec Journal says: The lively scenes above the dam at Augusta are such as never before were witnessed here. Looking from the mills up river yesterday, the ice was fairly black with men and teams almost as far up as Mile brook. Hundreds of men were working in scraping, cutting and hauling, while the sounds of building ice houses and stacks gave evidence of many workmen engaged upon them. Ox teams are pressed into the service and men are scarce, and command the best of prices. Some firms are working night and day.

Page 5.

Captain E. L. French, of Belfast, has purchased the Windsor Hotel in that city together with furniture from the heirs of the late W. G. Cox.

Captain A. F. Pillsbury, of Rockland, who spent last season on shore, in connection with the Simpson House, a new summer hotel at Owl’s Head, has resumed his chosen vocation, and has recently been appointed to the command of the freight steamer PROGRESO, plying between New York, the West Indies and South America.

Page 6.

A Nineteenth Century Jonah.
He Goes to the Bottom of the Sea in a Whale’s Mouth but escapes Alive.

J. W. Kessler, late commander’s clerk, United States Navy, now a resident of Honesdale, PA, told the following story to a Philadelphia Press reporter of a very remarkable experience of an American sailor with a whale. He says: George Leonard, an acting Master in the United States Navy

during the Civil War, and stationed on board the gunboat KATAHDIN, West Gulf Blockading Squadron, in 1863, told a story of heroism, and exhibited marks on his body that corroborated his words.

The year 1850 found Leonard as one of the crew of the ship ENTERPRISE, a whaler in the North Pacific. One day he was stationed in the bow of the whaleboat, a long distance from the ship, with a brave crew who had sighted a whale and made for the monster with all possible dispatch. When within proper distance Leonard threw his harpoon, striking the fish hard and deep. In some manner the line as it was running out caught the body of one of the men in such a way as to throw him overboard. The man suddenly sank, whereupon Leonard transferred his line to a boatman and sprang into the ocean in aid of the drowning sailor.

The whale, now maddened by his fast-flowing blood, made a rush for the boat. Remarkable and horrible to relate, Leonard’s friend had managed to regain the boat, while he himself was caught by the whale

between his jaws, his position being inside the monster’s mouth, and nothing protruding but one of his arms. In this manner the man was in reality within the jaws of death itself. The whale instantly plunged down into the deep and in the words of Leonard himself, “the fish seemed to be going down, down into eternity itself.”

This imprisoned man, after all this, had not lost his presence of mind. He mustered his entire bodily strength--and he was a powerful man--actually bracing himself in such a position as to compel the fish to open his jaws. At the same time with the arm that was free, he grabbed the sheath knife out of its socket, cutting right and left. No sooner was their a sufficient opening made than Leonard forced his body outside. Up to the surface he swam, when, most strange to say, he found himself within an arm’s length of his boat. He was saved. The marks of the whale’s violence and the dents of his teeth were very plainly visible on Leonard’s arms, and he was always pointed out by his brother naval officers as the “second Jonah.”

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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, (207) 865-4103; www.cascobayyacht.com.



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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 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,

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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 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’ SCOUT 215 XSF, 2020. White Hull 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

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(207) 865-4103; www.cascobayyacht.com.



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



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