# Maine Coastal News

Volume 33 Issue 11 November 2020 FREE



At Mainely Boats in Cushing they are finishing off this Calvin 36 as a sportfisherman for a customer out of MA. She will be launched in the spring.

#### BlueJacket Shipcrafters Searsport

I always find something interesting going on at Al Ross' bench. Currently he is making repairs to a model of the NS SAVANNAH. Al said that it was in pretty rough shape when it arrived, with no fittings left on deck. Another person had done some work before being shipped to BlueJackets, which mostly consisted of painting the hull. Al painted the deck and then mounted all the new hardware.

This was a model once offered by BlueJackets and when Nic asked the readers of his newsletter if they thought the model should be re-released he received a favourable response. So, they are seriously thinking of offering this model again, but before that can happen they will have to do a total upgrade to the kit and plans.

On another bench in Al's workshop he is progressing on the model of the pre-dread-nought OREGON. The hull is shaped and primed and he is presently working on deck structures. He just sent out about 900 pieces to be photo-etched. He is also working on the plans, which will now be offered in a booklet, and not large, rolled up sheets. He added, "Because there is so much laser work, each sub-assembly unit will have its own 11 x 17 page. They will all be in alphabetical order and I did it because this will be the

actual size of the sub-assembly units and how they go together."

For years Al used to draft all this by hand, but two years ago he entered the computer-age. He explained, "I am a believer, the only thing that I find sort of negative is you lose your style. I used to be able to look at a drawing and say well, that is so and so. This is great because a straight line is a straight line, but it's kind of a trade-off. It is much quicker and you could get some marvelous detail, but I don't know...I haven't given away my drafting equipment yet."

Al is working on a book of small combatants and showed by a drawing he had done of MGB 109, built by the British Powerboat Company, which is his favorite motor gun boat." It was a beautiful draw with incredible detail, which would be extremely time consuming if done by hand.

Al is also working on a model of the six-masted schooner WYOMING. Doug Lee helped him with a lines plan and Al has created the bulkheads and the backboard for mounting them. She is going to be a good-sized model with a length from boom to boom of 56½-inches. Once the bulkheads are mounted on the backboard, the builder will have to plank her. Al said, "Instead of using the glued-up decking for planking, because it is just too long and will give you an unnatural looking splice, they will use



Bluejackets Shipcrafters in Searsport is making repairs to a model of the SAVANNAH.

somewhere around 250 1/16<sup>th</sup> square strips to plank the hull. This is because the length of the planks you will be able to stagger the butt joints like they would with the real vessel. There are also 250 stanchions for the rail and I think they are about 3/16 of an inch high. Really low rail on her."

It will be awhile before this kit is ready to go on sale.

Nic, the owner of BlueJackets, is

rigging a model of the clipper ship RED JACKET, which was built in Rockland in 1853. That morning he had put on the t-gallant yards.

A teacher has just ordered 20 Optimist dinghy kits for a class she is doing on model building. The students are from 10 to 14 in age and they are going to have five  $1\frac{1}{2}$  long

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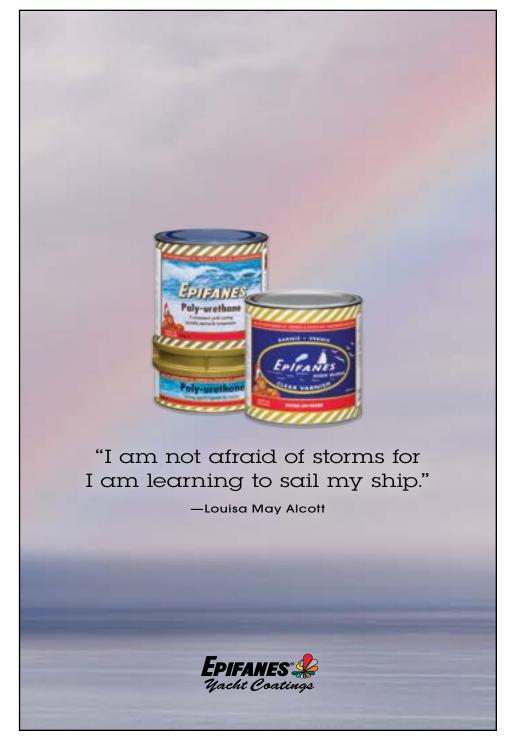
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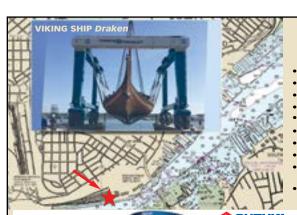
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### Maine Coastal News

