

Maine Coastal News

Volume 33 Issue 10

October 2020

FREE

1908 Rice Brothers Cruiser Donated to MMM



Bruce Farrin, Sr. of Farrin's Boat Shop of Walpole at the helm of his 1908 Rice Brothers cruiser DOC'S PRIDE, which he has donated to Maine Maritime Museum in Bath.

WALPOLE – Owners of classic boats have taken care of the love of their lives and have been guardians of a part of our history for years. The enjoyment they received was immeasurable. The problem comes when it is time to pass her on. You can sell to another owner, but one is never sure they have the same passion and will keep her in proper condition. Another option is to donate her to a museum, where she can be viewed by thousands of people every year and even used to take parties out on the water. This is exactly what Bruce Farrin, Sr. and the Farrin family of Walpole did when it came time to part with their 1908 27-foot Rice Brothers built vee-stern cruiser DOC’S PRIDE, which has now been delivered to the Maine Maritime Museum in Bath.

Bruce took care of DOC’S PRIDE for her owner Dr. Harold Mott-Smith, Jr. since the early ‘60s. She was built by the Rice Brothers of East Boothbay in 1908 and was featured in an article that appeared in “Yachting” magazine the same year. She was originally PATRIKOS and owned by Edgar O. Achorn. Dr. Mott-Smith, Jr. acquired a summer cottage on Clifford’s Cove on the west side of Rutherford Island in South Bristol in 1934. The same year he purchased the boat and removed the awning and name, leaving her without a name until Bruce named her DOC’S PRIDE. Bruce thought she might have had a Rice Brother’s engine, but originally she was powered with

a two-cylinder Knox.

Dr. Mott-Smith Jr. is a very interesting person with a very interesting family. His grandfather was a dentist and politician in Hawaii and his father was a very well-known artist. Harold was born in Paris, France in 1897 where he would spend much of his early childhood, before coming to Schenectady, New York in 1907. When he was in France he contracted measles and the only book he could read was one on Physics, which gave him his love for science. He studied physics, mathematics, and chemistry at Cornell University and earned his bachelor’s degree in 1919. He then went to General Electric Research Laboratory and became the assistant to Dr. Irwing Langmuir, a Nobel Prize winner, who his mother knew, for the next seven years. With Dr. Langmuir they worked on understanding gas discharges, the basis for low pressure discharges. Dr. Mott-Smith, Jr.’s studies led him to the development of Thyatron, which led to the GE mercury arc power rectifier. He then went on to study quantum and nuclear physics at the Federal Technical Institute in Switzerland. Here he worked with Professor Pauli, who studied under Albert Einstein. Before he completed his studies he was asked to take a position at the University of Illinois and rebuild their physics department. While here he worked on the principles of the betatron, which was a new designed x-ray tube. Just before the onset of World War II he went to work for the

Navy and was tasked with removing magnetism from their ships, known as degaussing. This process is still in use today. He also directed the construction of the first U. S. deperming station at Yorktown, VA. This station was so efficient that they could do one ship every day. Dr. Mott-Smith, Jr. then taught the first degaussing class at the Naval Warfare Station. All this time, he was operating as a civilian, but was commissioned in the Office of the Chief of Naval Operations in September 1943. Two years later he went to work for the Bureau of Ordnance and assisted in the capture and removal of the Kochiel Tunnel in Bavaria, which was rebuilt at the Naval Ordnance Laboratory in White Oak, Maryland. This facility was set up by the Germans to study high-speed guided missiles. For all his work he received a Commendation from the Secretary of the Navy.

Bruce came to know Dr. Mott-Smith, Jr. through his mother and Father-in-law, the Grays. Burnham & Shew of South Bristol took care of the boat for many years and when they did not want to do it anymore, Bruce took over. He said, “I would go down there with my father-in-law, my wife’s step-father, and we would haul it out with block and tackle for Dr. Mott-Smith had his own boat shed. The relationship grew between myself and Dr. Mott-Smith. He never married and he never had any children and his sister always said that I was probably the son



Dr. Harold Mott-Smith, Jr.

he never had. When he passed away, I inherited his place on the water on Damariscotta River along with the boat.”

The first year Bruce owned the boat he decided to refasten her. He said, “I had her in the water previous to that but just to make sure I refastened her with number 9 bronze screws, which the owner of Bath Rentals had purchased with all of the bronze hardware from a company in New Jersey that built PT Boats. They were just the right length number 9 wire was perfect and I figured the

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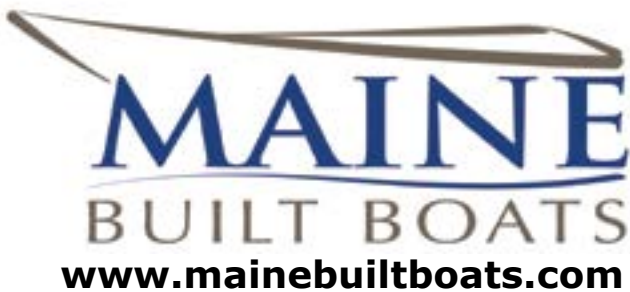
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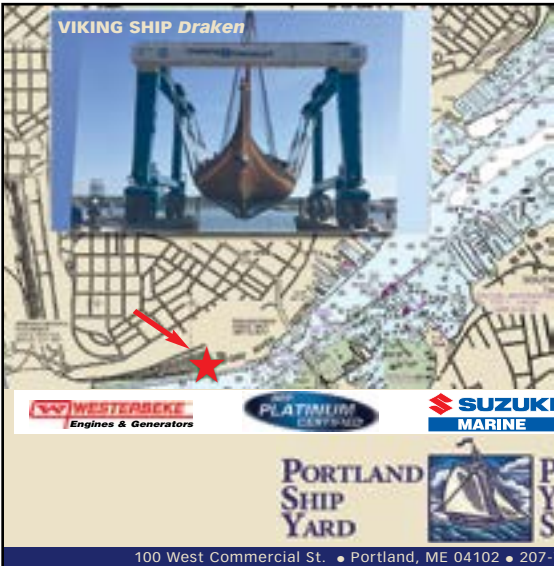
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**Advertising Deadlines:** The deadline for the November issue is October 9.  
The deadline for the December issue is November 13.

# MCN's Calendar

**On-going Exhibits**

**Gone Fishing**  
Penobscot Marine Museum  
Searsport  
Info: <https://penobscotmarinemuseum.org/>

**Souvenirs of the Orient**  
Penobscot Marine Museum  
Searsport  
Info: <https://penobscotmarinemuseum.org/>

**Working the Bay: History, Economy and Recreation of the Penobscot Region**  
Penobscot Marine Museum  
Searsport  
Info: <https://penobscotmarinemuseum.org/>

**Hall of Ship Models**  
Penobscot Marine Museum  
Searsport  
Info: <https://penobscotmarinemuseum.org/>

**Shipwrecks & Salvage**  
Maine Maritime Museum  
Bath  
Info: [www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)

**Capt. Paul Cuffe: His Work, Vision and Living Legacy**  
New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

**De Wind is Op! Climate, Culture and Innovation in Dutch Maritime Painting**  
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**Enlightened Encounters: The Two Nations of Manjiro Nakahama**  
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**“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum**  
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**“Go a Whaling I Must, and I Would,” Life On Board a New Bedford Whaling Vessel**  
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**Scrimshaw: Shipboard Art of the Whalers**  
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**Voyaging in the Wake of the Whalers**  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

**OCTOBER**

17 Annual Meeting/Awards Banquet  
Robinson’s Wharf  
Southport Island  
Info: Jon Johansen (207) 223-8846

# Publisher's Note

When putting this paper together I always try to make sure that there are articles on different subjects and ones that would have a broad appeal. However, there are times when the content is determined by events and the number of pages available. The last issue was determined mostly by meetings in the commercial fishing industry and lobster boat racing and that eat up the pages for boat yard news and most of those earmarked for maritime history. I do not like to omit either of these as they are well-liked by the readers as determined by the numerous comments I receive as to what they like. I was also hoping to include two or three interviews, which appear in this issue. When I go looking for information on an event, people, vessel or business that took place decades ago it is often times a futile search as there was nothing published on the subject. Doing interviews with people of the coast I believe is extremely important. Yes, readers predominately like them, but more importantly they often tell a side of history that is often times overlooked. What amazes me is the side stories that come to light in these interviews. It may be the people they came to know over the years, events they were part of or businesses they had dealings with. We can debate the value of documenting this history as to whether it will influence the future or if it is simply entertainment, but it does make for interesting reading.

The saga of my lobster boat CINDY JEN has finally a happy ending. As most of you know, the biggest issue over the last couple of years was that while making a run her engine would just shut down without warning. After a couple of minutes, you could usually restart her, but still not comforting feeling, especially when in a confined space. She may die again, but may not. The first thoughts were that it was getting too hot inside the cabin and causing a vapor lock. We checked the cooling system and made changes and it all helped to some degree, but did not solve the shut-down problem. This spring I thought we had it solved when I made a trip from Yarmouth to Harpswell without issue. However, on the run from Harpswell to Rockland, when just south of Owl’s Head, she was not running well, but after refueling she seemed fine. The following day on a run to Searsport, she shut down two or three times and did not want to start the last time. I turned to Keith and Travis Otis and said, “What do you think?” They checked the fuel tank and lines and adjusted the carburetor. On sea trials she still shut down. Replaced the fuel pump and then had the fuel tank spring a leak just before making the run to the Winter Harbor lobster boat races. Did sea trials and she seemed fine. However, on the way to Winter Harbor she shut down once, but on the way back she shut down and did not want to restart. Finally, they got her restarted, but it was obvious that the problem was

still there. The only aspect that had not been looked into was the distributor, so a new one was purchased and installed by Travis. First sea trials around Searsport Harbor were promising, no problems. Then Ann and I took her over to Castine and back without issue. Then on Labor Day weekend headed down West Penobscot Bay, round Ensign Island, up through Gilkey’s Harbor and back to Searsport, a run of over three hours, still without issue. Problem solved! Hopefully, there are some good days still left in the season to make a few more runs around the bay. I know the coast from the shore, but really want to learn and photograph it from the water.

Well, Ann and I wanted more time on the water, so we thought about going out on the weekend of 12-13 September. Saturday, we headed to the Town Dock in Searsport and with the wind blowing over 15 knots we decided to try Sunday. Sunday, we arrived back at the dock and it was 7 to 10 knots and did not look too bad for a run up the Penobscot River to maybe Bucksport. As we headed across the Bay the wind increased, but was not bad. We had a good ride up to almost the new bridge between Prospect and Verona Island and decided to turn around and head back. Well, it was now blowing pretty good, maybe 20, and we had water coming over the bow most of the time. As we approached Fort Point the engine sputtered a couple of times, but did not die. I slowed the boat down to 8 knots as we were bounced around quite a bit and the sputtering stopped. The thought was that since there was no baffles in the temporary fuel tank on deck the engine might be getting air from all the bouncing around. I worried as we rounded Fort Point as I did not want the engine to die there as that is a bold rocky shore. Still taking water over the bow, and sometimes over the shelter, we pushed on passing Stockton Harbor and then Sear’s Island. A couple of times I tried to increase speed, but she would sputter so I cut her back to 8 knots and continued on. As we neared the mooring, I just hoped we did not have an issue, but it was clear sailing and an easy grab and we were on the mooring. Tied the peapod off on the side, made sure it was wrapped well around the cleat, but I should have known better with the seas running as they were. There is a dock line on this cleat so you get just one wrap. As I was making out the log for the day, I met Murphy of Murphy’s Law, as Ann yelled and when I turned the peapod was floating away. Not wanting to restart the engine and tempt fate we watched the peapod head to shore, pass between two rock croppings and come to rest against some seaweed covered rocks on the shore. Then a person on shore brought her further on to a nice sandy spot. A call to Travis, who was way up the river doing studies for the government, he made a call and out came Cipperly Good, who is the curator of the Penobscot Marine Museum. I got in her dinghy, left Ann on board, as the plan was that I would get the peapod and come back for her. Landed on the dock, made my way around the shore, emptied the peapod of water and pushed off. Well, let us say I do not need to go to a gym for a few days as that was a workout. The wind was over 20 and the waves were a constant two to three feet with some seemingly bigger than that. Made it out between the rocks and as I headed for the boat I could hear Ann yell as she had been picked up by a good Samaritan Aaron Gray. I am not sure if she was trying to see if I could make it or not, but what about a line and a tow? Well, I made it with no heart palpitations as we did not want to put her to work when she is on vacation. Put the peapod on the trailer and now my wife has a good story to tell her friends and family.

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# ROCKPORT, MA FISHERMAN ROBERT MORRIS

ROCKPORT, MA – No matter what harbor you might visit you likely will find someone that can tell you everything about that harbor. I am always looking for that person, but always get the stories from others as they may add to the harbor’s history and the people who made it what it is. When I did the article on the launching of MARY B. for of Rockport, MA I asked about how he got into lobstering and how had given him start. One person he mentioned that really knew the history of Rockport was Robert Morris. After a call to Pete Haskell, I had an invitation to come down and interview him and boy was it worth it.

Bob, who was born in 1957, has lived his entire life in Rockport. His great grandfather was Austin Abrams Doane from St. John, New Brunswick, who came to fish out of Gloucester on the schooners, one of which was the ARETHUSA. Bob added, “My grandmother lived to 96 and I still remember her stories of my grandfather’s trips to the Grand Banks and the time he washed overboard. One of my favorite stories that my grandmother told me in her dying days, she said, ‘I want to tell you something about when I was a little girl,’ she said my father, Austin was ashore from the Banks trips and the HENRY FORD [Tarr & James, Essex, 1907, wrecked Sambro Ledge, Halifax, Nova Scotia 8 November 1929] had finally gotten rigged out in Gloucester. Fishing families, wives and children, would go down to the Gorton Pew docks and see the new schooner once she got her sails and masts in place. My grandmother went down there and she said she was so frightened of the horses, but her father dragged her aboard the schooner and they took the shake-down

cruise. They left Gorton Pew dock and sailed down towards Marblehead and back into Gloucester on the HENRY FORD [Arthur D. Story, Essex, MA, 1922; lost Newfoundland, 1928].

When asked about his great grandfather going overboard, Bob explained, “He had been washed overboard and recovered when he was a dory mate on the ARETHUSA.”

Bob wondered why his great grandfather had left New Brunswick, thinking how bad it must have been there. It may not have been bad there, but maybe there was more opportunity in the Gloucester fisheries.

Bob asked to tell another story. “Austin, in his travels, I am sure he was in and out of Nova Scotian and Newfoundland ports during his travels. My grandmother gave my mother a carved maple leaf, it’s actually from a piece of the hull of the S. S. BAMBORO, a ship coming from Palermo, Italy for Boston which was shipwrecked in the late 1800s up off of Nova Scotia and was called the Orange Wreck. I believe it was in April she went ashore in the fog and all crew was saved. They called it the Orange Wreck, because her cargo of oranges was scattered all over the shore. I believe that my great grandfather Austin gave the maple leaf to my grandmother and my grandmother passed that on to my mother and my mother gave it to me. A friend of mine fishes out of the cove, but he lives near Boston. In getting to know him, he brought one of his friends down from Winchester, Massachusetts. There would be no way possible I would have ever met this person unless through my friend. So, in conversion about 10 years ago he asked me what I was going to do and I said, ‘Well, I think I might head up to Nova Scotia and get another boat or something.’ He says to me, ‘Well, if you are ever there, my family has a home in Shag Harbor.’ Never gave it another thought. A couple of years passed

and we got to talking again and Nova Scotia came up. We got talking about Shag Harbor and I said ‘Your family has got a home in Shag Harbor?’ He said, ‘Yep.’ I said, ‘I was there with my father in ‘73 and I have got a maple leaf from a fella from Shag Harbor. He looked ghost white, he says, ‘You do?’ ‘Yeah, it’s been in my family for 100 years or so. He says, ‘What is it?’ I told him it is a carved maple leaf of a shipwreck and it has a picture of a gentleman on the front with handwritten ink on the back explaining the shipwreck. He said, ‘That’s my great grandfather.’ So Joe Costello from Winchester, Mass. and me, his great grandfather and my great grandfather 100 years ago were friends, 100 years later I meet Joe Costello by chance and he offers me the home that the person on my maple leaf built in Nova Scotia. These maple leaves were given out by Gilbert Nickerson who now was known as the shipwrecked furniture maker and there is a museum in Shag Harbor, Nova Scotia, Chapel Hill Museum with quite a score of these maple leaves. Gilbert lost his wife and got remarried. His next wife’s name was Doane so I am wondering if we may in fact have even been related somehow.

Bob’s father grew up in South Carver, MA. His father’s brother lost his hearing at 7 years old from Scarlett Fever and something happened to his father and he went deaf in one ear and 20 percent in the other, so both of them went to Beverly School for the Deaf. “My dad ended up on the North Shore,” said, Bob, “and worked down to railway in the blacksmith shop. He eventually ended up at Lipman Marine, the old dehydration plant down on the state fish pier. He was pretty much there from the day it opened until the day it closed, 40-something years later.”



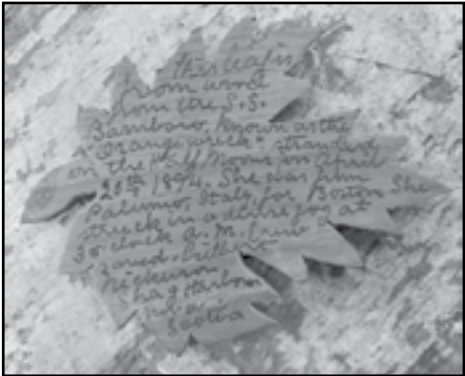
Robert Morris of Rockport, MA.

“He wasn’t a fisherman,” continued Bob. “He had a tough life with his disability. Then he was buried in fish at the fish pier one time. He was told to go down in the fish hopper and a load of fish came and dumped on him. He ended up busting his back up pretty good. I remember those days my father was laid up and he was so pissed off that we were

Continued on Page 6.



The maple leaf carved by Gilbert Nickerson of Nova Scotia.





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# ROCKPORT, MA FISHERMAN ROBERT MORRIS



The Arno Day built SPIRIT OF DARKNESS, owned by Bob Morris of Rockport, MA.

on unemployment or welfare at the time. He just wanted to get out of there and go back to work. I always respected him for doing the best he could.”

Bob said that in his youth they lived on Finn Alley, which was called that due to all the Finish quarry workers living there at the time. Finn Alley is not far from the water, but more importantly his next door neighbor was ‘Windy’ Wallace. At the time Bob had a paper route and he said, “One day I was walking home and ‘Windy’ hollered out the window, ‘Hey Mo,’ my father was nicknamed Mo and I was little Mo, he says, ‘You want to go fishing?’ I said, ‘Yeah.’ He said, ‘Well be here at 5:00 in the morning and we will go.’ So, I quit delivering papers and I went fishing with ‘Windy’ Wallace, that was back in the 60s.”