P.O. Box 710

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(207) 223-8846

E-mail - igmatats@aol.com

Website: www.mainescoast.com

















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**Publisher Editor-in-Chief Advertising Sales**  Jon B. Johansen **Rachel Elward Randy Nichols** 

**Advertising Deadlines:** The deadline for the December issue is November 6. The deadline for the January issue is December 4.

### 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/

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

Info: 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 New Bedford Whaling Museum

New Bedford, MA Info: (508) 997-0046

Enlightened Encounters: The Two Nations of Manjiro Nakahama

> New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046

"The SPRAY will Come Back": Sole Working the Bay: History, Economy and Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum

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"Go a Whaling I Must, and I Would," Life On Board a New Bedford Whaling Vessel New Bedford Whaling Museum

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Scrimshaw: Shipboard Art of the Whalers New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046

Voyaging in the Wake of the Whalers Mystic Seaport

Mystic, CT Info: mysticseaport.org

#### MARCH

Maine Fishermen's Forum Samoset Resort Rockport Info: mainefishermensforum.org

### Publisher's Note

It is going to be interesting to see just how long this Pandemic lingers. Since the shutdown, back in March, it has been a different eight months. I certainly did not mind the lock down as I was finally able to get things done around the office and the house that had lingered much too long, in some cases decades. I still had plenty of things on my to-do list, but I needed to get back out on the road the end of April. The pace was much slower as many of the places were still understandably locked down. The extra time I spent in early spring was getting CINDY JEN ready for the water, which I had a great time doing. Then Travis Otis and I spent many hours this summer chasing issues, as it was evident that she had not been run consistently over the last several years. Quickly I realized that I needed to do more and learn all the ins and outs on her. I am still hoping that I can get a few more runs in her this fall, but time is running out. I also want to haul her out early enough so I can get some work done before it gets too cold to work on her outside. The big project is going to be removing the fuel tank, getting it repaired and then re-installed. I also want to strip her bottom and smooth up her topsides. Ann and I had a great time running CINDY JEN around Penobscot Bay, but I really need to rid her of the engine problems.

Like most people I have changed my schedule slightly due to the Pandemic. The first week and a half of a new issue is spent running the coast getting the distribution done. The four days I used to spend at the Holiday Inn at Portsmouth, New Hampshire is now cut down from three to one night due to the libraries being closed. This gives me more time at home and that means hitting the road or going to the Penobscot Marine Museum to do more research. To do the work I used to do in the libraries at Gloucester and Portsmouth means I am probably going to purchase a STimaging Viewscan, which reads microfilm into a computer. This allows you to take a photograph of what you want and store it on a memory stick, using a lot less memory than if you use a cellphone. For years I used the cellphone and now I have over three terra bites on a backup drive of just newspaper articles. The only downside might be the interlibrary loaning of the newspapers I need. I have a good collection of newspaper on microfilm that will keep

me busy for several years. If I cannot interlibrary loan the Gloucester and Portsmouth papers, hopefully these libraries will re-open this winter or next spring so I can get back to work on their papers. These newspapers are loaded with incredible information that I do not believe can be found anywhere else.

As you know my main attention has been on the vessel database, which now comprises about 140,000 vessels. I made an update on the website (internationalmaritimelibrary.org) mid-spring with the hope to have another update mid-summer. Almost every spare minute I had went into updating, adding to the list of 85,212 vessels in 'Version 2' and eliminating the duplicates. I wanted to complete the updating as it would make the database that much better. However, even though I slugged through as fast as I could it was going to take several more months to complete. Finally, I decided to stop the updating and make the changes necessary to get another version up. Hopefully, this will happen in November. I believe the database will then consist of about 120,000 vessels, which will include many of the boats, including lobster boats, built here in Maine that are not listed in an annual list such as the "List of Merchant Vessels of the United States." I have also added U. S. warships, but these may not appear as this list needs additional work as these vessels had numerous changes over their life, which can get really confusing.

As some know, Ann says that I am a hoarder, which I cannot dispute as there is too much evidence to the contrary. So, now that fall has arrived with a little more free time, I am trying to clean up some of the clutter of more than three decades. Little has been filed and all the magazines and books that have been donated to the Library needs to be cataloged and boxed. I have already made several trips to the huge storage locker in Bangor and now you can walk into the office and not feel claustrophobic. Soon, there will also be room in the garage for Ann's car.

To-do lists have been a Godsend, but the list does not seem to get smaller no matter how much I get done. I do believe it keeps me focused more on what is important, especially if it is time sensitive. I do hope it starts getting smaller at some point as the list may outlive me.

### **LOOKING FOR SOMETHING TO DO** THIS WINTER?



Are you locked in the house and with winter coming looking for something to do? Well, unfortunately a model builder passed away, but he left a large number of ship models, which are being sold at Bluejackets Shipcrafters in Searsport at a reasonable price. Some of the vessels are: ALABAMA, ALFRED, B. TANEY ROGER, BEAGLE, BONHOMME RICHARD, CHARLES W. MORGAN, CONSTITUTION, CUTTY SARK, ENTERPRISE, HARRIET LANE, KATE CORY, MARTHA, NEWSBOY, SERAPIS, SWIFT, VOLANTE, and WILLIE L. BENNETT. There are also some plastic kits of airplanes.

### DAVID HACKETT & HARPSWELL HISTORICAL

HARPSWELL – There are numerous towns Clark, Angier H. Curtis, David Curtis; Paul along the coast of Maine that have a very interesting history. Unfortunately, in some cases it is not easy to find a good account of them, as no book has been written on the subject or objects have not been collected and placed in a historical society for you to see them. However, some of these towns have been blessed with people who have an infinity for their town's history and do all they can to make sure that it is preserved for future generations. One such person is David Hackett of Harpswell, who has been saving history almost as long as he has been alive.

Harpswell consists of Bailey's, Orr's and Sebascodegan Islands and was incorporated in 1758. In the late 1700s and early 1800s the town voted against separating from Massachusetts, but this was reversed in 1819. Another contention within the town was to connect the major islands (Bailey's, Orr's and Sebascodegan) with a bridge and this was constantly refused. Finally, in the mid-1800s a bridge was built by Orr's Island residents, but the town refused to maintain it. A few years later the bridge was accepted, but a couple of years after that it was destroyed. In the 1880s a steamboat wharf was built on Orr's Island and the first steamer to use it was GORDON, Capt. James Long. Soon after the mail for the island arrived from Portland via the steamers. With tourism growing more steamers, from different lines, called at Harpswell, Bailey's and Orr's Islands.

Since the late 1700s, Harpswell has built numerous vessels, just over 225. There were many small schooners used in coastal trade or fishing. The largest vessel built was the 1,200-ton ship JOHN L. DIMMOCK built by George Skolfield in 1853. Several had notable careers sailing to all corners of the globe. Unfortunately, many ended their life due to shipwreck, fire or being abandoned at sea. Others were captured like the BETSY in the War of 1812; bark ALBION LINCOLN was captured and bonded in the Civil War, but the brig PAUL C. ALEX-ANDER was not so fortunate as she was captured and burned; and HAMILTON was the last stone sloop from Chebeague Island.

through the cemetery opposite the Historical Society you will find: Ezekiel Alexander, Henry Alexander, William Barnes, Charles S. Curtis, Andrew Dunning, James Dyer, Charles Johnson, Stephen D. Johnson, Matthew Martin, Alcot S. Merriman, John Merriman, Silvester S. Merriman, Wanton Merriman, Henry A. Merryman, Hudson B. Merryman, James Merryman, John Meryman, Thomas Meryman, Walton Meryman, Henry Orr, James Orr, David Perry, John Reed, Clement Skolfield, Robert Skolfield, Thomas Skolfield, and James Stover. These were captains from the age of sail and made voyages all over the world.