Bob fished with him all that summer and when it was time to go back to school he fished on weekends. What was obvious was his love for fishing so then he started playing a lot of hooky and ‘Windy’ kind of took him under his wing. His boat was named for his daughters, LAURA & LISA and was a Novi with a Palmer gasoline engine. Bob added, “I thought we were hot shits because we were one of the first boats in Rockport Harbor to have a hydro-slave, hydraulic hauler. It was Osco back then. On the dashboard of that boat he had an old wool hat that was his grandfather Flanders and he had two Flintstone toys, that washed up in a trap that he thought were good luck.

“‘Windy,’ continued Bob, “never drove a car. I don’t believe he could read or write. He had other older people that mentored him when he was younger, he was a wharf rat. He was one of the most well-respected lobstermen in this town. I had tremendous admiration of him. On my street everybody was lobstering and when somebody wasn’t fishing, they knitting heads or repairing traps

Bob fished with ‘Windy’ for four years, 1966-1970, and because the Pigeon Covers were paying better than the Rockporters, so Bob decided to go fishing with Joseph ‘Slim’ Vanderpool. “He was like an eel,” said Bob. “He was an eel that stood on end. He and I went lobstering and hooking until Christmas. Around New Year’s we would change the boat over for tub trawling. We never got rich doing that. I was in my early teens, and I learned to drive a pickup truck, but I didn’t have a license. I would come in here from fishing, put a couple thousand pounds of fish in the back and I would drive the old Dodge Powerwagon up to Gloucester.”

Well, finally questions were raised about the few days Bob would show up for school. “I got called into the guidance department one day, said Bob, “and they said, ‘What is going on?’ I said, ‘What do you mean?’ He said, ‘Well you are not here much,’ and I said ‘Well, I don’t really want to be here. I love to go fishing and that is

what I do.’ He looked at me and said, ‘Bob, I think the best thing you could probably do is get out of here!’ I said, ‘Well, I am all good with that.’ He said, ‘The problem is, you are too young you can’t legally do it.’ He said, ‘Here’s what we are going to do,’ at that time they just started the senior work study, but I was only in the 8th grade or something, ‘We are going to use you as an experiment. ‘You are going to be on work study, but if it is blowing and you are not fishing, can you just make an appearance once in a while?’ I said, ‘Fair enough, and that is how I finished out my schooling years.

Bob set up a trap shop in his basement and any time it was blowing or just a nasty winter’s day he would be in the basement either repairing or building new traps. “That was a regular operation,” said Bob. “I worked every day. I think the key word is passion. I was passionate. The old fellas taught me how to knit heads and build traps and when I had a good grip on that I got a lot of ideas of my own. I have quite a few of what I think of as firsts on different things, but I have had a hundred times more failures.

Looking back over the early years, Bob reflected on some of the older fishermen he got to know. “The list is huge,” he explained. “There is no way I could forget Ralph Nelson. I think he’s the son-in-law of the famed Gloucester captain Clayton Morrissey. Ralph was a local fisherman over Rockport and he built, I believe, 44 boats. He was like a grandfather to me. When I was young and I started hanging around the wharf, once in a while Ralph would come pick me up. He was known as very grumpy and I loved him for it. He was building the VIKING at the time, over on Old Garden Road. He would be building away and I would be down in the bilge cleaning out apples. I never picked up any good skills, but when I looked back they are fond memories. Ralph built Clayton Morrissey a boat called the NIMBUS. Clayton had retired from fishing on the schooners and Ralph built him a boat that he went hooking.”

Ralph’s boat was FAIR SUSAN, named for his daughter. “The FAIR SUSAN I would call it a piss cutter or something like a Jonesporter, narrow,” said Bob. When he got into the VIKING, he expanded his talents. She was much beamier it had a raised foredeck like you might see on a Novi.”

“Slippery Wheatman, he ran the charters,” continued Bob. “He was famous for his high-test home brew. Remember Paul Hopkins? He had the GINNY H. He was a gentleman who wore one of them golf caps, and got one of the first hard-chine boats in Rockport harbor. It had a hydraulic hauler and that new hull design that we had never seen. Buster Ouellette, big strong guy he had an old Novi boat the BLACK STINK with a nigger head. Windy and him were teamed up so we used to lower bait together in the

morning, I can remember going out with him to get the last haul in before Hurricane Doria. I said, “This is all back in the wooden pot days, when there was no concept of shifting. Today, with \$100 a pot, you get a whim of weather or something everybody runs for the hills. I remember it was getting shitty already and I said, ‘What are we going to do about Hurricane Doria [September 1967 and Bob was 10]? ‘Well,’ he said. ‘We’re going to get the last haul out of the traps.’ That was the mindset back then. Buster was definitely Rockport’s high line fisherman back at that time. He caught more lobsters than anybody.”

During Hurricane Doria ‘Windy’ and Bob went into the basement and cut buckets of oak laths and put the nails in them. Bob said they were fishing four trap trawls and they were repairing traps for a month. The rope they used came from Rockport Rope & Twine.

Bob then remembered the Carters, saying, “The Carters ran the mackerel trap over here. They were nice people but they were different. There was a whole group of fishermen that lived down on the end of the wharf all summer. There was a lot of drinking going on and there’s all kind of stories about poker games. If you were a kid hanging around the wharf at some point you are going to end up in the harbor. The gang that inhabited the end of the Cove here, the Carters, Harry Gray, Jimmy Cornelius, they would just a fun-loving gang. They didn’t have much, but they were free and they lived their way.”

Pigeon Cove has a very interesting history sitting on the northern side of Rockport Harbor. In the 1830s, they joined three outcroppings of rock to form a protected harbor called the Rockport Wharf Co. This would allow them to bring vessels in and load the granite, then being quarried there, in safety. For years this was a major industry for Rockport. On the west side of Pigeon Cove was the blacksmith shop of the quarry, but when the granite industry died, the blacksmith shop became a tool manufacturing plant that continued to grow. The only reason they needed access to the shore was so they could have a fuel barge brought in and unload Bunker C for their boilers. On the east side of the cove was the pier used by the fishermen, where they could tie up their boats and have a few fishing shacks to work out of. The tool company owned the fish pier and gave the town jurisdiction over the harbor. Bob added that if you want to build a new fish shack you had to get permission from the tool company. He said, “This entire harbor and all the land surrounding it was clearly private. In 1986, a key year, because the harbor in Rockport didn’t not meet the requirements in footage for commercial fishing. A Congressman somehow linked the commercial footage of Pigeon Cove with Rockport and came up with the number needed so that both harbors could now be eligible for federal funding for dredging, dynamite blasting and repairs, breakwaters and so forth. One has to assume that the Tool Company owners had no objection. The Army Corp. of Engineers came in and blasted out the ledges on the western part of the harbor and on the southern ledge they cut it off so they could make access to the takeout wall and they also dredged. That became by an Act of Congress, Federal Project 69.2, the Peoples Harbor at Pigeon Cove. In ‘87, the tool factory closed and there was a lot of questions about what was going to happen to the wharf. We were in purgatory for a few years until 1993 when a once fisherman decided to work with the developers, who approached us with leases. We had them examined by state representatives, politicians and lawyers and the answer came back

to us that those were death sentences, we would be signing away any power, any type of hope for a future in Pigeon Cove Harbor. Then the war began, called the Battle for Pigeon Cove Harbor not the Battle for Pigeon Cove Wharf. The wharf wasn’t ours to battle for, the harbor was clearly ours and if any private developer wanted to argue that, they would not be dealing with us the fishermen, they would be dealing with United States Congress to try to get Federal Project 69.2 unauthorized. Through sheer determination and a lot of luck, a lot of public support, we were able to secure the wharf and harbor at Pigeon Cove and now both are under the control of the Town of Rockport. It is not to say that the harbor isn’t under threat, it always is and those that hold it dearly must always be vigilant and ready to go back to war if necessary. I do worry about that today with the current generations, I don’t know if they have the fight that we had. I hope they do, but that is kind of where it sits now.”

Bob then remembered one of his crew, saying, “We called him Joe ‘Raw Hide’ Roderrick, who passed away about 15 months ago. He fished with me off and on for 21 years. I fired him I believe four times. There is a big difference between calling somebody a dear friend and having a business relationship. I made this very clear with Joe, you are always going to be my friend, but you have got to draw a big black line when it comes to business, He was a great guy in many ways, but he was really a struggling person in other ways. He was his own worst enemy. We ended up friends through it all.”

In 1975 Bob began fishing on his own out of a Lowell skiff from Amesbury, MA. She was constructed using Philippine mahogany and he had them add an extra plank for more freeboard and it cost just \$800.

On 8 May 1977, the fishermen on the North Shore got hit with an enormous easterly. The devastation was so bad the Governor of Massachusetts declared the coast a disaster area. There were low interest loans offered, but Bob was brought up with the philosophy that if you do not have the money you did not buy it. He added, “I started looking at other things to do and I went offshore hooking that summer with Ricky Beal. Then I got the whim of maybe I would like to go in the Merchant Marines. They will let you go around the world and they will pay you to do it. I was a high school dropout with no money. I called steamship companies, as I had been fishing for 12 years. To which they said, ‘That’s great, but no.’ I went to Texas, but I just can’t get hired. They said, ‘You need Merchant Marine documents,’ so I said, ‘How do you get them?’ ‘You go to the Marine Safety Office in Boston.’ They said, ‘We will get you one as soon as you have a letter of commitment from a steamship company.’ I called the steamship company asking if they could give me a letter of commitment so I can get my Merchant Marine papers? ‘No, we won’t give you that.’ It was a big runaround. State Representative Dick Silva came to Rockport to answer any questions citizens might have. So, I went down and explained the situation. He said, ‘Let me see what I can do.’ A few days later I got this big package from J. J. M Steamship Company, Martha’s Vineyard, Nantucket. Upon issuance of Merchant Marine Documents, Mr. Morris will be hired by J. J. M. Steamship Company. He got me a letter of commitment and I ended up with my seaman’s papers. I worked in the Kennebec Herring plants saving money so I could go to Texas. That is where I met my wife Linda. I hated that job, fish cutter for four years. I also went fishing all the time even when I worked

**Continued on Page 8.**

# PROFILE: KEITH YOUNG OF GOULDSBORO

GOULDSBORO – If you have been a racer or a visitor at the Winter Harbor Lobster Boat Races over the last four decades you know Keith Young. Like many people, there is another side that people do not know about. Keith did not just run the lobster boat races at Winter Harbor for many years; he took care of a fleet of boats for the Dixon family of Grindstone Neck, went to the University of Maine and studied engineering, and was on the race committee for the day sailors out of the Winter Harbor Yacht Club.

Most will think that Keith has always lived at Winter Harbor, but he is quick to say, “I was raised in Gouldsboro and now I have moved back to Gouldsboro. I am not really from Winter Harbor, I am a come from away in Winter Harbor. I grew up on the Guzzle and then went down to Winter Harbor to mow Sid and Sandy’s lawn, they were the artists there on Main Street. Then I started mowing lawns on Grindstone for Bob and John Snyder so that is what put me on Grindstone. Ever since then I have been on the payroll in Winter Harbor one way or the other.”

Keith said that the Young side of his family comes from the Gouldsboro/Milbridge area. His mother’s side, the Hamiltons, are from South Gouldsboro and before that down around Milbridge. He thought if you go back further they have ties to Nova Scotia. Both his grandparents had ties to the water. On his mother’s side he shipped out from South Gouldsboro for a while and the one on his father’s side worked on the water out on Gouldsboro Bay. Keith explained, “Grampy Young he fished out of a peapod and I don’t remember if either one of them had a power boat. Gramp Hamilton did lobster buying in South Gouldsboro with Eddie Colwell and Lyle Ford, same spot as the lobster buying dock is now in South Gouldsboro. Their house was right there on 186.”

During World War II, Keith’s father, Charles, built planes at Pratt & Whitney in Connecticut. Keith continued saying, “In ‘46 he came back and built the garage on Route 1, which I just rebuilt a couple years ago. Most people know it as Bud Holland’s Garage. Bud started with Daddy in ‘54 and then when Daddy went to build the can plant with the Stinson’s, Stinson’s Canning, he had one little spell when he wasn’t there. The garage was only closed for just a short while and then Bud went back and reopened it. Bud was there from ‘54 basically all but one or two years in the ‘60s.”

Charles continued working for Stinsons, working on their vehicles, and really did not do much fishing. Keith said, “He loved the water and he did work on the guy’s boats. Back in those days it was all gasoline boats and wooden. He spent a lot of time down Corea, and Bud was down Corea a lot. Both enjoyed that, got them out of the garage.”

Keith was born in 1950 and his first year in this world was spent at the garage. In 1951 the family moved to the Guzzle. As a child he remembers lugging ice water

to the blueberry rakers and mowing lawns. He spent time at the garage, but said that he was probably more of a nuisance than any help. He added, “I was pretty young and I can understand now why I had to wipe the oil cans down, stack them on the shelf and there would be some dirty tools that I had to be wiped down. I look back on it and that is what they did to get me out of the way. But I loved it.”

Later on Keith was mowing lawns on the estates on Grindstone Neck. He said, “Then they asked me to come to the yacht club to row people out to their boats. I was the last dock boy not to have an outboard boat. I had to row everybody.”

When Keith graduated from high school he wanted to be a mechanic, but it was his mother that pushed him to go on to college at the University of Maine at Orono. Keith said, “I went up there and took Mechanical Engineering and enjoyed it. It was the social part that was the good part. I am glad I went, it was a lot of fun.”

Just after graduating he spent a little time building the Winter Harbor Marina. The following year he was asked by the Dixons to work on their 58-foot Trumpy sportfish boat TARGET. Keith’s brother, Richard, is five years older and Keith added, “My brother was working down Grindstone too. I was at the Yacht Club rowing people out, he was up to the pool as lifeguard. The Dixons had to have a first mate and my brother went on their first big boat (86-foot Feadship INTENT) and is still with Mrs. Dixon.”

Over the years Mr. Dixon had a number of big boats. The first three, 86-footer, 111-footer and a 121-footer, were purchased from their original owner. He then built a new 122-foot Feadship in Holland. He also built a new 123-foot Delta, which Richard brought from the West Coast to the East Coast. Over the years there has been three INTENTS and a couple of GRINDSTONES.

Keith did not enjoy being south for long periods. He said, “I enjoyed going south, I loved the sportfishing out to the islands. We’d fish during the day and run back to the big boat wherever they went to. So, I was going to get done and just come home, but Mr. Dixon asked me to stay on so I came home and ended up running their boat house.”

The Dixons owned a Winter Harbor knockabout, 31-feet overall and 21 feet on the waterline, which they raced at the Winter Harbor Yacht Club during the summer months. Keith added, “They are the oldest continued racing sailboat in the country. When I was dock boy we were down to three knockabouts and then two, the two that Mr. Dixon had. Then we had the smallest fleet of two knockabouts and six bullseyes. We would race them together, just a fun thing. It got to be real racing later in the 1990s. All nine knockabout were found and all nine were back for the 100<sup>th</sup> anniversary of the Yacht Club. Since then some have changed hands. The two that Mr. Dixon have stayed in the family.”

In the 1970s Mr. Dixon built a 48-foot

Tripp designed Hinckley named RASCAL. This, a Bertram, which came up from Florida, and all the smaller boats were housed in the boat house. Some boats have come and gone and some have never left. Keith added, “My brother continued to go north and south with the big boat. I was able to stay in Maine from then on because everything I had to do stayed here. I’d get things buttoned up in the early winter and I could still go south, but I’d only go down for a while.”

Keith did a little racing in the knockabouts, but most of his time was on the committee boat and making sure the fleet taken care of.

A couple of years ago, Keith retired from working with the Dixons. “I can’t say anything but good about them,” continued Keith. “They have been exceptionally nice to everybody. They have been an asset to this area and any area they go to.”

The Winter Harbor Lobster Boat Races have been running for 57 years. When asked how he got involved in lobster boat racing, he quickly replied, “I guess just foolishness. I was over at the yacht club rowing boats around watching them race out on the other shore. and I am saying, ‘Gee, I would like to be a part of that.’ Ralph Byers, Sr. had been running them and Albert Hallowell took them over. I don’t remember who talked me into it. I was back here all the time and the Chamber of Commerce asked what can we do to make things happen? I said, ‘We have got to do things a little different.’ I just wanted to rock and roll a little bit more. It was fun for me because I love racing.”

Keith was not sure what year, but it was in the mid-70s when Albert got done and he took over. He added that Dana Rice, Sr. and Alan Johnson also ran the races for a time. In 1985 he decided to take a step back, but came back two years later. Chris ‘Buddha’ Beyers joined shortly after and Keith assisted until a couple of years ago. Over the years he said he has had exceptional help in running the event and that is what made it so successful.

“I really liked it,” said Keith. “I could not go stock car racing or drag racing or any kind of racing because I was at the Yacht Club seven days a week. I figured it was just a hobby for me to make trips to the Miami Boat Show and the Fish Expo in Boston talking about lobster boat racing and getting them involved. I have really enjoyed it. People thought it was just fishermen spending money. Boy, you think of what was learned. Slippery boats are more efficient, the engines, people learned a lot. A lot of it was for other people, a lot of it was for the friendships.”

Looking back Keith added, “Bobby Potter is the one that got me all fired up. I fished with Bobby some and he loved



Keith Young of Gouldsboro

racing. When we fished and somebody was anywhere near us, we dropped any gear we had on the wash board and tried to get them to race. If those Bar Harbor boats were anywhere around and we got a chance to race we did. That probably got me hooked. The Young Brothers got their shop going and they really got into racing and the Hollands. They made it a lot of fun.”

There is no question that the Winter Harbor Lobster Boat Races have had exceptional turn outs. They stop working on their event the night before the race and the day of that race they begin promoting next year’s race. Over the years they have given some impressive prizes and that has been a major factor in attendance.

Keith has always loved dabbling in real estate and a couple of years ago he bought back his father and Bud’s garage and had it totally redone to what it looked like back in the ‘50s. He added, “I went a little bit overboard putting the garage back to what it was. She is ready to be a garage or a boat shop if need be. Right now, I rented it to a couple guys that have got some really nice antiques for sale there. One of my buddies said, ‘God, Keith you will never make any money on this building.’ I said, ‘No intentions to.’

So, you might see Keith wondering around looking for another piece of property to buy, or maybe when you pass his home in Gouldsboro on Route 1 he is out with an excavator beautifying his grounds. He may think he is retired, but he just changed his focus.



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# The Vendee Globe Update



Photo © Amory Ross/11th Hour Racing Team

**Two months to go to the 2020 Vendée Globe**  
*The IMOCA general meeting has chosen the way forward with a full race programme for the 2021-2025 cycle*

The IMOCA Class meeting marking the end of the summer holidays was held on Thursday 27th August using virtual technology. This meeting enabled the members of the Class to carry out an early appraisal of what has happened in 2020, to vote on the next cycle (2021-2025) of the IMOCA Globe Series and to plan the route for what lies ahead. A very thorough, international race programme with two round the world races – the Vendée Globe and The Ocean Race - was approved, as were the overall ideas for the new class rules. Today, we look at some of the key elements.

Registration for the Vendée Globe has just been completed, thus concluding four seasons of preparation and qualification for the round-the-world race through the

IMOCA Globe Series Championship. The skippers are now in the final stages of sailing and training before the start on November 8. Many of them will be present in Lorient from 9th to 13th September for the 10th Défi Azimut with four days of racing, switching between speed runs, an offshore race and the race around the Island of Groix.

The first part of the general meeting involved carrying out an appraisal of what has happened so far in 2020. With more than thirty boats lining up for the Vendée Globe (a record), the Class is in good shape with boats that are increasingly innovative and the race features a good line-up of skilled and committed skippers pulling together. In spite of the coronavirus pandemic, the IMOCA Class managed to organise a fantastic race this summer, the Vendée-Arctique-Les Sables d’Olonne Race.

*“This year, we have done a lot of work on the rules too. They have been rewritten to make them clearer and more precise to*

*match the requirements of all the teams,”* explained Antoine Mermod, president of the IMOCA Class, who added that promotion and sustainable development were key concerns and will remain so in the coming years. The IMOCA Class also wants to encourage diversity. Six women will be at the start of the 2020 Vendée Globe and crews will be mixed for The Ocean Race (the round the world race with stopovers scheduled for 2022-2023). For the IMOCA Class, there is a clear desire to see more women taking part.

There was a vote in favour of the IMOCA Globe Series race programme for the 2021-2025 period. *“We are proud to be able to announce a packed, high quality schedule with wide support from our teams,”* explained Antoine Mermod. *“It seemed essential for us to come up with a solid programme for the competitors and current and future partners. That confirms the robustness of our model, which brings together the world’s leading ocean races.”* No fewer than eighteen solo, double-handed and crewed races feature in the programme

with in particular the two big round the world races: The 2022-2023 edition of The Ocean Race and the 2024-2025 Vendée Globe. We will also see once again some prestigious races that the IMOCA skippers already know: the Transat Jacques Vabre (in 2021 and 2023), the Route du Rhum - Destination Guadeloupe (in 2022), The Transat CIC (in 2024), the New York-Vendée-Les Sables d’Olonne (in 2024). The Azimut Challenge officially becomes part of the championship and the Vendée-Arctique-Les Sables d’Olonne race will take place again in 2022.

In June 2021, a new race linking Brittany to the Mediterranean will be organised called The Ocean Race Europe, which will take place with crewed racing and with stopovers, a concept that won over the IMOCA members. Several towns have already signed up and applications are now open for the start location in Brittany and a stopover in the South of France.

In all, 14 countries will be visited by the

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## Robert Morris of Rockport, MA

**Continued from Page 6.**

there. Then I saw an advertisement for the Harry Lundeberg School of Seamanship and my mother called saying ‘You better get home. You’ve been accepted to the Lundeberg School of Seamanship.’ I came home, packed some stuff and got on a Greyhound bus for Piney Point, Maryland. I loved it. I had a really great time. I hadn’t been in school since 7<sup>th</sup> or 8<sup>th</sup> grade and I am actually going to make it this time. Then they sent me to the commandant because I didn’t have their high school diploma so they forced you to go through a GED program, which I didn’t want to do. They sent me to the review board and the Commandant Kenneth Conklin said, ‘What do you want to do with your life?’ ‘I would like to be a quarter-master.’ Really? You have no mathematic skills you know nothing.’ They got it through my head your aspirations aren’t going to happen until you improve your academic skills. I said, ‘I get it.’

Bob did sail on several voyages, but ships were hard to get on board as there were too many sailors for the few positions available. During his time shipping out the rules changed on lobster licenses. Fortunately he was able to get his license back a year later in 1985. He added, “I can remember having babies at home and no money. I had been to Nova Scotia and I talked to a fellow about his 34 foot Novi boat. He wanted \$5,000 for it and said, ‘See me in the spring.’ In the spring I called about the boat and his mother

said it is not good, we have lost our son and Randy is in a bad way. He won’t be able to sell you the boat.’ What am I going to do now? So, LUCKY STRIKE was for sale at \$20,000. I was going to have to go to a bank. Luckily, back in them days there were people on the Board of Director’s down here. They called me down and said your loan has been approved. When I got the check, it was for \$16,000. Then I remembered the \$5,000 I was going to pay Randy Nickerson for his boat in Nova Scotia. I paid for the boat, which was set up for tub trawling, I had to haul it out at Beacon Marine and set her up for lobstering. When all was said and done I had \$100 and 300 traps.”

LUCKY STRIKE was built by Arno Day of Brooklin. She was a 32-footer powered with a six-cylinder Perkins built in 1972 or 74 named MARY E. Bob named her SPIRIT OF DARKNESS, but later changed it to just SPIRIT as some thought he might be a devil worshipper.

Bob is now fishing out of a Bruno 35, which he purchased off a local fisherman in 1994.

Bob has sold his fish house at Pigeon Cove to his son, who is also a lobster fisherman. He added, “I am older now. I am still active. I still have to fish as I don’t have tons of money. I am dead without it...I am not me without being on the water. I got my share of health things going on but I just rebuilt the boat, new engine, new transmission and I am ready to go when spring comes.

## 1908 Rice Brothers Donated

**Continued from Page 1.**

bronze was good because she was copper fastened. So, I re-fastened the bottom and I put four floor timbers from the steering bulkhead aft just to stiffen up the keel section because it’s a skeg boat. I stayed with gasoline engine and put a little 3-cylinder Westerbeke in her. I didn’t put her in the water for a couple years and it was on like a 20 degree angle and I didn’t realize, but the water coolant seeped into one of the cylinders and actually ate the valve right off. So, I pulled the engine and put in the 3-cylinder Universal diesel which in my way of thinking was safer.”

Like the cobbler, most boatbuilders rarely have time to go boating. Bruce said that he used the boat a lot the first year, but


after that time was getting hard to find. He said, “The last time I used it was probably less than an hour. I went out around Davis Island and back to the mooring.

DOC’S PRIDE was sitting at Gamage’s Shipyard in South Bristol awaiting the arrival of CWC Boat Transport to take her to her new home at Maine Maritime Museum in Bath. Bruce said that they have told him they are going to use the boat for small charters on the river. Bruce added, “I was looking for a place where she would have a good home for her last days and she would not be out on a relict pile rotting away.”

Looking for a ride on a true classic Maine-built boat? She may not hit the water this year, since it is late in the season, but I will certainly be looking for a ride next season.

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# U. S. NAVY NEWS

## USS Scout Decommissions From USS Scout Public Affairs 19 August 2020

Mine countermeasures ship USS Scout (MCM 8) recognized nearly 30 years of naval service during a decommissioning ceremony at Naval Base San Diego, Aug. 19.

Due to public health safety and restrictions of large public events related to the novel coronavirus (COVID-19) pandemic, plankowners and former crew members of the Avenger-class ship virtually celebrated its distinguished history.

Scout's guest speaker, Vice Adm. Roy Kitchener, Commander, Naval Surface Force, U.S. Pacific Fleet, thanked the crew and acknowledged the ship's contribution to the fleet.

"Champion, Scout and Ardent Sailors, past and present, are a special breed. These Sailors served with distinct pride and dedicated tremendous energy in representing the U.S. Navy's mine sweeping community over the lifespan of these unique ships," said Kitchener. "As this chapter comes to a close, we look back proudly on the efforts of these Iron Sailors, their families and these tested and proven wooden ships as they all played an important role in the defense of our Nation and maritime freedom around the globe."

During the ceremony, Scout's commanding officer, Lt. Cmdr. Shawn R. Callihan, reflected on the service of past and present Pathfinders.

"As we bid farewell to this incredible warship, the pathfinders of USS Scout proudly recall her legacy of service, treasuring the shared triumphs and challenges experienced together," said Callihan. "These bonds, forged through common service and sacrifice, ensure that Scout's legacy will live on through former crew members who forever embrace the ship's motto, 'Pathfinders - We lead the way!'"

The fourth ship to bear the name, USS Scout (MCM 8) was built in Wisconsin and commissioned Dec. 15, 1990.

In 1992, Scout was the first ship to arrive at Naval Station Ingleside in Ingleside, Texas, the center of U.S. mine warfare operations at the time. Most notable in Scout's operational history is the assistance provided to evacuate refugees from Kosovo in 1999, a five-month deployment in support of Operation Iraqi Freedom in 2003, and Hurricane Katrina relief operations in 2005.

Scout will officially decommission Aug. 26.

## USS Winston S. Churchill Completes Maneuvering Exercises with Turkish Navy

**28 August 2020**  
MEDITERRANEAN SEA (Aug. 26, 2020)  
The Arleigh Burke-class guided-missile destroyer USS Winston S. Churchill (DDG 81), not pictured, executes a passing exercise with Turkish Navy frigates TCG Barbaros (F-244), not pictured, and Burgazada (F-513) in the Mediterranean Sea, Aug. 26, 2020. Winston S. Churchill is deployed to the U.S. 6th Fleet area of operations in support of regional allies and partners and U.S. national security interests in Europe and Africa.

Winston S. Churchill and the Turkish Navy frigates Burgazada (F 513) and Barbaros (FF 244) executed the maneuvering formations with the training focused on building partner capability using NATO operational and tactical procedures.

"Today's exercises enabled Winston S. Churchill to work alongside and increase our interoperability with a longtime NATO Ally," said Cmdr. Brian Anthony, executive officer of Winston S. Churchill. "It was an honor to exercise with Turkey to advance our regional maritime security efforts." The U.S. Navy routinely trains with allied and partner nations in order to enhance maneuverability capabilities and interoperability by establishing communication and safety standards that strengthen regional maritime security. Winston S. Churchill departed Norfolk, Virginia, Aug. 10 for a regularly-scheduled deployment to maintain maritime security and to ensure access, deter aggression, and defend U.S. allied and partner interests around the globe. U.S. 6th Fleet, headquartered in Naples, Italy, conducts joint and naval operations in order to support regional allies and partners and U.S. national security interests in Europe and Africa.

## Navy to Christen Littoral Combat Ship Savannah

**29 August 2020**  
The Navy will christen its newest Independence-variant littoral combat ship (LCS), the future USS Savannah (LCS 28), during a 10 a.m. CDT ceremony Saturday, Aug. 29, in Mobile, Alabama.

Assistant Secretary of the Navy for Research, Development, and Acquisition James Geurts will deliver the christening ceremony's principal address. Mrs. Dianne Isakson, wife of former U.S. Senator John Isakson, will serve as the ship's sponsor. In a time-honored Navy tradition, Mrs. Isakson will christen the ship by breaking a bottle of sparkling wine across the bow.

"Today we christened the sixth USS Savannah following an outstanding record of service named for a great American city. In so doing we move one step closer to welcoming a new ship to Naval service and transitioning the platform from a mere hull number to a ship with a name and spirit," said Secretary of the Navy Kenneth J. Braithwaite. "There is no doubt future sailors aboard this ship will carry on the same values of honor, courage and commitment upheld by crews from earlier vessels that bore this name."

LCS is a highly maneuverable, lethal, and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The ship integrates new technology and capability to affordably support current and future mission capability from deep water to the littorals. Using an open architecture design, modular weapons, sensor systems, and a variety of manned and unmanned vehicles to gain, sustain and exploit littoral maritime supremacy, LCS provides U.S. joint force access to critical areas in multiple theaters.

The LCS class consists of two variants, the Freedom-variant and the Independence-variant, designed and built by two industry teams. The Freedom-variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls). The Independence-variant team is led by Austal USA in Mobile, Alabama, (for LCS 6 and the subsequent even-numbered hulls).

LCS 28 is the 14th Independence-variant LCS and 28th in class. It is the sixth ship named in honor of the city of Savannah. The first was a coastal galley that provided harbor defense for the port of Savannah, 1799-1802. The second USS Savannah, a frigate, served as the flagship of the Pacific Squadron and then served in the Brazil Squadrons and Home Squadrons, 1844-

1862. The third USS Savannah (AS 8) was launched in 1899 as the German commercial freighter, Saxonia. Seized in Seattle, Washington, upon the outbreak of World War I, the freighter was converted to a submarine tender and supported submarine squadrons in both the Atlantic and Pacific, 1917-1926. The fourth USS Savannah (CL 42) was a Brooklyn-class light cruiser commissioned in 1938. The warship served through the entire Mediterranean campaign, receiving three battle stars for service before decommissioning in 1945. The fifth USS Savannah (AOR 4) was a Wichita-class replenishment oiler commissioned in 1970. AOR 4 earned one battle star and a Meritorious Unit Commendation for service in the Vietnam War. The oiler provided underway replenishment services in the Atlantic and Indian oceans until decommissioning in 1995.

## Norfolk-based E-2 Hawkeye Crashes, Crew Recovered

**31 August 2020**  
An E-2C Hawkeye, assigned to Airborne Command & Control Squadron (VAW) 120 Fleet Replacement Squadron onboard Naval Station Norfolk, crashed in the vicinity of Wallops Island, Aug. 31.

The E-2 crashed at approximately 4:05 p.m. The two pilots and two crew members bailed out of the aircraft safely. At the time of the crash, the E-2 was conducting a training flight.

VAW-120 reports to Airborne Command & Control and Logistics Wing commanded by Capt. Michael France.

Initial reports indicate no structures or personnel on the ground were damaged or injured in the mishap.

The cause of the mishap is under investigation.

**Continued on Page 23.**



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# When the World Stop Turning

By Sheila Dassatt

It only seems fitting that I'm writing this article on September 11, 2020, to honor the day that the world stopped turning, September 11, 2001. I sat down as I usually do, and say to myself, what am I going to write about this month. Well, here it is...

Do you remember where you were on September 11, 2001? What were you doing that September morning? Most of us can recall that day very well, as it was so surreal that day. I will share with you how it went for me. I was working at Portland Tugboats with Joleen Abbott for Capt. Arthur Fournier. Mike and Dad were out lobstering that morning and I was at the office with Joleen. My daughter, Christy was working for Cianbro in Portland, on the docks that day. My mother called me and told me and Joleen that the twin towers had been hit, as she was watching the news at the time. Then she said that the second plane had hit the towers, all in total disbelief. I couldn't quite fathom what she had told me, although I did believe her. Then Christy called me from Portland, which was where the terrorists had slipped through. I told her to be very careful, not knowing what was going to happen next. She was at Ricker's Wharf, and was called to the Portland Pipeline to cover for a co-worker that had been suddenly called to New York City as part of his FEMA participation. The

Port of Portland was one of the places that we all kept a close eye on, as it was one of the biggest ports for oil in New England.

We were all wondering what was going to happen next and where? The Port of Portland had the ships at anchorage, not knowing whether to move them through the bridge or even have them at the docks, as they were loaded with fuel. Some of these ships were also foreign ships, so all had to be stopped until further notice. The U.S. Coast Guard was now involved with checking the safety of the port and the ships.

In New York City, all of the tugboats were taking as many people as they could from the city to safety in New Jersey. My nephew, Ed was on one of the tugs that was shuffling people away from New York City. We were also concerned for his safety, where he was right there in the middle of it. There was a lot of marine participation helping people to safety, tugs, fishing boats, yachts. They were dealing with a lot of people that were in total panic, so they were also true heroes that day as well.

As the day progressed, I saw people pitching in to help one another. For a fleeting moment, when people didn't know if they were going to see another tomorrow, we all pulled together and unified greatly. As Alan Jackson's song "Where Were You When the World Stopped Turning," we gathered at the

churches or each other's homes to pray and hold hands together. I remember being with our family with a totally different perspective on how we looked at our time together in general.

I remember saying wouldn't this unified feeling be great if it could stay this way. Well, it did stay that way for a while, then as time goes by, we now have a totally new generation that wasn't even born when this happened. I understand that this is what happens with each generation, such as I don't remember Pearl Harbor, but my parents remembered it well. This is where passing on our history is so important. Christy called while I was writing this and had my granddaughter, Audrey with her and we reminisced for Audrey's sake. She was actually very interested to hear where we were and what went on this day nineteen years ago. She didn't realize how much family participation there was that day and how we all pulled together to care about

others.

We are now facing new challenges, such as the Covid pandemic, which is a first for most of us! Perhaps we need to recall the events of the past to remember to pull together in such a divided society that we're living in right now. If it could be done then, it can be done now as well. There are many kind people out there, we just need to pull it all together once again. It starts with us.

Where were you when the world stopped turning? Do you remember what you were doing? I'm sure that you do. This is simply an article to honor those that lost their lives on that fateful day and to remember the families that lost their loved ones. This day will never be forgotten for them.

How do I close my article? Well, sometimes the words just won't come, so I will simply say, share your stories as much as you can while you can. This is how history is made and preserved. What do you want your legacy to be? Take care.

## Maine DMR News

**Buoy Maine - a Pitch Competition to Support Innovation in Maine's Working Waterfront and Coastal Communities**

Maine Sea Grant has announced a competition to generate great ideas in support of Maine's working waterfront and coastal communities. Awards are available of up to \$15,000!

Buoy Maine will focus on strengthening coastal/marine seafood and tourism related industries, highlighting the Maine Brand and experience, building resiliency, and helping Maine's coastal businesses survive the COVID-19 pandemic. Partnerships are encouraged.

Any business or non-profit connected to the Maine seafood or tourism industries or the heritage of its fishing communities are eligible to apply.

Apply to pitch at the Buoy Maine Virtual Pitch Competition by September 14, 2020. Read more about the application process.

Pitch at the Buoy Maine Pitch Competition in October. Applicants that advance to this round of the competition will share their idea in a 5-minute pitch. A judges panel will evaluate pitches, and awardees will receive up to \$15,000 to further develop their innovation over the next 6 months. Pitches that

receive awards will be made public after the Pitch event.

Share at the Buoy Maine Finale. Selected awardees share the product or project at a virtual public celebration, including lessons learned, successes, challenges, and how their ideas may support others. Note that this will also be a networking event with investors, in the hope that we increase the opportunities for good ideas.

For more information, visit <https://seagrant.umaine.edu/funding-opportunities/buoy-maine/>


**Woman Involved in Diving Accident Yesterday has Died**

31 August

Kittery - The Maine Marine Patrol has confirmed that the woman injured yesterday while scuba diving near Isle of Shoals has died. The woman, Tonya Cianchette, 45 of Saco was transported to Portsmouth Regional Hospital after the accident where she was pronounced dead.