The Harpswell Historical Society is located at 929 Harpswell Neck Road. They have four buildings at this location, but also are responsible for the East Harpswell Baptist Church and the fishermen's memorial statue at the southern end of Bailey's Island.

David added, "The Historical Society, which was founded in 1979, and I was the first vice-president. When we had our first public meeting over to Library Hall on Bailey's Island. I think Thurlow spoke, but at the end of it we had refreshments and a woman walked over to me and said, 'Your name is Hackett, right?' I said 'Yeah.' She said, 'Are you any relation to Perley Hackett?' I said, 'Yeah, that was my grandfather. She said, 'My God,' and storms off. She goes over and talks to her husband and he is looking at me giving me a dirty look and he comes over and he says, 'Your grandfather was selectman for a long time, wasn't he?' I said, 'Yeah, 36 years.' He said, 'You know he stopped us from building the Bailey Island bridge for damn near 50 years,' and I said, 'Yeah, I know that,' He looks at me like he didn't know what I was going to say, and I said, 'It would be kind of nice here without any cars, don't you think?' The two of them looked at me with draggers in their eyes and then they started laughing and we had a good conversation after that."

David and my focus were on the maritime related items in the Museum. The first he explained was two portraits of Captain Charles Bishop and his first wife Sophie, who died when she was 25. He would be David's great grandfather on his father's



One of the models in the Harpswell Historical Society's collection.

Your next great

**ADVENTURE** 

he said would we like to have it. He kept apologizing, saying it's a primitive, it's not very good. The story is even better than the painting itself is that on a voyage to the Indian Ocean they were becalmed for two weeks. Captain Webber decided he was

going to paint a picture of the vessel so he plucked a number of hairs out of the back of his neck to make a brush and the canvas is ship's canvas they had onboard to repair the

**Continued on Page 6.** 



### DAVID HACKETT & HARPSWELL HISTORICAL



A barometer from a Harpswell ship.

#### **Continued from Page 5.**

sails and the paint is paint they had onboard to paint the ship and the frame was stuff that was in the carpenter shop to do repairs to the ship. When I got it, one of the things is how do you know what you know for sure, so I took it to a marine art dealer friend, Terry Geaghan and I sat it on an easel and said what can you tell me about it? He looked it over and the first thing he said was that is ship's canvas that is not canvas an artist would use. Then he looked it over a little bit more and he said that paint is house paint or boat paint. That is not paint an artist would use. Well, that kind of confirms it. It is the story that goes with it that is one of the best parts of it."

On another wall is a couple of old half-hulls. One is a small schooner built at the Allen yard. She was skippered by John Toothaker and the family gave the model to Dane Allen, who later passed it onto the Museum. Unfortunately, this vessel struck a ledge in thick of fog and went down in Portland Harbor.

The other half-hull is of the brig MATANZAS built in Harpswell in 1849. She worked in the West Indies trade taking down lumber and returning with rum and molasses. She was registered until 1876, when it is noted that she was lost. David's great grandfather David Henry Hackett sailed in this trade for several years. He added, "He went to church one Sunday morning in the spring and came back down, sat on the front doorstep to take his shoes and socks off and had a heart attack and drop dead."

Capt. Hackett sailed on some of the Skolfield vessels, several times with Capt. John Bishop on the brig HATTIE S. BISHOP built in Harpswell in 1864. David said, "He was mate on her and I don't know when Captain John stopped being captain of her. He was captain of her the end of her life. He had a house in Bath like a lot of captains did and he had land here in Harpswell. He built the house that I live in in 1884. Being frugal Yankees, they decided to tear down a couple of old houses to get lumber so a lot of the moulding in my house and doors are about 200 years old rather than the age of the house."