Marine Patrol will investigate the incident. No additional information is available at this time.

Continued on Page 21.



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Commercial Fishing News

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

From the Director -

With the Covid-19 rules still in place, this is the best way to stay in touch with what D.E.L.A. is doing concerning the fishery and the information that is available to us. We have been working on trying to hold a meeting, but the problem is, we need to distance 6 feet apart even in a conference room. I have checked with dining establishments that have “eat in” dining, and the rules are in place, of course. (understood). If anyone has a good suggestion, I am open to them, even if we need to sit at picnic tables? Let’s do this, as they say on “Forged in Fire.” In the meantime, we are in touch with the current information and can speak with the DMR for any of your questions that may come in.

Meetings are still happening in the industry, but they are all Zoom or Teleconference meetings. We had a meeting with the Forum Board yesterday. The connections can be a little difficult because if you’re using your I Phone, sometimes you run out of power before the meeting is over. We need to be in a place that you can plug in or re-charge such as WiFi, but most of these places do not let you sit in at their tables. Hopefully, this won’t be the new normal! Whatever normal is these days...

New funding has been allocated for the

Maine Fishing Industry. The Commissioner sent out a letter very similar to this one, stating that without face to face meetings, it is very difficult to convey communications. Sending letters and cyberspace messages is how we need to stay in touch with current information. This statement is regarding the CARES Act Funding. Twenty million has been allocated to the State of Maine’s fishing and seafood industry. This particular funding has strict requirements. Recipients must certify that they had 35% loss of revenue due to Covid-19 as compared to their five year average. This proves to be more difficult to do than planned for the entire list of licenses and active fishermen. This particular funding is still in the process of working on this to make it fair for anyone involved.

A new program that has just been announced is the Seafood Trade Relief Program. If you are a U. S. fisherman impacted by retaliatory tariffs, you may qualify for funding through this program (STRP). This application will be available starting September 14, 2020. For more information, go to: farmers.gov/coronavirus/service-center-status. “STRP is part of a relief strategy to support fishermen and other producers while the administration continues to work on free,

fair and reciprocal trade deals to open more markets to help American farmers compete globally. The STRP prohibits a person or legal entity from receiving more than \$250,000 from the program. In addition, an applicant’s average adjusted gross income (AGI) cannot exceed \$900,000 unless at least 75 percent of the AGI of the person or entity comes from farming, ranching, forestry, seafood harvesting or related activities.

Another funding opportunity for the DMR: The DMR has received approximately \$100,000 from the 2020 National Sea Grant American Lobster initiative to improve research into the lobster population’s health and to develop a publicly available database of information for use by researchers. There has not been up to date available data since the 90’s until the last three years when funding became available through the Maine Lobster Research, Education and Development Fund (license plate funds).

The DMR will be working on sampling with Atlantic Offshore Lobstermen’s

Association in collaboration with Hood College, NH, New Hampshire Fish & Game, and Maine Maritime Academy of Castine, ME. They will examine the distribution and abundance of lobster larvae and their potential food resources in inshore and offshore Gulf of Maine. For more information: <https://seagrant.noaa.gov/News/Article/ArtMID/1660/ArticleID/2809/Sea-Grant-announces-2-million-in-support-of-2020-American-Lobster-initiative-projects>.

This is all an example of everything that is going on with our Maine Lobster Industry at this time. Please feel free to contact us at any time for further information or discussion. Contact us to give us a report of how the catch is doing in your area. At this point in time, the catch is just as unusual as the year 2020. The catch is down and the price is up which indicates that it is lower than usual. Please don’t feel alone when you go out to haul, we are all in this together. We are probably all confused together this year! Please take care and stay safe, Sheila



MISS KYLEE heading up the Penobscot River to Verona Island after a morning of fishing.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

ASMFC Stock Assessment Overview: American Shad

**Introduction** This document presents a summary of the benchmark stock assessment for American shad. The assessment was prepared by the Atlantic States Marine Fisheries Commission's (Commission) Shad Stock Assessment Subcommittee (SAS) and peer-reviewed by an independent panel of scientific experts through the Commission's external review process. This assessment is the latest and best information available on the status of American shad stocks for use in fisheries management. The benchmark stock assessment report consists of two parts: sections 1-8, which include the initial stock assessment report that was provided to the Peer Review Panel prior to the Peer Review Workshop, and section 9, which provides details on additional analyses conducted during the Peer Review Workshop and final stock status determinations for stocks where determinations changed from the initial stock assessment report. Management Overview The Fishery Management Plan (FMP) for Shad and River Herring was one of the very first FMPs developed at the Commission. In 1994, the Shad and River Herring Management Board determined the FMP was no longer adequate for protecting or restoring the remaining shad and river herring stocks. Amendment 1 was adopted in 1998 and required specific American shad monitoring programs, as well as recommended fishery-dependent and fishery-independent monitoring programs for river herring and hickory shad, in order to improve stock assessment capabilities. In addition, Amendment 1 established a five-year phase-out of the ocean-intercept fishery for American shad by January 1, 2005. In 2010, the Shad and River Herring Management Board approved Amendment 3, revising American shad regulatory and monitoring programs in response to the 2007 assessment, which found most American shad stocks were at all-time lows and did not appear to be recovering. The Amendment requires states and jurisdictions to develop sustainable fishery management plans (SFMPs), which are reviewed by the Technical Committee and approved by the Board, in order to maintain commercial and recreational harvest fisheries beyond January 2013. To date, the following states/jurisdictions have approved SFMPs for shad: Maine, Connecticut, Massachusetts, Delaware River Basin, Potomac River Fisheries Commission, North and South Carolina, Georgia and Florida. Amendment 3 also

requires states and jurisdictions to submit a habitat plan regardless of whether their fisheries would remain open to harvest. The habitat plans outline current and historical spawning and nursery habitat, threats to those habitats, and habitat restoration programs in each of the river systems. They provide a river system-specific, comprehensive picture of major threats to American shad in each state to aid in future management efforts, and include collaboration with other state and federal agencies (e.g., state inland fish and wildlife agencies, water quality agencies, U.S Army Corps of Engineers). The two largest threats identified in the habitat plans were barriers to migration and a lack of information on the consequences of climate change. A key benefit of the habitat plans is that each river system relevant to shad now has its threats characterized. The habitat plans are filed with the Federal Energy Regulatory Commission to ensure that shad habitat is considered when hydropower dams are licensed. They ASMFC Stock Assessment Overview: American Shad Atlantic States Marine Fisheries Commission August 2020| 2 are also shared with inland fisheries divisions to aid in habitat monitoring and restoration efforts. A majority of the habitat plans were approved by the Board in February 2014, and it is anticipated that they will be updated in 2021. (Visit <http://www.asmfmc.org/species/shad-river-herring> for more information on SFMPs and Shad Habitat Plans.) What Data Were Used? For this assessment, a combination of fishery-dependent and fishery-independent data from resource agency monitoring programs were included. Both types of data are limited, with only relatively short-term fishery-independent indices available for use and fishery-dependent data hindered by data gaps and a lack of riverspecific information. Some new data collection programs have been added in recent years following the passage of Amendment 3 in 2010; these surveys should be useful in future assessments (five to ten years from now) if monitoring continues. In addition to the traditional fishery-dependent and fishery-independent data types used in stock assessment, this assessment also used habitat availability data for the first time. Life History American shad are an anadromous, pelagic, highly migratory, schooling species. The species spends most of its life in marine waters, with adults migrating into coastal rivers and tributaries to spawn. On average, American shad spend four to five years at sea, and some individuals from the southernmost range

may travel thousands of miles during this time period. Additionally, rivers, bays, and estuaries associated with spawning reaches are used as nursery areas by young-of-year (YOY) American shad. The historical range of American shad extended from Sand Hill River, Labrador, Newfoundland, to Indian River, Florida, in the western Atlantic Ocean. The present range extends from the St. Lawrence River in Canada to the St. Johns River in Florida. Scientists estimate that this species once ascended at least 130 rivers along the Atlantic coast to spawn, but today spawning runs occur in fewer than 70 systems. Most American shad return to their natal rivers and tributaries to spawn, with a small percentage (3%) straying to non-natal river systems. Due to this life history, each river system represents a separate stock of American shad. All stocks along the coast are considered part of a larger metapopulation, or a spatially-structured population comprising subunits (river-specific stocks for American shad) that interact with each other but are distinct. In the spring, American shad spawning migrations begin in the south and move gradually north as the season progresses and water temperatures increase. Spawning runs typically last two to three months, but may vary depending on weather conditions. Male American shad arrive at riverine spawning grounds before females. Upstream migration distance varies depending on the river system and has shifted over time. While it is not unusual for American shad to travel 25 to 100 miles upstream to spawn, some populations historically migrated over 300 miles upstream. In the 18th and 19th centuries, American shad runs were reported as far inland as 451 miles along the Great Pee Dee and Yadkin Rivers in North Carolina and over 500 miles in the Susquehanna River. American shad spawning frequency also varies regionally. Generally, American shad that spawn north of the Cape Fear River in North Carolina are iteroparous (spawn more than once), while American shad spawning south of the Cape Fear River are semelparous (spawn once and then die). Semelparity in the southern stocks may be due to the physiological limits of the long oceanic migrations or higher southern water temperatures. Research suggests southern stocks produce more eggs per unit of body weight than northern populations to compensate for not spawning repeatedly.

Atlantic States Marine Fisheries Commission August 2020| 3 Fishery-Dependent Data American shad are caught in a number of different fisheries, both as a target species and as bycatch. The assessment included commercial landings data by river, where available, and in aggregate from all rivers and estuaries along the coast and the ocean (Figure 1). Commercial landings in Canadian waters were also included in the assessment based on research that indicates U.S. stocks migrate to these waters and are vulnerable to Canadian marine fisheries. Landings have declined since the 1950s by more than an order of magnitude, from as high as 11 million pounds in 1957 to less than a quarter of million pounds in 2016. Though changes in landings in recent years are influenced by regulations that affect fishing effort, such as moratoria on riverine fisheries, the long-term decrease in landings reflects declines in abundance effort. Data from fishery observers were used to estimate bycatch in estuarine and ocean fisheries. This bycatch occurs primarily in bottom trawl and gill net fisheries targeting other species and may be retained or discarded. Fishery resource agencies collect biological and effort data from some fisheries, which are used to characterize the age structure (catch-at-age) and catch-per-unit-effort (CPUE). Age structure can be analyzed to estimate mortality and CPUE can be analyzed to track changes in abundance over time. Recreational fishing for American shad occurs in some rivers, but data from these fisheries are limited. Some of these fisheries are only open for catch and release, but impacts of these fisheries are unknown due to the lack of total catch and release mortality information. NOAA Fisheries' Marine Recreational Information Program, which tracks coastal recreational catch and effort, rarely encounters anglers fishing for American shad and, as a result, its estimates of recreational catch and effort are highly uncertain and were not used in the assessment. Fishery-Independent Data Fishery resource agencies along the coast conduct surveys that encounter American shad in river systems and marine environments. These surveys provide indices of abundance and biological data to track changes in relative abundance through time and characterize population attributes such as age structure and average size. In-river surveys en-

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

counter YOY fish moving to estuarine and marine environments in the fall and adults returning to rivers to spawn in the spring. Marine surveys encounter juvenile and adult fish that come from different rivers, and then mix and migrate together in the ocean. Due to a lack of genetic data, fish captured by these marine surveys cannot be traced back to their river-specific stocks; this prevents a complete understanding of trends in abundance, or biological attributes of river-specific American shad stocks from marine surveys. In addition to typical fishery-independent surveys, fish counts and biological sampling of American shad passing dams are also used as indices of abundance and to characterize population attributes. Fishery-independent data sets represent a relatively short time series compared to the long history of American shad fisheries and do not provide information on the historical productivity of stocks, making it difficult to determine abundance status from these data sets alone. Shad biologists from along the coast also provided data on historical spawning habitat area and dams, which were used to determine currently unobstructed spawning habitat. What Models Were Used? The assessment evaluated Atlantic coastal stocks on an individual river system basis when data were available and also as a coastwide metapopulation with data sets that could not be attributed to system-specific stocks. Twenty three system-specific stocks had data available for assessment. Due to data limitations, regional metapopulations were defined to share life history data (growth and natural mortality rates) among systemspecific stocks within each regional metapopulation. The northern iteroparous metapopulation included stocks north of the Hudson River to the U.S.-Canadian border, the southern iteroparous metapopulation included stocks north of the Cape Fear River to the Hudson River, and the southern iteroparous metapopulation included stocks from Florida to the Cape Fear River. As an anadromous metapopulation, ideally American shad should be assessed and managed by individual river systems. However, the majority of the life history of shad is spent in the marine environment where factors influencing survival likely have impacts upon multiple river stocks when they mix during marine migrations. This complex life history complicates assessment as it is difficult to sepa-

rate in-river factors from marine factors governing population dynamics. Also complicating the assessment is the variability in data quantity and quality among rivers along the coast. A combination of assessment approaches was used to assess the status of American shad stocks due to the variation in data availability across individual systems. The year 2005 was selected as a reference point for abundance trend analyses based on a coastwide management change (i.e., closure of the ocean-intercept fishery) to assess response in abundance to this change. An autoregressive integrated moving average (ARIMA) analysis of abundance indices was used to compare current abundance to reference abundance levels in 2005. Mann-Kendall trend analysis was used to detect trends in each abundance index since 2005 and to detect trends in mean length and mean length-at-age over time. To establish total mortality (Z) biological reference points (BRPs), the assessment used a modified Thompson-Bell spawning biomass per recruit (SBPR) model. The threshold for total mortality was set at Z40%, which is the total mortality that produces 40% of the spawning biomass that would be produced under natural mortality levels (M). The assessment used total mortality estimators (i.e., catch curves) to estimate annual total mortality of spawning adults. Recent mortality (averages during 2015-2017) was compared to Z40% thresholds to assess whether the total mortality of stocks is sustainable. The assessment also used several classes of population models to assess the status of individual stocks depending on data availability. Delay-difference models used total catch data and indices of abundance to track changes in biomass and exploitation rates. The exploitation rate that results in maximum sustainable yield (UMSY) was compared to recent exploitation rates to assess whether exploitation is sustainable. Statistical catch-at-age models used catch-at-age data and indices of abundance to track the decline in abundance of each year class in the population due to mortality. Recent mortality was then compared to Z40% thresholds as was done with total mortality estimators. Finally, a population simulation model that linked shad life history characteristics to spawning habitat availability was used to estimate spawner potential. The analysis compared spawner potential under three scenarios: (1) historic, undammed spawning habitat, (2) spawning habitat with no fish passage at dams, and (3) spawning habitat with an optimistic estimate of "current" fish passage at barriers (Figure 2). Atlantic States Marine Fisheries Commis-

sion August 2020| 5 What is the Status of the Stock? Adult mortality for the coastwide metapopulation is unknown, but was determined to be unsustainable for some system-specific stocks, indicating the continued need for management action to reduce adult mortality. Specifically, adult mortality was determined to be unsustainable for three stocks (Connecticut, Delaware, and Potomac) and sustainable for five stocks (Hudson, Rappahannock, York, Albemarle Sound, and Neuse). Though adult mortality was determined to be sustainable for some system-specific stocks, it is important to note that maintaining sustainable adult mortality will not result in favorable abundance status if juvenile mortality is unsustainable. Unfortunately, data are not being collected in any system to determine juvenile mortality status and, without these determinations, a significant uncertainty remains in assessment advice for the management of American shad. Abundance status is unknown for most systems due to data limitations, so trends in YOY and adult abundance are provided for information on abundance changes since the 2005 closure of the ocean-intercept fishery (see Table on next page). For YOY indices, two systems experienced increasing trends while one system experienced a decreasing trend since 2005. All other systems experienced either no trend (eight systems), conflicting trends among indices (one system), or had no data (11 systems). For adult indices, four systems experienced increasing trends while no systems experienced decreasing trends since 2005. All other systems experienced either no trend (11 systems), conflicting trends among indices (seven systems), or had no

data (one system). Trend analyses also indicate a continued lack of consistent increasing trends in coastwide metapopulation abundance since 2005. Abundance status was determined to be depleted for one system (Hudson) and not depleted for one system (Albemarle Sound). Despite the finding that the Albemarle Sound abundance status is not depleted, the coastwide metapopulation abundance was determined to Figure 2. The habitat assessment and simulation model to estimate spawner potential under 3 different scenarios (from top to bottom): (1) historic, undammed spawning habitat, (2) spawning habitat with no fish passage at dams, and (3) spawning habitat with an optimistic estimate of "current" fish passage at barriers. Image © Mike Bailey. Atlantic States Marine Fisheries Commission August 2020| 6 Atlantic States Marine Fisheries Commission August 2020| 7 be depleted based on the decline in coastwide landings since the 1950s by more than an order of magnitude and the lack of consistent increasing trends in abundance indices since the decline in landings. There may still not have been enough time for coastwide abundance to respond to the 2005 closure of the ocean intercept fishery, given various factors impeding rebuilding among systems. In fact, the assessment finds that shad rebuilding is limited by restricted access to spawning habitat. Current barriers partly or completely block 40% of historic shad spawning habitat (including Canada), which may equate to a loss of more than a third of spawning adults. Optimistic fish passage rates only provide a modest increase (4%)

**Continued on Page 20.**



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# Boat And Ship Yard News



The Newman 46 ERICA JADE from Harpswell hauled up at Royal River Boat Yard in Yarmouth due to a fuel tank leak. She is having her platform ripped out and tanks replaced.



This is the schooner HINDU, designed by William Hand and built by Hodgdon Brothers of East Boothbay in 1925. She will be undergoing a major rebuild in the centre of Thomaston.

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### Boricua Custom Boats Gouldsboro

The end of July Moises launched from his shop SUSPECT, a Mitchell Cove 35, for Tim Toppins of Columbia Falls. She was a simple lobster boat, but did sport a number of custom features. Moises said, “I redesigned the end of the keel, the sheer a little bit, I raised the top of the windshield 4-inches so instead of having the flat four window windshield, he’s got three staggered. That was a lot of work, a lot of thinking, but she came out nice.” He also added chines to the hull. The only thing down below is a V-berth. Under the platform there is a 400-gallon fuel tank. As for power she has an 800-hp Scania and did well at the Winter Harbor Lobster Boat Races on 8 August winning Class K (701 to 900 hp, 28 feet and over) and second in the Fastest Lobster Boat.

As soon as SUSPECT was out of the shop, attention turned to the only Osmond 44. Her original owner was going to make her into a dragger, but could not continue with the project. It was then bought by Dean Barrett, who is having Moises finish her out as a split-wheelhouse lobster boat. In early August they were working under the platform. They were making room for 36 crates and two fuel tanks totaling about 900-gallons. The engine, a 1,200-hp MAN, is in and in place. Down below she will have four berths and a galley.