In the front room there is a barometer. David explained, "That was Captain Dunning's, but I am not sure which Dunning, it's father and son. When Clement Dunning died, I expected everything in his attic to come to the Historical Society but his daughter had other plans and everything was auctioned off. I thought we didn't have funds enough to go and buy much at an auction, but one of my neighbors called me from Hawaii and he said, 'I just saw the auction

notice. I am going to send you \$6,000, buy what you can.' When I went to the auction, there seemed to be one man in particular I was bidding against and he had much deeper pockets than I did. There was a breakdown in the loud speaker at the auction, so they had to stop the auction for a few minutes and a woman, that I did not know, grabbed me by the shoulder and said, 'Do you know that man?' pointing to the guy that I was bidding against. I said, 'No, I don't.' She said, 'Well, you are about to meet him.' She took me over and introduced me and he was a Dunning and that was why he was interested in the stuff. He said to me, 'How much money do you have?' I said, 'Well, \$6,000,' and he said, 'When you run out of money let me know and I will buy whatever you want.' Shortly thereafter this barometer came up and I had been watching the audience to see what interest there was in it and I didn't see much. I thought \$2,500-\$3,000 would be a fair price and the auctioneer said there is an outside bid and I thought, 'Oh, god,' and the outside bid was \$5,000. I thought 'No, I can't do that' and then I thought, 'how many chances are we going to have to get a barometer from a Harpswell ship that has been around the world?' I spent \$5,050 and we had it, but there were a lot of trim pieces missing off of it and some of the glass was missing. Ten or fifteen minutes later this man comes up and says, whoever bought that barometer there's the rest of the glass and trim pieces so we have everything."

Also in the front room is Elcot Stover Merriman's writing desk, which David was able to get an auction house to donate to the Museum; Stephen Decatur Johnson's writing desk that came from the meeting house; and John Bishop's sextant, which came in one Sunday afternoon when an older lady came in and said, 'David this belongs here.' After she left David opened the box and said, "I could see it was a very nice English sextant with an Ivory handle on it with a sterling silver plaque that says, 'Presented by the British Government to Captain Bishop of the U. S. Ship JAMES SOUTHARD of Richmond, Maine' in acknowledgment of his kindness to a portion of the crews of the brigs LYRO of Nova Scotia and the ALBI-ON of Maryswith in February of 1868."

Upstairs where they host the Subsistence Workshop, where they work with school kids, mostly from the Coastal Academy. David teaches them to build moccasins, 3-legged log stools and knapsacks. When they are sitting and working on these projects, they are sitting on the stern pieces of the schooner BOWDOIN. David said that they would like to paint an ocean mural on the wall saying, "There will be a few boats in the mural and one of them will be Elroy Johnson's boat. Elroy had a dog, Bruin, and he used to say that was the smartest dog in the State of Maine. He's out hauling in the wintertime; they are out Half-Way Rock and weather gets kind of sloppy. Then the bait boxes start tipping over so they decide to come back in and the wind is picking up, snow is coming down and they get almost into Jakish and they realize the dog is not with them, The dog fell overboard and nobody noticed and so he turned around and headed back out. The wind was getting worse and the snow was getting worse and they found the dog. He was paddling along in the breaking seas, by then 2-3 footers and the dog was swimming, about 2 miles in freezing water. Elroy grabbed him by the collar, hauled him onboard, and he shook himself off and he was fine. I think painting that into the wall is a story the kids need to

David told another story of Elroy Johnson. He said, "They are out on the Grand

Banks, this is 1917 or 1918, it's a blowy day so they can't set the gear. They got the staysail set, wheel tied down and they are down in the forecastle and all of a sudden he hears this big clunk, clunk and he figures one of the ice cakes has come loose in the hold, so he decides to go up and check it out. There were ten vessels there, nine of them right together and they were about two miles off and in between them was a German U-boat. They had surfaced and were forcing everybody off the vessels and putting dynamite chargers onboard to blow them up. They were aimed exactly at the submarine so they couldn't see that they had hoisted sails, but when they dropped off into the wind, the German's could see that they were trying to get away. They fired at them a few times but fell short. They put up everything they had and got the engine running and they headed for Stellwagen Bank in the shoal waters. They kept that up all day and night and got into Portland Harbor safely and the other vessels I think were all sunk or a majority of them were."