Also in the shop is a Mussel Ridge 46, which is being finished out as a sportfisherman for a customer from Texas.

### Brooklin Boat Yard Brooklin

*RASCAL hits the water running*  
Brooklin Boat Yard launched RASCAL, a 50-foot custom-built cold-moulded sloop designed by Jim Taylor, on 29 July.

Usually when Brooklin Boat Yard launches a boat, the waterfront is so crowded that folks feel like half of Downeast Maine has shown up to see the new boat hit the water, wish the new owner well and maybe have a beer or two. But in these times of Covid-19, the launching of RASCAL was a bit more subdued. The crowd was limited to just the BBY crew and some very close friends of the new owner so everybody could conform to social distancing protocols.

The crew at BBY refused to let a pandemic stand in the way of a good launching. Mid-morning the small group made speeches, smashed a bottle of champagne on the keel, and — with a mask-muffled round of cheers and applause — lowered RASCAL into the waters of Center Harbor.

The work on RASCAL went at a blistering pace prior to the launch date to make the informal deadline of the annual Egge-moggin Reach Regatta. Even after she hit the water, RASCAL’s crew and her owner



Photo Anne Blanchard

Photo Anne Blanchard



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# Boat And Ship Yard News



This Haven 12½ underwent some major repairs to her keel at Eric Dow's Boat Shop in Brooklin. Interested? She is for sale.

had a scant three days to get her fully commissioned, sea-trialed, tuned and race-ready for the race on 1 August.

The Jim Taylor-designed, racing / cruising sloop draws its lineage directly from previous Jim Taylor 49-footers DREADNOUGHT and BLACKFISH. To make RASCAL easy to handle, she has a well laid out cockpit with all sail control lines close at hand, all powered winches, electrically powered traveler, and a Bamar mainsail in-boom furling system. The spar and rig package is from Offshore Spars and the sail package is by North Sails. All these elements came together in time for RASCAL to be on the Eggemoggin Reach Regatta starting line raring to go against a very hotly contested Spirit of Tradition Class.

RASCAL got a good start by avoiding a hole that developed about mid-line to the committee-boat end and proceeded

to increase her lead from there. The boats that took a little longer getting going at the start were treated to a great tacking duel between RASCAL and the BBY-built 55-foot OUTLIER as they made their way out of the Reach. Everyone on the water was impressed at how well RASCAL was holding her own against the Botin Partners-designed racing machine.

At the end of the day it was RASCAL who took first place in the Spirit of Tradition Class on corrected time besting a ten-boat fleet, of which nine had been built by Brooklin Boat Yard.

RASCAL Specifications: Length on Deck: 50 ft.; Length Waterline: 35.1 ft.; Beam: 11.6 ft.; Draft: 7.8 ft.; Displacement (approx.): 16,500 lbs.; Weight of bulb (approx.): 6,830 lbs.; Sail Area: 973 ft.<sup>2</sup>; Headroom: 6.25 ft.

## Farrin's Boat Shop Walpole

Bill Sherburne of Boothbay Harbor was looking to have his boat ROBIN LYN, [Osmond 36] repowered and a new platform put in. This boat was originally owned by Jason Chipman, who sold her to Paul Kennedy from whom Bill bought it in 2007. Before this he owned a BHM 28 and this was followed by a Young Brothers 33. The reason for choosing this boat was, "I always kind of liked the hull design. It has a lot of room for the size. It handles well for the size and it's a good sea boat" he said. Not wanting

anything bigger and really liking this boat he had it taken to Farrin's Boat shop where he had her repower 11 years ago. When he repowered in 2009 he put in a 400-hp QSL-9. He was going to replace it with a new QSL-9, but with 450-hp. One reason he stayed with this engine was that it was going to easily fit without many alterations. Then he expanded the project. They extended the fairlead and then put a wedge behind the pot hauler; new windows, stern extension, new hatches in the platform, new shaft and boxes,

**Continued on Page 18.**

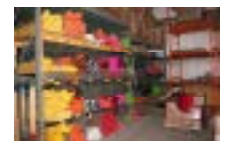
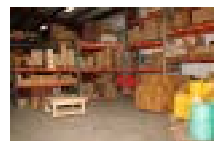
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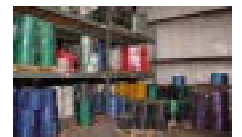
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A large white and red boat named "HURRICANE" is being repaired inside a large industrial building. The boat is elevated on scaffolding, and a worker is visible on a ladder near the hull.

**Continued on Page 23.**

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# Lobster Boat Race Season Year-end Summary

It was an interesting 2020 lobster boat racing season. As everyone headed to the Maine Fisherman’s Forum in early March the clouds of the pandemic were on the horizon, but no one could have envisioned what would transpire over the next three months and the pressure it had on race committees and the racers. In the end six of the 11 races were held and we had 25 members of the Maine Lobster Boat Racing Association (MLBRA) competing for end-of-the-year awards.

Following the Forum the government began closing down life as we knew it and pushing people to quarantine for a couple of weeks. Well, that turned into a month and then two as it was obvious the scientist nor the government really knew what they were dealing with. It was obvious that gatherings and travel was going to be restricted and it was not known when people would be allowed to move freely and when stores and hotels would be open for business. Then events began being cancelled as many of them need months to get things lined up and ready. The MLBRA left the decision whether to run or not up to the local venues. The major concern regarded some of the guidelines that were issued from the State, which in some cases made little to no sense. Gatherings could be limited, such as sign ups and awards. Another issue that was valid was rafting up, but it was felt that this could be limited to the standards set by the State. At the end of April, the major question for Boothbay was would there be hotels open to accommodate the racers that came to stay the night? They were hearing that many of the hotels were not even thinking of opening for the season. With that the Boothbay races were cancelled and this was followed by the Harpswell races. When Boothbay dropped out, the MLBRA asked Rockland if they would not mind racing on the following Saturday as Bass Harbor was scheduled on Sunday, which would allow the boats from Downeast two races on the same weekend. This would also mean both events would have more boats competing. With more and more events being cancelled, in early June the Pemaquid and Stonington races said they would not be happening.

Rockland opened the season on 27 June and on the following day the racers headed to Bass Harbor. What was sad to learn was that in most cases these races were the only events that were taking place in these towns. In July, the racers headed to Moosabec and Friendship. In early August we learned that the selectmen of Long Island would not allow their races to happen. That left Winter Harbor a go, but some wondered if Portland would

take place. In a final meeting with the Coast Guard and the Portland Harbor Master it was learned that their main concern was over wakes from the races, which last year had damaged some boats on a dock at a marina in Portland. Katie Werner, race organizer for Portland, simply said that she would reverse the course, problem solved and with that permission for the races to take place was given.

It was unfortunate in 2020 that there were more races Downeast and that did not allow many from the westward easy access to a race. Still, we had a number of new boats making their appearance. Fred Backman’s ATLANTIC VIKING [Sea Pride 35; 210-hp International] in Diesel Class B; Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins] Diesel Class E; Gary Genthner’s LIL’ LISAMARIE [Mussel Ridge 28; 550-hp FPT] Diesel Class G; Willie Coombs’ MELYNDA M. [Wayne Beal 36; 500-hp FPT] Diesel Class H; Wayne Beal’s MISS MARIENA [Wayne Beal 32; 500-hp Cummins] Diesel Class G; and Tim Toppins’ SUSPECT [Mitchell Cove 35; 800-hp Scania] Diesel Class K.

We were hoping to see Tom Clemons’ ex-MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] now STARLIGHT EXPRESS 3. She was purchased by Alfred Osgood of Vinalhaven and underwent modifications at Mainely Boat in Cushing, who installed the 900+/-hp Mack that was in STARLIGHT EXPRESS that had been redone by Mid-Coast Diesel of Rockland.

Then there were a couple of boats that were repowered over the winter. Ed Shirley’s MISS KYLEE [Holland 32], which was originally powered with a 148-hp Volvo had a 430-hp Cummins installed at Johnson’s Boat Yard on Long Island and was now competing in Diesel Class E. Jeremy Beal repowered MARIA’S NIGHTMARE [Mussel Ridge (ex-Wayne Beal) 28] with a 600-hp Cummins and raced in Diesel Class I.

Cameron Crawford’s WILD WILD WEST [West 28; 1,050-hp Isotta] only made two races this year, Moosabec and Winter Harbor and easily defeated all comers. Unfortunately we did not catch the speed on radar, but was informed that they were doing over 63 mph on a GPS, which would have broken their diesel record of 60.6 mph set at Bass Harbor in 2016. They also said they had more!

We did have a couple of engine issues, but none I know of in a working boat. Roy Fagonde’s LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] had an issue with his turbo and those parts went into the engine. Jeremy Beal had a couple of engine issues, but was always ready for the next race. Just before heading to Portland a photograph came



Matt Shephard’s ALEXSA ROSE and Eric Beal’s KIMBERLY ANN running side by side up the course in Diesel Class M(B).

through Facebook showing Steve Johnson’s engine laying on the dock at Long Island after being dropped by the ferry. In true Long Island fashion, the following day they held a boat parade to mourn its loss.

The biggest loss of 2020 was when we

learned that one of the best-known lobster boat racers, Andrew Gove of Stonington had passed away. He is best known for racing UNCLE’S UFO [Northern Bay 36; 900+hp

Continued on Page 22.

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

in spawner potential relative to no fish passage. The decline of American shad is not unique; declines of many other diadromous species have been observed in the North Atlantic basin. Multiple factors are likely responsible for shad decline such as overfishing, inadequate fish passage at dams, predation, pollution, water withdrawals, channelization of rivers, changing ocean conditions, and climate change. It is not possible to separate out impacts of each factor with available data to evaluate their relative contributions to abundance decline. Thus, the recovery of American shad will need to address multiple factors including improved monitoring (see below), anthropogenic (human-caused) habitat alterations, predation by non-native predators, and exploitation by fisheries. Data and Research Needs Efforts to assess the status of American shad on the Atlantic coast are hampered by a lack of data and the complex stock structure. Several high priority research needs were identified during the benchmark stock assessment to improve future stock assessments. Stock composition data (e.g., genetic samples, tagging studies) are essential to understand mixed-stock fishery impacts on American shad stocks. These data are needed for both mixed-stock fishery catches as well as mixed-stock fishery-independent surveys (e.g., coastal trawl surveys). American shad are relatively difficult to age, and scales continue to be used for age and repeat spawn data in several monitoring programs despite these data generally being

less reliable than age data from otoliths. Monitoring programs should use otoliths for age data. Scales should be collected for repeat spawn marks which are not made on otoliths. Rigorous protocols for ageing need to be used that include collection of supplementary data to evaluate error such as repeated, independent reads of age and spawn marks from age structures and continued collection of known-age fish. All systems with fisheries should be monitored with comprehensive fishery-independent monitoring programs that collect data on relative abundance and biological attributes and fishery-dependent monitoring programs that collect data on all fishery catch (including discards), effort, and biological attributes. Existing riverine surveys only encounter mature fish and marine surveys only encounter immature fish of unknown stock origin, making stock-specific maturity determination challenging. Maturity studies designed to accommodate this unique challenge posed by American shad reproductive behavior need to be conducted. More widespread research on fish passage at barriers is needed for adult upstream and downstream migration and YOY downstream migration. Atlantic States Marine Fisheries Commission August 2020| 8 Whom Do I Contact For More Information? Atlantic States Marine Fisheries Commission 1050 N. Highland Street Arlington, VA 22201 703.842.0740 info@asmfc.org Glossary Anadromous – Migrating from marine, saltwater environments to freshwater environments to spawn. Catch-at-age – The number of fish of each age that are removed in a year by fishing

activity. Depleted – Reflects low levels of abundance though it is unclear whether fishing mortality is the primary cause for reduced stock size Iteroparous – The characteristic of spawning more than once throughout a species’ life. Metapopulation – A spatially-structured population with subunits (river-specific stocks for American shad) that interact with each other but are distinct. Semelparous – The characteristic of spawning once before dying. Sustainable – Amendment 3 defines sustainable fisheries as those that demonstrate their stock could support a commercial and/or recreational fishery that will not diminish the future stock reproduction and recruitment. In the assessment, the mortality status of a system was defined as sustainable if mortality was less than or equal to the reference point or unsustainable if mortality was greater than the reference point. Total mortality (Z) – The rate of removal of fish from a population due to both fishing and natural causes. Young-of-year (YOY) – An individual fish in its first year of life; for most species, YOY are juveniles. References ASMFC. 2020. American Shad Benchmark Stock Assessment and Peer Review Report. Atlantic States Marine Fisheries Commission. Arlington, VA. 1208 p. ASMFC. 2010. Amendment 3 to the Interstate Fishery Management Plan for Shad and River Herring. Atlantic States Marine Fisheries Commission. Arlington, VA. 169 p., [http://www.asmfc.org/uploads/file/Amendment3\\_FINALshad.pdf](http://www.asmfc.org/uploads/file/Amendment3_FINALshad.pdf) ASMFC. 2009. Guide to Fisheries Science and Stock Assessments. Atlantic States Marine Fisheries Commission. Arlington, VA. 76 p., <http://www.asmfc.org/files/Science/GuideToFisheriesScienceAndStockAssessments.pdf>

ocean temperatures increase growth and secondary production rates, and reduce development times of zooplankton. However, these higher temperatures also reduce body mass and can change the overall species composition of zooplankton. Through years of observation, scientists have determined that the species of copepods that are most abundant in warm years are different than those seen in cold years. Studies have shown that juvenile fish need abundant lipid-rich (fatty) copepods in summer to put on enough body mass to make it through their first winter. Copepods and euphausiids are also important components of adult fish diets. For example, the stomach contents of commercially important pollock are comprised of roughly 27 percent copepods and 40 percent euphausiids by weight. Models Fill in Data Gaps

A lot of data has been collected over the years through field observations. However, inaccessibility and limited surveys, particularly during winter months, means that some areas and times of the year are not sampled. “By comparing and better integrating direct observations of plankton species, abundance and distribution in the marine environment with the model results, we hope to improve the models,” said David Kimmel, NOAA Fisheries biologist and project lead at the Alaska Fisheries Science Center. “It is critical to understand how zooplankton populations will respond to future warming as it will significantly impact fisheries production.” Kimmel and his collaborators at NOAA Research’s Pacific Marine Environmental Laboratory hope to develop projections for zooplankton abundance under varied climate conditions out to 2035. Better Forecasting Leads to Better Fisheries Management

Improved forecasting capabilities allows managers to make decisions about fisheries production or development tools that will address expected changes in marine ecosystems. For instance, they will be able to provide more reliable short-term and potentially long-term estimates for pollock recruitment (the number of young that will reach an age when they are capable of reproducing and contributing to the population). “Projects like this are really important to help the Alaska Fisheries Science Center advance our science as ecosystems change,” said Alaska Fisheries Science Center Director Bob Foy. “Enhanced modeling capabilities is part of a strategic science portfolio that includes long-term field research and surveys to collect essential biological, ecological and oceanographic data, sophisticated processing capabilities to interpret the field study results, and innovative technologies to further expand our monitoring capacity.” Funding for this project is provided by the NOAA Climate Program Office, MAPP program. This effort builds on the work of the NOAA-funded Alaska Climate Integrated Modeling Project.

**PENOBSCOT MARINE MUSEUM**

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

See the images online:  
[penobscotmarinemuseum.org/national-fisherman/](http://penobscotmarinemuseum.org/national-fisherman/)

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Enhancing Ocean Models to Predict Future Fish Stock Sizes

Scientists will conduct a 3-year project using 60+ years of field observations to improve biological, oceanographic, and climate models to help resource managers and fishermen better plan for the future.

In the ocean, microscopic plants called phytoplankton form the basis of the marine food chain. Production and species diversity of phytoplankton varies depending on environmental conditions (e.g., water temperature, nutrients, and light availability). This, in turn, has a significant influence on the survival of the animals that feed on the phytoplankton: zooplankton.

The most abundant zooplankton found in the Bering Sea are copepods (crustaceans) and euphausiids (krill). Zooplankton are the primary food source for larval and juvenile fish during their first year of life, a critical period where fish experience high mortality. Quality, quantity, and distribution of zooplankton prey therefore have a strong impact on fish survival.

Understanding how zooplankton respond to changing ocean conditions is an active area of research. In general, higher



The lighthouse at the entrance to Gilkey’s Harbor at Islesboro.



# Maine Department of Marine Resources News

Continued from Page 10.

Body of Missing Kayaker Recovered  
Near Ogunquit

1 September  
Ogunquit - The Maine Marine Patrol today recovered the body of Donald Vardell, Jr., 53 of Portsmouth, New Hampshire, whose overturned kayak was discovered Sunday near Wood Island at the mouth of the Piscataqua River.  
Vardell’s body was found by a fisherman at approximately 10:30 a.m., three miles east of Ogunquit and approximately 12 miles from his kayak. Marine Patrol was notified and recovered his body which has been taken to a local funeral home.

His capsized boat was discovered Sunday at 2:40 p.m. which prompted a search that concluded with today’s recovery.  
Also involved in the search were the US Coast Guard, Portsmouth Police Department, the Kittery Harbormaster, Kittery Police Department, New Hampshire Fish and Game Department, and New Hampshire Marine Patrol.  
Portsmouth Police Department will conduct the investigation into this incident.

Marine Patrol Investigating Little Deer  
Isle Fatality

2 September  
Little Deer Isle - The Maine Marine Patrol is investigating the death of a Little Deer Isle summer resident. The body of William Lamb, 82 of Charlestown, Massachusetts, was discovered Tuesday by a family member on a beach near his Lamb’s Quarter Lane cottage. Mr. Lamb had been reported missing by his wife after he failed to return from trip in his row boat Monday. Mr. Lamb’s body has been transported to the Medical Examiners office in Augusta for an autopsy.

An Update from Commissioner Keliher  
Regarding CARES Act Funds

3 September  
Dear Industry Member,  
Over the past few days I have received several calls from harvesters and the press asking about the CARES Act relief money. It seems that some are putting it out on social media that “The State is keeping the money” or “It’s only going to support aquaculture.” One individual asked me, “How are we supposed to know what is happening when no one tells us anything?” That statement shows me that the webinars and conference calls we’ve had to rely on cant replace in-person communications. Normally DMR would be holding regular meetings, and we would use those opportunities to update people on important topics. But with face to face meetings not happening as they usually would, I’ve had to look for a new way to speak directly to industry. So, while we are in this continued period of uncertainty caused by COVID19, I will be sending out monthly updates on a variety of topics to help keep everyone up to speed.  
Regarding the CARES Act money - the federal law that created this fund requires that the money be paid out to commercial fishermen, dealers, processors, aquaculturists and the party/charter fleet. To help DMR determine how to use the money we conducted a survey back in May to ask industry how the \$20 million allocated to Maine for relief of our fishing and seafood industry should be spent. The vast majority - 79 percent of you - let us know that you want a direct payment - a check. And that’s what were going to do.  
But here’s the issue that has held things up. Unlike many other sources of relief in the CARES Act, this particular pot of money has some fairly strict requirements.

Specifically, recipients must certify that they have experienced a greater than 35% loss of revenue from COVID-19, as compared to their previous 5-year average. Originally, DMR was led to believe that we could do this certification at the level of the fishery. For example, based on our landings information, we can show that almost all of our fisheries had a greater than 35% revenue loss during the spring of 2020 as compared to the prior five-year average. We believed that by documenting that, we could make every active license holder eligible to receive funds. However, later in our conversations with NOAA, we were told that the 35% impact must be demonstrated at the level of each individual license holder.  
For some of you, that might be easy. Others may find it harder. To make the process as painless as possible, DMR is doing an analysis to determine if we can use the landings information we have for the commercial fishing industry to certify the loss at the level of the individual. We hope this will be a help, since it will mean that approximately 7500 license holders don’t have to all do it themselves. Because we do not have complete revenue data for dealers, processors, aquaculturists and for-hire guides, those sectors will still need to self-certify this loss.  
We are doing this analysis as quickly as possible. Once it is complete, we will send out both letters and emails. Your letter will tell you whether or not DMR believes your landings information shows a greater than 35% revenue reduction and if you are eligible to apply for funds. This is not a final determination - if our data doesn’t show the required level of loss, you will still have the opportunity to submit an appeal. The letter will also tell you how to submit an application or appeal. You will be able to do this

online, or over the phone - whichever is best for you.  
We will have to wait until we have received all the applications before we can start issuing checks, because the size of the check will be based on the number of eligible applications. Right now, I anticipate that we will be accepting applications and appeals during the month of October, and I hope that checks will be mailed out in November. If that timeline shifts because of further complications, we will let you know as soon as we know, in a future update.  
My goal has always been to ensure our administration of these funds is done as cost effectively as possible. Contrary to rumors that appear to be widely held that we plan to keep 50% of the money for the department, we will only be using a very small percentage of the money, 0.2%, which amounts to less than \$50,000, to administer these direct payments.  
Based on feedback we got from industry, we’re also going to use a small percentage of the money to help build consumer demand for Maine seafood. Through a branding and promotion program, we intend to build consumer awareness and demand for the quality products Maines fishing, aquaculture, and seafood industry produce.  
Based on what I’m hearing from the public health experts, we might be in this boat for a while. So, I plan to reach out to you all on a regular basis with updates on whats going on at DMR.  
In the meantime, please stay safe. Pat  
**Continued on Page 22.**



# International Maritime Library

## NOW 85,211 Vessels Online @ internationalmaritimelibrary.org

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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*Dedicated to the Preservation of Maritime Writings*



# Maine Department of Marine Resources News

**Continued from Page 21.**

**Marine Department of Marine Resources Receives Funding to Improve Lobster Research**

8 September

Boothbay Harbor - The Maine Department of Marine Resources has received approximately \$100,000 from the 2020 National Sea Grant American Lobster Initiative to improve research into a key indicator of the lobster population’s health, and to develop a publicly available database of information for use by researchers.

The work will include an examination of a potentially less costly and more efficient method to examine the size at which female lobsters mature.

Research that studies the size of female lobsters at the point when they become capable of egg production is used in the Atlantic States Marine Fisheries Commission American Lobster Stock Assessment to predict the growth of female lobsters and to estimate egg production in the stock.

To-date, the method for studying the size at maturity has required large sample sizes and lab work that involves over a dozen measurements for each lobster related to growth and reproductive development. This method of testing is both time consuming and costly. The cost to conduct this lab testing at DMR over the last three years has been approximately \$100,000.

Because of the cost to conduct maturity work in the lab, there had been no new data from the mid-1990s until the last three years when funding became available through the Maine Lobster Research, Education, and Development Fund. “The datasets from 25 years ago are no longer an accurate reflection of female reproductive development,” said Jes Waller, a DMR scientist leading the work.

The department will use these Sea Grant funds to examine a method that uses blood

drawn from lobsters caught by DMRs sea sampling program, to examine protein levels that indicate reproductive development. DMR will collaborate with researchers and students at Dalhousie University to complete this work. The department will be able to conduct the new analysis for two years at a cost of \$25,000 because testing is done on thousands of samples collected and stored by DMR as a result of previous research. The cost and effort needed will drop considerably in the coming years as this new method is developed and the number of required samples declines.

DMR will also use the funds to establish an online library of images of pleopod samples along with data associated with each sample. Pleopods hold eggs under the lobsters tail and provide insights into a females molting schedule and reproductive development. The online database will provide resources for researchers at DMR and elsewhere.

DMR will collaborate in other National Sea Grant funded studies. DMR will lead most of the field sampling for a study conducted by the Atlantic Offshore Lobstermen’s Association in collaboration with Hood College, New Hampshire Fish & Game, and Maine Maritime Academy that will examine the distribution and abundance of lobster larvae and their potential food sources in nearshore and offshore areas of the GOM.

Additionally, DMR is contributing to a funded project with University of Maine, Maine Center for Coastal Fisheries, National Marine Fisheries Service, and the Maine Lobstermen’s Association evaluating socio-economic indicators of resilience in the lobster fishery.

DMR will also support a University of Maine collaboration with the Atlantic States Marine Fisheries Commission that seeks to improve the stock assessment for lobster, and another with the Gulf of Maine Research

Institute that assesses the influence of environmental variables and species-to-species interactions on lobster distribution and abundance.

“Maine DMR has committed to expanding lobster research capacity and these National Sea Grant projects are an exciting next step,” said DMR Commissioner Patrick Keliher.

A Message from Commissioner Keliher Regarding USDA’s Announcement of Trade Relief Program for US Fishermen Impacted by Retaliatory Tariffs

14 September

Dear DMR License Holder:

Earlier this week, I learned that the U.S. Department of Agriculture (USDA) Farm Service Agency is soon launching a program to provide approximately \$530 million to support the U.S. seafood industry and fishermen impacted by retaliatory tariffs from foreign governments.

I’ve been in contact with USDAs Farm Service Agency in Maine and have committed to helping to communicate this important opportunity to all potentially eligible Maine fishermen.

The application period opens on Monday, September 14th, so this information is provided to aid you in getting your application in as quickly as possible. This is a nationwide program, with many eligible species. Payments are based on an individuals 2019 landings of eligible species, multiplied by the value that has been assigned to each eligible species. The value for each eligible species landed in Maine is as follows: Flounder - 15 cents/lb.; Goosefish- 10 cents/lb.; Herring 4 cents/lb.; Lobster 50 cents/lb.; Pollock 1 cent/lb.; Sole 15 cents/lb.; Squid - 20 cents/lb.; Tuna 13 cents/lb.; and Salmon (aquaculture) 16 cents/lb.

To be eligible to apply, you must have

a valid federal or state license or permit to catch one or more of these species, and that catch must be sold through a legally permitted or licensed seafood dealer. Our current understanding is that product that is not sold through a dealer is not eligible for submission.

To apply, you will need to self-certify your 2019 landings information on the application. Due to the confidentiality laws, DMR cannot provide personal information over the phone as we have no way to verify who is making the request. These requests would need to be made in writing and verified by a notary. I understand that calls have already been made to the landings program, but it is not feasible for us to deal with hundreds of these requests. If you do not have your 2019 landings the quickest way to get this information is to contact your dealer(s).

Payments will not need to be repaid and there is no cost to apply however the payment will be considered taxable income. There is a payment limitation of \$250,000 per person or entity for all seafood combined.

Again, the application period will open on Monday, September 14 and remain open until December 14, 2020.

Additional information on the program as well as the application form is available at [www.farmers.gov/seafood](http://www.farmers.gov/seafood). For assistance, contact your local USDA FSA Service Center. Location information for Maine FSAs is attached to this notice. If you need in-person assistance, please call the Center nearest you to make arrangements for an appointment. They cannot accept walk in visits at this time.

I know this has been a stressful summer, so I am glad to be able to share some potentially good news for many members of the Maine fishing community.

As always, stay safe, Pat

## Lobster Boat Race Season

**Continued from Page 19.**

Mack, which was later replaced with a 700-hp Volvo]. He raced her from 1997 to 2018 and dominated the circuit and held the title as the fastest diesel boat for years,

Now it is onto the final event of the season, the Annual Meeting and Awards Banquet, which will held at Robinson’s Wharf on Southport Island on 17 October and we have a sponsor for the event: FPT engines! This annual meeting will start at 1700 hrs. (5 PM). It is here that all rule and classes changes take place. At this point there has been no suggestions to change any of the rules, but someone did mention changing one of the gas classes so they could add a turbo on their small block engine. Usually the meeting lasts 15 to 30 minutes and then happy hour is on. Dinner will follow at 1800 with awards after that. The restaurant has said they are good to go as did the Tugboat Inn in Boothbay, which is offering a discount to the racers of \$129 plus tax, but say you are a lobster boat racer to get this discount. Your options for dinner are: prime rib; haddock; chicken; pasta primavera or seafood trio-bake of scallops, haddock and shrimp. Please call for banquet reservations to Maine Coastal News at (207) 223-8846 or email at [igmatats@aol.com](mailto:igmatats@aol.com).

**This year’s winners**

**GASOLINE CLASSES**

**Gasoline Class A – 4 & 6 cylinder 24 feet and over:** 1) *Cindy Jen*, Jon Johansen

**Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Wide Open*, Wayne Rich

**Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee

**DIESEL CLASSES**

**Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Rich Returns*, Wayne Rich

**Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Venom*, Steven Osgood; 2) *Last Design*, Roy Fagonde

**Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer; 2) *Audrey May*, Randy Durkee; 3) *Miss Kylee*, Ed Shirley

**Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley; 2) *Karamel*, Josh Audet

**Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal

**Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *First Team*, Travis Otis

**Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Maria’s Nightmare*, Jeremy Beal; 2) *Misty*, Chris Smith

**Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson; 2) *Easy Money*, Nathan Thompson

**Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor


**Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope; 2) *Sea Urchin*, Alan Knowlton

**Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal; 2) *Alexsa Rose*, Matt Shepard

**Diesel Class N – 40 feet and over; 751hp and over:** 1) *Miss Amity*, Jason Chipman

**Wooden Boats (A) Any hp, up to 35 feet 11 inches).** 1) *Wide Open*, Wayne Rich; 2) *Cindy Jen*, Jon Johansen

**Wooden Boats (B) Any hp, 36 feet and over).** 1) *Rich Returns*, Wayne Rich



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# U. S. NAVY NEWS

Continued from Page 9.

**Keel Authenticated for Future USNS Harvey Milk**  
**By Team Ships Public Affairs**  
**03 September**

SAN DIEGO – The keel for the future USNS Harvey Milk (T-AO 206), the Navy’s second John Lewis-class fleet replenishment oiler, was laid at General Dynamics National Steel and Shipbuilding Company (GD NASSCO), Sep. 3.

Due to ongoing health concerns associated with the COVID-19 pandemic, the keel was authenticated without ceremony. However, to commemorate the milestone, remarks were recorded for compilation and release at a later date.

A keel laying is the recognition of the start of a ship’s construction. It is the joining together of a ship’s modular components and the authentication or etching of an honoree’s initials into a ceremonial keel plate. The ship’s sponsors, U.S. Senator Dianne Feinstein and Paula Neira, had their initials etched into the keel plate by NASSCO welders Kyle Meinert and Julio Abril.

“The ship will significantly contribute to our Combat Logistics Force, serving as the primary fuel pipeline from resupply ports to ships at sea,” said Rear Adm. Tom Anderson, Program Executive Officer, Ships.

As critical elements of the Navy’s Com-

bat Logistics Force, Fleet Replenishment Oilers directly contribute to Adm. Gilday’s Future Navy efforts to make naval logistics more agile and resilient by enabling the employment of forces in dispersed and forward environments.

Harvey Milk will be operated by the Navy’s Military Sealift Command and is the first ship named after the Navy veteran and civil and human rights leader who became the first openly gay elected official in California when he won a seat on the San Francisco Board of Supervisors in 1977.

NASSCO is also in construction on the future USNS John Lewis (T-AO 205) with an additional four Fleet Replenishment Oilers on contract. The Navy’s program of record calls for the eventual procurement of 20 Fleet Replenishment Oilers to replace the aging T-AO 187 class.

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, sealift ships, support ships, boats and craft.

**Spotlight on Artificial Intelligence: Office of Naval Research to Highlight AI Research at DoD Symposium From ONR Corporate Strategic Communications**

**09 September**  
ARLINGTON, VA - How can the Depart-

ment of the Navy (DoN) best harness the power and potential of artificial intelligence (AI) to address everything from operating efficiency at sea to corporate excellence?

These questions will be discussed by leaders from the Office of Naval Research (ONR) during two panel sessions at the Department of Defense (DoD) Artificial Intelligence Symposium and Exposition, held Sept. 9-10, 2020.

The two-day virtual event is sponsored by the DoD’s Joint Artificial Intelligence Center (JAIC). It will bring together government, business and academic experts to focus on delivering AI-enabled solutions to benefit warfighters; strengthen national security; and improve the effectiveness, affordability and speed of military operations.

On Thursday, Sept. 10, at 2:30 p.m., Chief of Naval Research Rear Adm. Lorin C. Selby will participate in a session titled “Rigging for AI,” which will discuss how to best position the sea services for accelerated AI development and adoption.

Later that day, at 3:15 p.m., ONR will preside over another session showcasing the AVENGER Naval AI Grand Challenge—an initiative intended to maximize military-civilian AI partnerships, and promote greater innovation within AI development processes.

“In naming the challenge AVENGER, we took inspiration from the Battle of Midway,” said Navy Chief AI Officer Brett

Vaughan, who is part of the team overseeing AVENGER. “Midway was a pivotal momentum shift in World War II and saw the debut of the Avenger torpedo bomber.

“Much like the role the Avenger aircraft played in Midway, our expectation is that the AVENGER Naval AI Challenge will catalyze a tide-turning effort in the campaign to accelerate AI development and adoption,” continued Vaughan, who also is ONR’s AI portfolio manager.

The AVENGER Naval AI Grand Challenge is a collaboration involving the Navy Chief AI Officer; ONR; the Deputy Chief of Naval Operations for Warfighting Development (OPNAV N7); the NavalX Agility Cell; the Navy’s Digital Transformation Office; JAIC; and various naval laboratories and warfare centers.

The challenge connects Navy and Marine Corps AI developers with experts in industry, academia and the government to address problems ranging from knowledge management and data maintenance to base security and small-unit maneuvers. The goal is to develop fleet-tested solutions within a year and scaled capabilities within 18 months.

Vaughan said a primary objective of AVENGER is to evaluate the effectiveness of the current naval innovation pipeline to remove barriers to AI adoption and create best practices for getting technology solutions to the fleet faster.

# Boat And Ship Yard News

Continued from Page 18.

Mitsubishi engine removed and this was replaced with a Cummins.

The wooden ROLLING STONE [44’ Johns Bay Boat; 700-hp Lugger] was purchased two years ago by Allan Dugas. She was built as HANNAH CARSON owned by William Clemons of Harpswell. He sold her to a fisherman from Kittery where she has spent much of her life. The last couple of years she has been getting completely refurbished and that is nearing completion. They have completely refinished the engine, redid interior brightwork, laid a new platform of two layers of plywood over the old one and glassed it, added two insulated fish tanks under the platform, rewired and new hydraulics, and now giving her a complete paint job. She has spent most of the summer in the water to keep her bottom tight. Alan is hoping to do some halibut and tuna fishing with her next year.

Parker Poole’s Stanley 44, which he purchased last fall, is progressing well and is now in the paint shop. Over the winter they ripped out and replaced the platform and cabin; cleaned up the Detroit engine and gave her a new exhaust system. She is now having her topsides faired and then they will paint her, top to bottom.

The Newman 46 lobster/dragger ERIKA JADE from Harpswell is and is having her platform and fuel tanks replaced. The platform has been ripped up from transom to cabin and the fuel tanks removed. They will then replace the tanks, do any other structure repairs needed and then put down a new platform.

The outboard department was also busy replacing engines for the commercial and pleasure industry. They said that their big seller has been the Mercury SeaPro, which is a good commercial duty outboard.

Royal River stores just around 400 boats from small runabouts to 70 or 80-footers. There are another 100 that loaded on a trailer and taken to the owner’s home for the

winter. When these are all in, they get to start hauling them.

In one bay this summer has been a 1974 Mack truck, which is owned by Andy Dugas. He said that he has put a new steering unit in and at some point she will be used hauling the big yard trailer. Andy loves the big trucks and has two others, a 1984 and a 1985 Mack. He said he need something else besides boats to do.

**S. W. Boatworks**  
**Lamoine**

In one bay they are finishing out a Calvin Beal 34 as a harbor master and fire boat for Situate, Massachusetts. In the next bay they a Calvin Beal 36, which will be a research boat for the State of Rhode Island. Both of these boats are at the same stage, which is paint. Once the painting is done they will begin hook ups. Both are also powered with the same engine with the 34 getting a 500-hp QSE 8.3 and the 38 a 550-hp QSE 8.3.

In the bay on the other side of the road they are finishing out a Calvin Beal 48 as a lobster boat for a fisherman from Vinalhaven. She is a 44, which was cut in the middle and extended four feet. She will be powered with a 1,000 hp Caterpillar. They had some glass work to do down forward and are laying up the wheelhouse before they start painting the interior. She is scheduled to go over late fall or early winter.

Coming up next will be a Calvin Beal 36 finished out as a walkaround sportfish boat. She will be powered with a 750-hp Scania and should perform very well. This will be followed by two Calvin Beal 42s, which will be finished out as sportfishing yachts. Then they have, what owner Stewart Workmen termed a make-believe Calvin Beal 38 being finished off as a training boat for the U. S. Coast Guard Academy in New London. She will be a hull, with no running gear or interior and will be planted in the lawn and used to practice boardings.

All this takes will take them to 2022 to

complete, but they still may be able to get out a couple of kits.

**Wesmac**  
**Surry**

Recently they delivered their second boat south when they took the fully-decked out sportfishman PILAR, a super-wide 46, to Palm Beach, Florida. She is powered with a 1,400-hp MAN V12 and cruised at a very comfortable 20 knots. She now will be loaded on a freighter and then taken to San Diego, California.

The first delivery south was HARRIS, a 54-foot patrol boat, which went to Brunswick, Georgia.

Outside under a mass of shrink wrap is Wesmac 50, which was purchased by Linda Greenlaw, who is having her lengthened five feet. She is structurally sound and they are getting ready to move her to the water so they can sea trial to make sure that after the modifications she performs the way they want her too. She will then go into Building 8/9, which is the lay-up shop, as that is the only bay she fits in, to be finished as a 49-passenger Subchapter T vessel. They need to rewire her, insulate the engine room and make her Coast Guard certified.

In the first bay they have another boat for the State of Georgia Department of Natural Resources. She is an open boat with twin helms on the open sides. They have most of her structure done with about 30 to 35 percent more to go to complete the project. She is expected to be launched late this year.

When the Georgia boat is out she will be replaced by one recently sold. Her new owner wants to add several features, so she is coming in to have control stations, fish hold and fish tanks and other modifications made.

The twin engine (1,150-hp Caterpillars) Wesmac 50, which is going to West Islip, New York, is in Bay 2. Her structure is nearly done and they have started putting her systems in. Soon she will be moved sidewise into Bay 3 as that is the only door she can

come out of.

In Bay 5 they have a boat for the aquaculture schooner at Bridgeport, Connecticut. The floors are down and the classroom wheelhouse is going on, which will be followed by the pilothouse. Once the fuel tanks are hydrostatically tested with the Coast Guard and approved they will put down the platform. Her crane is on its way from Italy and should arrive in the next few weeks. They are looking to launch this one late next spring.

A superwide 46 is in Bay 6 and she is being finished off as a sportfisherman for a customer from Massachusetts. The hull is now being worked on and the top is being laid up in Building 8/9.

Over the last couple of months they have sent two Wesmac 50s to Clark Island Boat Works in St. George to be finished, which will be finished off as lobster boats.

They recently had a conversation with a father from Chatham, Massachusetts, who’s 20 year daughter loves offshore fishing. She is currently fishing in a 30-foot Grady White centre console and stays out two or three days fishing. He says she needs a bigger boat and they were interested in a Wesmac 42. After several conversations they paper work was being put together and they will start laying her up this fall.

Due to the manpower shortage, Wesmac is going to offer more partially completed boats. Bill Grindle added, “In reality there is no new labor showing up. We have what we have for crew, we have infrastructure so we are going to capitalize on that. We are going to turn out partially completed boats. We are calling them kits but they are going to be partially completed boats. We might do a 50% completion. We might do all mechanical systems in addition to main bulkheads and structure, and then let some other shop do the minutia details that take half the build time. I want to keep that talent pool alive and well. I would like to build on it but that seems to be impossibility.”



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14 March  
Page 2.  
**IRON SHIPBUILDING.**  
**Some of the Advantages of Wood over Iron.—How “Iron pots” came to sail the Sea.—An interesting Article on the Subject of Iron Ships.**  
(C. E. Hyde of Bath Iron Works before the Current Event Club.)

Iron as a constructive material for vessels was first used in boats navigating the English canals. Just when or where the first iron boat was built is a matter of doubt. We know, however, that so long ago as 1787 an iron boat, built by one John Wilkinson, an iron founder of Lanchashire, was in use on the Staffordshire canals and runnings into the river Severn and in the early years of the present century such vessels had become quite numerous in the locality. The first iron boat built in Scotland was launched near Airide in 1818 and plied on the Moukland canal for more than fifty years. The first iron steamboat, named for her designer and contractor AARON MANBY, was built at Tipton in Staffordshire in 1820 and sent thence to London in pieces, where it was put together and afterwards made a voyage to Paris, landing a cargo of rape seed at the Port Royale.

A departure so radical as the use of iron for shipbuilding met, as may be readily

understood, most strenuous opposition on all sides, and a few broad and far seeing me, the most prominent among whom were Brunel, Russel and John Laird in England, and David Napier on the Clyde, worked to this end for some years with but little progress. Great Britain was a nation of sailors, and a strong patriotic sentiment hung about the old wooden ship. The iron vessel was contemptuously alluded to as an “iron pot” and there seemed to be a popular feeling that the nation would somehow lose prestige and be disgraced if Old England’s “Wooden Walls” were supplanted by vessels built of a material which, of itself, would sink. Even the chief constructor of one of the Royal dockyards exclaimed, with indignation to Mr. Scott Russell “Don’t talk to me about ships of iron. It is so contrary to nature!” But if that constructor had lived his three score years and ten, he might have seen, in place of his little oak ship of 1500 tons, several steel “fighting machines” of ten thousand tons displacement filled with machinery and each costing over three millions of dollars.

The advantage of the iron ship, however, gradually became manifest from a commercial point of view, and soon after 1825, people were found building iron sailing and steam vessels of moderate size in various parts of the kingdom. In the year 1834 Mr. John Laird of Birkenhead constructed

a paddle wheel steamer which was shipped in pieces to the United States, re-erected on the Savannah River and was named the JOHN RANDOLPH, and it is a strange coincidence that this same John Laird who built what was perhaps the first iron vessel seen in American waters, built and sent out nearly thirty years after the Confederate cruiser ALABAMA. Vessels were gradually increasing in size and about the year 1840 it was becoming evident that, owing to the increasing scarcity of timber on the one hand and on the other hand to improved facilities for producing plates and other shapes of iron, the relative position as regards first cost of the wooden and the iron vessel was becoming inverted and while previously those who had built their vessels of iron did so because of the superiority of that material, it now began to come into general use on account of comparative cheapness. And from that time the development of iron shipbuilding was very rapid, until, in the year just passed, there were built on the river Clyde alone, vessels of iron and steel aggregating 335,000 tons; on the Tyne 281,000 tons; on the Wear 217,000 tons; West Hartlepool 84,000 tons, and in Ireland total tonnage of 87,000 tons. Other localities of less importance bring the total tonnage of Great Britain built in the year 1889 up to the enormous total of 1,346,516 tons.

The iron tonnage built on the Delaware, which comprises nearly all the iron shipbuilding yards in the United States was for the past year about 25,000 tons. There were in Great Britain 13 shipbuilding establishments, which, during 1889, produced upwards of 25,000 tons each. The largest of these, Palmer’s Ship Building Co., of Jarrow, produced 28 vessels with a total tonnage of 64,000. This establishment, begun in a small way in 1853, now occupies an area of nearly 100 acres, having a river frontage on the Tyne of 3000 feet. The company bring the ore from the mines in their own steamers to smelting furnaces on the river bank, and the coal used is from their own mines a few miles away. The iron is rolled into plates and beams on the spot, and every part of the vessel and machinery is made by their own artisans. The number of men employed is between seven and eight thousand and their weekly pay roll is £12,000 or about ten thousand dollars a day. In Continental Europe comparatively little has been done in iron shipbuilding until very recently, and millions of dollars have gone from those countries into the pockets of British shipbuilders. The steamers of the great French and other lines running to the United States were, until recently, all built in English yards. Within the last ten or twelve years, however, shipbuilding plants,

The Vendee Globe Update

**Continued from Page 8.**

IMOCA boats between now and 2025. “We have drawn up the best ever programme of events with all the major international races brought together in the same programme. Our boats are innovative, spectacular and sailed by skippered by highly skilled sailors who nevertheless remain close and accessible to the public. They are increasingly committed to seeing our sport evolve and play its part in society,” stressed Antoine Mermod.

The general meeting also saw some important technical details put to the vote along with a plan to change the class rules for the 2024-2025 Vendée Globe. “The IMOCA is a Class that encourages innovation, as that is part of our DNA and helps us move forward. We don’t want to curb that aspect,” explained Antoine Mermod. “However, we are now in an economic context dominated by uncertainty and we need to be able to work on keeping costs under control. Reconciling innovation with cost control is not easy, especially given that the IMOCA projects are very varied.”

Among the matters that were the subject of debate at the general meeting, only one was voted down: the installation of foils on the rudders. Antoine Mermod: “The question was studied a lot with the teams through the class’s technical committee. This change will come in the future to the IMOCAs, but with the voting, we saw it was a bit too early to take this step, which is important in terms of R&D and costs. We are continuing to work on the matter as a mid-term objective.” For the foils, the design will remain completely free, but a limit to the size of the foils has been accepted.

At the moment, the mast, keel and hydraulics are defined as standard elements for the IMOCA boats. Other elements will join them - the boom and the foil and rudder systems. Among other key decisions, the use of biomaterials is being encouraged for the non-structural elements aboard the boat.

The membership of the board that has been elected: Antoine MERMOD - President of the IMOCA class; Jérémie BE-

YOU (Skipper of Charal) – new member; Arnaud BOISSIERES (Skipper of La Mie Caline-Artisans Artipôle); Louis BURTON (Skipper of Bureau Vallée 2); Kevin ESCOFFIER (Skipper of PRB) – new member; Charles EUVERTE (Team manager of DMG Mori); Boris HERRMANN (Skipper of Seaexplorer-YC de Monaco); Paul MEILHAT (President of the IMOCA Race Committee).

The schedule for the rest of 2020:  
17th October: Opening of the Vendée Globe Village in Les Sables d’Olonne  
8th November: start of the Vendée Globe, Les Sables d’Olonne  
May 2021: the next General Meeting

IMOCA Globe Series 2021-2025

2021:  
May: Guyader Trophy  
June: The Ocean Race Europe  
August: Rolex Fastnet Race  
September: Défi Azimut  
October: Transat Jacques Vabre

2022:  
May: Guyader Trophy & Bermudes 1000  
June: Vendée-Arctique-Les Sables d’Olonne  
July: Drheam Cup  
September: Défi Azimut  
October: The Ocean Race  
October: Route du Rhum-Destination Guadeloupe

2023:  
January-June: The Ocean Race  
June: Legs 8 and 9 of The Ocean Race - Aarhus-The Hague-Genoa  
August: Rolex Fastnet Race  
September: Défi Azimut  
October: Transat Jacques Vabre

2024-start of 2025:  
May: The Transat CIC  
June: New York-Vendée-Les Sables d’Olonne  
September: Défi Azimut  
November-February: Vendée Globe

**The Azimut Challenge Taught Us A Lot**  
The tenth Azimut Challenge finished yesterday with victory going to L’Occitane en Provence (Armel Tripon) in the runs, Charal (Jérémy Beyou) in the 48-hour race and PRB (Kevin Escoffier) winning the race around the island of Groix. Three complementary events with three different winners. After Charal totally dominated the event last year, this 2020 edition raced in summer-like conditions, showed that the fleet are getting closer and closer together in terms of racing at the highest level. The next big event for the IMOCAs will be the start of the Vendée Globe on 8th November.

The second IMOCA race event of the season after the Vendée-Arctique-Les Sables d’Olonne, the Azimut Challenge was something many teams had reserved in their diary. In the end, seventeen boats including eleven foilers raced during the five days in Lorient. The event enabled us to discover several IMOCAs in their latest configuration: Thomas Ruyant was trying out the second version of his foils on LinkedOut; Stéphane Le Diraison took part aboard his 2008 Finot designed boat in her new configuration. Time for Oceans underwent a thorough six-month long makeover in the Multiplast yard with in particular foils being fitted (the same as on Jérémy Beyou’s 2014 Maître CoQ), a new coach roof and new rudders... As for L’Occitane en Provence, this was her second appearance after Armel Tripon was forced to retire early from the race back in July and Sam Manuard’s highly original design clearly has a lot of potential.

“The standard of preparation that has gone into the boats is excellent. It is true that the conditions were more like summer, but everyone showed determination and there was fortunately no damage to report,” noted Antoine Mermod, president of the IMOCA on the pontoon in Lorient. After things got going with the runs, which saw victory go to ‘L’Occitane’ with a speed of 23.35 knots, the main event involving 48 hours of racing will be remembered for its uncertain outcome right up to the finish.

“The first night was very fast with impressive speeds close to thirty knots

in winds that did not get above twenty knots,” added Antoine Mermod. “In the end, it was Charal that came out on top, but APIVIA was for a long time out in front, with LinkedOut threatening and L’Occitane en Provence never far behind. It was wide open and we saw too that foilers like PRB and Initiatives-cœur, which were sailed very well can still get all the way up there. It was more like a leg in the Solitaire du Figaro, which in terms of sporting commitment is the reference.”

It was indeed exciting all the way to the finish in this 48-hour event. Kevin Escoffier who looked like the race was his for the taking, fell into a trap in the flat calm seas. Over the final few lengths, Jérémy Beyou grabbed victory. He was followed by three women who therefore made it to the top four - Samantha Davies, Isabelle Joschke and Clarisse Crémer. All three dealt well with the light airs off Pen Men Point and turned things around at the finish.

We are now getting a much clearer picture of the various groups within the fleet. At the top of the table, we have seen that many boats have been able to compete with Charal, which remains the reference in the new generation and aboard which there have been the most developments.

Just behind, there is a group of four older IMOCAs from the 2018 or 2019 generation that have been fitted with foils and still have plenty to show us: Initiatives-cœur, MACSF, PRB and Seaexplorer-Yacht Club de Monaco. They are followed by the fleet of foilers from 2015 or before, which have often been able to show their strength alongside the best IMOCAs with daggerboards like Banque Populaire X, Groupe APICIL and V and B-Mayenne.

The Azimut Challenge is an event that pleases the racers and is now a key event and so quite logically will become part of the IMOCA Globe Series Championship from 2021. “It is down to us to help this event grow to make it a must for as many boats as possible. We have already started working with the organisers with that in mind,” Antoine Mermod said to conclude.



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in some cases quite extensive, have been established in Russia, Holland, Germany, France, Spain and Italy, in nearly all cases receiving substantial aid from their respective governments, and the wisdom of this policy is now becoming apparent. The very fine steamer AUGUSTA VICTORIA added last summer to the Hamburg line having twin screws, triple expansion engines and all the recent improvements, is a German production throughout and is proving one of the fastest and most economical vessels in the trans-Atlantic service, and the latest additions to the French shipyard, and equally creditable to their builders.

Iron shipbuilding in America, though comparatively insignificant in extent, has always been creditable in quality, and at the present time, notwithstanding the advantage which England would naturally derive from longer and more extensive experience in building iron vessels, hr ships are superior to ours only in point of size. While we in America are not yet forced to the use of iron for shipbuilding through lack of other material, it is becoming evident that iron vessels are preferred to those of wood from other considerations, and it behooves us in Bath, if we would retain our prestige as a shipbuilding community, and the profit which it brings, to be prepared to met the demand. It would at first sight appear that our greater distance from deposits of iron and coal would put us at a hopeless disadvantage in competition with the yards of the Delaware and Chesapeake, but as an offset to this we have a climate which, though somewhat more severe in winter, is on the whole more favorable to active and vigorous out-door work. The most serious difficulty in establishing the iron shipbuilding industry in Bath, that of obtaining suitable labor, would, I believe, be overcome in time. It would at first be necessary to bring from other places men skilled in iron shipyard work, but if the young men in our schools will not be afraid of soiling their hands, and our carpenters, especially the younger men, will show a determination to learn the new ways, the matter will not end with the establishment of a single yard, and there is now reason why Bath may not have, in a few years after the beginning of her fist plant, an intelligent community of iron workers from which the Delaware builders will be glad to draw.

The most important advantage which the iron has over the wooden vessel is greater carrying capacity for given dimensions. For example, the sides of the ship RAPPAHAN-NOCK, including frames, plank and ceiling, are about 20 inches thick, while on iron or steel ships of the same outside dimensions would be built of plates about 5/8 inch thick, fastened to light frames of double angle iron, thus giving not only more room inside but a much lighter weight of hull. This in case of coasting vessels, which are often required to pass through drawbridges and ascend shoal rivers, is obviously a great advantage.) In steam vessels, especially where speed is a requisite, the lightness of the steel hull is in its favor as well as the ability to get finer ends than the wooden construction will admit. The facility with which an iron hull may be subdivided into water tight compartments insures greater safety in case of collision or stranding. Machinery can also be secured in an iron hull in a more accurate and satisfactory manner than in one of wood. In the matter of durability, no limit has yet been found to the life of an iron vessel which is well built and properly cared for. An iron steamer in excellent condition is now running between Baltimore and Philadelphia which has been in service since 1846.

While what may be termed the geometrical part of building a ship is much the same

whether the material be of wood or iron yet the readiness with which in the use of wood a misfit can be corrected with the axe or adz has led to many free and easy methods of work in modern ship yard which in building an iron vessel are not to be thought of. For example, the frames of a wooden vessel are gotten out somewhat thicker than required, their outer side, having a rough approximation to the level required to receive the planking, and after being set up in place are trimmed or dubbed down by the adz until the plank will bear fairly upon them. In case of the iron vessel each frame or angle iron, after being bent hot to its proper curvature, must be fastened down upon an iron floor and its outer side, at every point, be given the exact bevel required, to fit the plating, as taken from the drawing on the floor of the mould loft. Any inaccuracy in this respect is not only apparent on examination of the vessel, but makes itself apparent on the outside by humps and hollows in the plates after the riveting has drawn them up to their places. Great care is also required in ordering the material for an iron vessel. Close dimensions of each plate and beam must be determined from the draught before the order is sent to the mill, otherwise great waste of material and labor would result.

In building vessels for government all material is subjected to chemical and physical tests of the most searching character under the inspection of officers detailed for that purpose. This of course adds very considerable to the cost of the work and to the time required for its execution. (The cost of an ordinary merchant vessel of iron in America at the present time exceeds that of a first class wooden vessel by about 20 percent.) The facilities of our best yards are still behind those of Great Britain, owing to the unprofitable character of the shipping trade in general not having warranted the large outlay for tools which is customary in English yards. It may however be considered that having equal facilities and a fair amount of experience in any line of mechanical work American labor is more efficient than British nearly in proportion to the difference in wages—so that with the prospective revival of shipping interest we may yet hope to make a creditable showing in iron shipbuilding.

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### Ice Notes.

Our correspondent, Wint Lewis, writes: The ice fever is contagious. It is now raging

on the shores of Lake Maranacook. They are loading ice from this historic lake at the rate of 15 cars per day. A special engine is placed at the disposal of these men of venture, and as night approaches a special train is made and off they go with the slippery load to Bath, returning at the early dawn ready for another day's business. We trust that the future may prove o less slippery regarding the venture than the past few weeks have been.

The company which is to cut ice at Newport has been organized under the name of the Lake Seabasticook Ice Co. The firm is made up of such Newport business men as E. W. Shaw, E. R. Dow, C. H. Merritt, R. H. Libby, C. H. Morrill, S. P. Judkins, J. F. Whiting, Robert Jenkins, J. B. Marsh, W. I. Leavitt and others. The lumber is being sawed at Merrill's mill for the frame of an ice house to be erected on the line of the Dexter railroad, one mile from the village, at a point known as the brick-yard crossing. At this point the railroad runs near the lake. The house will be about 70 x 160 ft. on the ground. The railroad company will put in a spur track for the use of the company.

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**From the Hub of the Universe.  
The Proposed Canal from Boston to Lowell.—The Canal that was begun from Boston to the Hudson River.—It was to have passed through The Hoosac Tunnel but The Fitchburg Railroad went through instead.—An evening in Nova Scotia.—What The New Haven Daily Palladium says of Bath.—The Snow Storm in Boston.—The Business Boom in Maine.—Live Portland Topics.—The Appointment of John Fowler of Boston, to be U. S. Consul to Ning Po, China.**

(Correspondence of The Journal.)  
What next shall I write about?  
Well, this is, it seems to me, a rather late day and a pretty old country for such a project as building a canal. Right here in Massachusetts where electricity is not fast enough, they are talking of building a real canal, with water in it. It is proposed to construct it from a point adjacent to Boston Harbor, to Lowell. So long as it concerns Lowell, I suppose we shall have to agree to the project; and the scheme does possess many features to comment it. It is argued that, were a canal maintained and operated between Lowell and Boston, Lowell could be made a port of entry. Rates as cheap as

those by water are badly needed in Lowell. For example, coal could be transported in schooners from the head of tide water, to Lowell, at many times less rates than it can now be done by rail. The bill with reference to the above enterprise is now before the Massachusetts Legislature, and it seem likely to pass. But the point I started out to make is, that if this canal is constructed, it will be the first enterprise of the kind to be attempted since the canal from Boston to the Hudson River was begun many years ago. When they found the Hoosac Mountains in their way, they constructed the Hoosac Tunnel, and by the time that was completed, a steam railroads came into use and the Fitchburg Railroad now more familiarly known as the Hoosac Tunnel Route, was built. This is a matter of history.

Down in the Maritime Provinces where the INDUSTRIAL JOURNAL goes to quite an extent, they all know well a gentleman who is now claimed by Boston as her how—"her very own." I refer to one of our most popular newspaper men, Mr. Thomas F. Anderson. When and why he emigrated to Massachusetts I am not sure, but one thing I do know, and that is that Boston newspaper men would sooner lose their identity than Anderson. He's here to stay. Everybody likes him. I went to hear Anderson lecture a few nights ago. That is one of his side shows—lecturing, and a mighty successful and interesting thing it is, too. He takes "An Evening in Nova Scotia," as his subject. Now I am not trying to work in a puff for Anderson. No correspondent, unless it may be Joe Howard, ever does that; but there were some features about the lecture that were unusually interesting. For example, one of his views showed an immense railroad building enterprise in full operation. There was a great cut through a mountain, and the sides sloped steeply upward until they net the primeval forest high above. Lumbering operations and mines were shown, and great railroad bridges were depicted upon the canvas. The fishing industry was not left out, and what particularly interested me was Leary's famous raft of logs just before it was launched. Its curved sides towered far upward, and its body lay downward to the water's edge like a huge sea serpent about to take a plunge beneath the waves.

I clip the following from the New Haven, (CT) Daily Palidium: "Bath, which enjoyed the distinction of building more wooden ships than any other place in the

## Nautical Books For Sale



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world, in the days of wooden sea-craft, is enthusiastic over a revival of the industry, though steel is the metal to be worked under a contract for two gunboats recently awarded. Though remote from the raw material, the skill of the workmen should enable the Maine seaport to compete with Pennsylvania plants.”

Boston had yesterday, the heaviest snow fall for two years. All day it snowed heavily, almost incessantly and drifts formed in the city almost as fast as they could be cleared away. The storm furnished employment for thousands of men in Boston and vicinity who would otherwise would have been idle. Snow is a boom, also, for livery stable keepers. Last Monday teams let readily for \$3 an hour. Next to Maine ice men, Boston stable keepers are having the softest snap.

It does beats all how Maine cities are booming things. The Boards of Trade are doing the most of it, and everything seems to have a genuine, bran new enthusiastic boom. Now there’s Portland. Within the last year the Fruit and Produce Exchange has come into existence. Other enterprises have sprung up. The fact is Portland is getting out of that old and much worn rut of hers, that she used to follow somewhat, and is waking up. The same thing is noticed with the papers of Portland. The daily papers are dropping their old fogeyisms and are substituting therefore some fine samples of modern progressive journalism. The press has everything to do with the prosperity of a city. There’s that esteemed contemporary of ours, the Board of Trade Journal. Why, even the bright red

covers of the Journal are sufficient to awaken enterprise and give cheer to any business community to say nothing of its brighter pages full of interesting matter. THE INDUSTRIAL JOURNAL has led the van in this enterprise and 1889 was a notable year in Maine business circles all round. 1890 will be still more so, I prophesy. Speaking of the Board of Trade Journal, there is one hustler in Portland, one who don’t allow any grass to grow under his feet, and that is M. N. Rich, Secretary of the Portland Board of Trade. I wish we had him for Secretary of the Boston Chamber of Commerce. But of course we can’t get Secretary Rich up here to Boston. He is married to Portland as positively as it is possible. Portland needs him, and he is a good man for her to have.

I have often wondered why Back Bay, in Portland, cannot be treated in some such a way as Back Bay in Boston has been. If I remember rightly, when I used to know Portland her Back Bay looked about as Boston’s did before the improvements. I believe if Portland would improve hr Back Bay, as Boston’s Back Bay has been improved, that nothing would be a better financial investment, and it would cause everything to boom in Portland. There ought to be some capitalists in Portland who would stand ready to start such an enterprise. I do not want to be premature, but I will gladly furnish any information as to the improvements on Back Bay, Boston, and Portland is situated exactly the same, as far as I can see.

I was talking with Mr. John Fowler, of Boston, the newly appointed United States

Consul to Ning Po, Chung river, China, the other day. In the course of conversation, we got to speaking of Maine. He said he had visited some of the ports of Maine, and was always impressed with the size, depth of water and so on, particularly Portland, Bath and Bangor. Mr. Fowler served in the United States Navy for several years, as Secretary to the Admiral, I believe. Any way, he says, that in visiting many parts of the world, as he has, and, as a naval officer, meeting many vessels of different kinds, he has had an opportunity of knowing that, of the American built vessels he has seen in foreign ports, the most were built in Maine ports. By the way, the appointment of John Fowler to be Consul to Ning Po is a most admirable one. There could hardly be found a man in the United States so well qualified to fill the position as he. He has not only visited every open port of the Chinese Empire, but he has been in many of the closed ports. He speaks Chinese like a Celestial, not broken China, but real substantial, practical Chinese. So far as qualifications go there can be no doubt as to that. Mr. Fowler is an educated gentleman, and his knowledge has been greatly enhanced by his extensive travel. Ning Po is a city of great commercial importance. It contains about 240,000 inhabitants, and the port is an important one. The President and Senate has honored Mr. Fowler, and he will honor his country in return.

ALLAN ERIC, Boston, March 7, 1890

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**COMMERCE AND TRADE.**

Ship HENRY B. HYDE, Captain Pendleton, which arrived at San Francisco 3<sup>rd</sup> inst, from New York, made the passage in 107 days.

The schooner HENRY MAY, of Calais, 174 tons, built at Milford, DE, in 1854 has been sold to the Berlin Mills Company of Portland and Captain Orne, formerly of schooner DAVID TORREY.

A profitable season for shipping is now assured. Just now owners of vessel property can congratulate themselves. The extra demand for vessels in the ice trade and the high freights offered will stimulate freights elsewhere. There is also an unusual demand for vessels to bring lumber from the South for Maine shipyards.

Portland’s exports last week were valued at \$235,245. They were 38,491 bushels oats, 28,580 bushels barley, 50,790 bushels corn, 5,640 sacks flour, 413 head cattle, 523,850 lbs. bacon, 595,940 lbs. cheese, 20 cases leather, 16,684 bushels peas, 2,654 bbls. apples, 1,400 lbs. butter, 7,800 lbs. hams, 47 pkgs. leather, 18 cases oranges, 5,200 feet maple wood, 21 pkgs. sundry. The imports were 50 cases oranges, 50 cases clothing, 60,000 feet boards, 700,000 cases shingles, 500 tons mdse., 20 passengers, 4 horses, 1 cow, 2 rams.

The New York Marine Journal says: United States Shipping Commissioner Johnson did the crew of the new ship RAPPAHANNOCK up in a summary manner on their arrival at Philadelphia from Bath, Maine. They refused to unbend the sails and stow them away while the vessel was being towed up from the Capes, claiming that it did not come within the line of duty, although they had plenty of time to do it. They appealed to the commissioner to decide the question, who deducted \$2 from their pay. The men decided to go down to the wharf after the vessel was fast and stow everything snug, which they did under the supervision of officers who sought to prevent them cutting the sails.

Among recent charters are the following: Ship EDWARD O’BRIEN, San Francisco to Liverpool, grain 31s, 6d; brig JOHN

H. CRANDON, New York to Pernambuco, general cargo \$1 per bbl, and case oil 33 1/3c; schooner SARAH W. LAWRENCE, Norfolk to Portland, coal, p. t.; schooner MINNIE O. TAYLOR, Portland to New York, lumber \$2.75; schooner ANNIE B. MITCHELL, Portland to Wilmington, DE, ice \$1.50 and Wilmington towages; schooner NELLIE LAMPER, Portland to Wilmington, DE, ice \$1.50; schooner LAVINIA CAMPBELL, Portland to New York, ice, \$1.50; brig MARY C. MARINER, Perth Amboy to Portland, coal, 75c; schooner WILLIE H. HIGGINS, Portland to Philadelphia, ice \$1.30; schooner L. S. LOVERING, Clark’s Cove to Cristfield, MD, ice, p. t.; schooner MARTIE A. HOLMES, Portland to Baltimore, ice \$1.25; schooner OLIVER S. BARRETT Clark’s Cove to Norfolk, ice \$1.30; schooner A. W. ELLS, Belfast to Newark, ice \$1.75; schooner JOHN STOCKHAM, Northeast Harbor to New York, ice \$1.85; schooner KIT CARSON, Darien to Bucksport, lumber, \$8.50; schooner FINEMAN, Jewett’s Cove to Great Neck, Long Island, ice, \$2.00.

In the ocean freight market deal and timber freights for trans-Atlantic ports are nominally unchanged, with seeking vessels rather more numerous than orders. With the River Plate and Brazil ports there are as yet no indications of a substantial revival of activity, and the slow movement in these trades, compared with the last two seasons, is not without unfavorable influence upon other departments of the carrying trade. The advance of the season, however, it is confidently expected will ring with it an improvement upon the present condition of things. A sharp rise in cereal prices, with no corresponding advance in the European markets, has served to somewhat restrict the charter of steamers for grain, and a weakness in rates for distant loading is apparent. The tropical and semi-tropical trades show little or no change. As usual at this period, considerable freight in the shape of cooperage, coal, lumber, etc., is going forward to Cuba and the other West India islands, and as a rule vessels are accepting low rates in order to avail of return sugar and molasses cargoes. Coastwise lumber freights remain quiet and steady, but as the ice trade is absorbing, and is likely to absorb, a good deal of tonnage at strong rates, vessel owners are counting upon higher quotations from the yellow pine ports. Colliers continue to be largely neglected. Current rates on ice are \$1.50 @ \$1.75 from points in Maine and \$2 from New Brunswick to New York.

**THE FISHERIES.**

Flounders are being caught in Belfast harbor. It is unusually early for them.

John Pew, the founder of the house of John Pew & Sons, the largest firm in the American fisheries, died a few days since in Gloucester, MA. He belonged to a family, which for four generations have been connected with the fishing business.

A large school of mackerel was seen off Nantucket February 23. The presence of mackerel so far north at this season of the year is believed to be without precedent, as they seldom appear in schools off the United States coast before the latter part of March or first of April.


The Portland fishing schooner, GEORGE W. KEENE, has brought into that port a 125 pound porpoise, that was caught about 35 miles out to the west of Jeffery’s. The fish measured about 4 feet, and attracts considerable attention as it is seldom one is found in these waters.

At Lovett’s fish market in Portland was shown the other day a monster white halibut. It was taken by two men in a dory with a hand line on George’s Bank, and weighed when

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16.5’ Larson Dual Console 1985      SALE \$3,200  
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Updates: New seats, lights, bilge pump, engine recently tuned up.

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New in 2017 F350 Yamaha; 3 Years of warranty still available!  
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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

dressed 395 pound. It is safe to say that it is the largest halibut ever brought into that market. Some idea of the size of this fish can be had from the fact that steaks cut from it will be fifteen inches broad.

SHIPBUILDING NOTES

The vessel to be built in Machias by John Shaw this season is all taken up, and work will be commenced as soon as the frame arrives from the provinces.

Kelley, Spear & Co., Bath, have the frame up for a three-masted schooner 105 feet keel, 29 feet beam, and 8 feet hold, for Captain Phineas Kimball, of Boothbay.

The firm of Arthur Sewall & Co., of Bath, has purchased the old Moses shipyard, which has been idle for several years, and will use it in connection with their yard, which adjoins it.

Captain S. H. Barbour, of Brewer, is making good progress on the new steamer to run between Waterville and Gardiner. Captain Barbour says he will try and have her float light in twelve inches of water.

The keels for four schooners have been lately stretched in the yard of the New England Co. at Bath, --one of 1000 tons for Captain Theodore Anderson of Port Richmond; one of 1000 tons for Captain William Anderson of same place; one of 500 tons for J. B. Drake, of Bath, and one of 1000 tons for Captain Stevens, of Clinton, CT.

Amos Lord has retired from the firm of Lord Brothers, sailmakers, Bath, and H. S. Lord continues the business. The Bath papers say that he has had an immense amount of work under way and contracted for. It will add up to over 50,000 yards. He employs ten men the year round. Mr. Lord is the youngest sailmaker in Bath and without a doubt has the largest amount of canvass to make up of

any one firm in New England. Among his contracts are seven four-masted schooners.

21 March

Page 1.

W. O. Sargent, manager of the Oak Hill Granite Company of Belfast, has taken a contract amounting to \$10,000 to furnish granite for a building in New York.

\*\*\*\*\*

Quinn & Co., boiler makers, Portland, are building a steel boiler of one hundred horsepower for the Diamond Wrench Company. They have also just completed a new steel boiler for a steamer at Milbridge.

\*\*\*\*\*

The great sarcophagus of red granite upon which the Bodwell Granite Company have been at work at Vinalhaven for seven months, is completed. It is polished all over and is a fine specimen of workmanship.

\*\*\*\*\*

Brown & Wade, of South Thomaston, are doing a large business at their Jameson granite quarry. They are shipping a large amount of rough granite and are also very busy on monumental work. They have orders for seven monuments to go to Galveston, Texas, and four for Detroit, MI. They now employ a force of 25 workmen.

\*\*\*\*\*

The Daney Brothers of Bucksport, who conduct a branch of their fish business at Southwest Harbor during the summer, proposed so it is reported to keep a barge there in the harbor filled with ice to supply the fishermen and others; this barge to be replenished from their ice house at Bucksport and towed each way. This arrangement would it is thought, be highly appreciated by the fishermen. Large quantities of ice

are consumed at Southwest Harbor in the summer season by the Gloucester fishermen alone, this being a center for bait.

\*\*\*\*\*

George W. Capen, Eastport, is largely increasing the capacity of his tin decorating establishment on Union Wharf. A new cylinder press, made by the Union Lithographing Co., of New York, especially for the tin decorating business, has just been set up, and this in addition to the former Hoe press will enable them to give quick execution to orders. In the addition lately built and connecting with the main building, a large brick oven, twice the size of the one used last season, has been put in, with many improvements. The tin decorating business was an experiment at Eastport, last year, but it proved a successful one.

Page 4.

The ice harvest, which has been protracted to an unexpected length by the cold weather which came so opportunely the middle of the month, may now be considered finished as far as river cutting is concerned. The pond ice holds out later than river ice and these fields will be utilized as long as cutting is practicable.

\*\*\*\*\*

A matter in which the students in the technical schools of New England are taking great interest is the recommendation of Engineer-in-chief Melville, that graduates in technical engineering of technical schools, shall be allowed to compete for appointment to the engineer corps of the navy, with graduates of the naval academy. The bill which it is proposed to make the basis of legislation on the subject, has been introduced by Senator Butler. It provides that there shall be a class

of cadet engineers in the engineer corps. Appointments of cadet engineers shall be made from the graduates of the engineer divisions of the United States Naval Academy, at the end of the four years' course, and from graduates of those technical schools of the United States, whose course of instruction in mechanical engineering may be considered satisfactory by the secretary of the navy.

Maine Granite Manufacturers. A Meeting in Bangor of Prominent Granite Manufacturers.—A State Association Organized.

At the Bangor House, this city, on Wednesday evening last, was held a meeting of representatives of the various granite companies and firms throughout the State in response to a call issued about ten days ago for the purpose of taking action upon the formation of a State Association. The following persons were present: W. S. White and George M. Brainerd, of Rockland; J. P. Hunt and J. F. Bodwell, of Hallowell; E. N. Brown, of South Thomaston; I. S. Bangs, of Waterville; George C. Lovell, of Freeport; N. G. White, of Hartford, Conn.; W. B. Eaton, of Sullivan; C. N. Houghton, of Boston; George Pierce and J. T. Rowe, of Frankfort and John Bell of Deering.

The election of officers resulted as follows:

President, George M. Brainerd, of the Bodwell Granite Company.

Secretary, W. S. White, of the Booth Bros. and Hurricane Island Company.

Treasurer, J. F. Bodwell, of the Hallowell Granite Works.

Executive Committee, George Pierce, I. S. Bangs, W. B. Eaton, G. E. Lovell and N. G. White.

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21' SCOUT 215 DORADO, 2021. Midnight blue hull color, Yamaha F150XB outboard, Seastar hydraulic steering upgrade, bow cover, full canvas enclosure, trim tabs, raw water washdown, Venture trailer. Call

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21' SCOUT 215 XSF, 2021. Midnight blue hull color, Yamaha F150XB outboard, Sport Package: aluminum T-top w/aft spreader light, T-bag, rocket launchers, forward seating backrests, stern seat – T-top enclosure, powder coated T-top upgrade, raw water washdown and Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



23' SCOUT 235 XSF, 2021. Midnight blue hull color, Yamaha F300UCA outboard – upgraded leaning post w/ tackle station, folding helm chairs and Igloo cooler, rocket launchers, LED trim indicator switch, Yamaha 6YC display gauge, diaphragm overboard discharge pump, self-contained porcelain head, bow rod/cup holders, powder coat upgrade on split bow rails, Seadeck helm footrest and helm

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28' BERTRAM FLYBRIDGE CRUISER, 1986. Twin 2010 Mercruiser 305 hp w/530 hours, lower station, bimini top, GPS, depth finder, VHF radio, galley, dinette and head. Asking \$21,900. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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30’ GRADY WHITE FREEDOM 307 2014. Twin Yamaha F300XCA Outboard w/179 hours. Clean and loaded with extras. Asking \$169,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.

## POWER/SAIL



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

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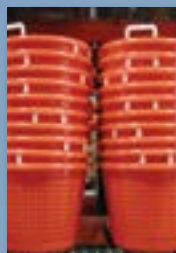
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