When asked what the most noted shipyard was in Harpswell, David said, "Skolfields, the Skolfield yard is right on the town line and local politics and local finances have changed the town line from time to time. It used to be said that the Skolfields built their ships in Brunswick and launched them in Harpswell."

As for other builders, David added, "The Allen's, on Allen's Point. They built mostly brigs in the 1860s and 1870s and then they moved the yard up in the cove in the '80s and started building fishing schooners.

There were also a number of boatbuilders over the years. When asked about Henry Barnes, David said, "I used to be in his shop when I was five years old. His shop was a couple miles up on the left. There is a nice little house that John Bishop built that he lived in. Captain John's son built that house. That was what was always called 'the chicken coop' and that is where they built the boats. The chicken coop never had any chickens in it because it belonged to a rum runner and that is where he stored rum. Henry and Herman (Morse) to me had kind of an ideal life, they built boats in the wintertime, went fishing in the summertime, and always had big gardens."

"Herman was a big man. My first recollection of Herman, I was probably four years old, and I was in what is now the Museum, at the time was a store. Herman comes in and when he walks in the doorway, he fills the doorway right up. I am standing by the meat counter by my mother and he comes over and he bends down on one knee and then he bends down just as low as he can and he still towering over me and he says, 'You wanna wrestle?' 'No. no! I don't want to wrestle.' Herman and Henry Allen, Allen's Seafood, used to hang out together when they were young. They used to go to Grange's when they had dances and they were at Topsham Grange and Herman found somebody to dance with and Henry didn't so Henry went down to the front of the Grange where all the young fellas were drinking. He bet three of them they could not take Herman off the dance floor and this is the guy he rode up with. The three guys go in and tackle Herman on the dance floor and Herman grabs them by the gruff of the neck and the seat of their pants and throws all three of them out. They are going home and Henry is feeling a little bad about this so he takes half of the money and sticks it in Herman's pocket and Herman says, 'What's that for?' Henry says, 'Don't ask."

David has been around the area fishermen all his life, adding, "I started raking sea moss when I was 8. I fished all through high school, a couple years after that. I went with Dane (Allen) mostly. I never had traps of my own, I was always stern man. We went dragging in the winter, musseling and shrimping. He had a boat called STRUG-GLE, which was built in Portland Harbor in 1918. She was a water boat, built to carry fresh water out to ships. When Dane got a hold of it, it was pretty tired. She was 32 feet long, double-ended and the guys used to say it had a bow like the TITANTIC and a stern like an Old Town canoe. He rebuilt her into a dragger. Shrimping was big at the time, this would be '67 or '68. I was fishing with him in high school and it was the end of November he says, 'I have some traps down the Mink Rock you want to come out and help me bring them in?' I said 'Sure.' So, Saturday morning we go down to Mink Rock. At the time he had a boat called the MISS X, which was a nice wooden lobsterboat. Abner Lowell pretty much built her. It had a 400 Pontiac engine in it, but it didn't have a fuel filter. So, when we were hauling traps four or five times the engine would die. He would get out a hammer and he called it his 'hammer dance' and he'd bang on the carburetor and the float would come unstuck and start up and away we would go. So, we were out by the Mink Rock and it's blowing a little bit, three-foot chop got one trap onboard and the engine dies. Mink Rock is not a nice place to be especially if your engine is not running. So, he beat on it and thrashed on it and had the battery almost flat. He said, 'I think you better clean the carburetor.' He's trying to decide whether we are dragging or not as we are sitting on nine traps for an anchor and not far from shore. I took the carburetor back aft, took it all apart and cleaned it. I get it all put back together and he is ranting and raving at me and I thought, 'I'll get you.' There was a periwinkle sitting beside me, I picked the periwinkle up I put it in my hand and started really looking at it and he's staring back at me. I said, 'You know, I don't think we need this' and I threw it overboard. Periwinkles if they land just right make a big splash. I put the carburetor back on and she started right up and we hauled the traps and off we went."

Like anyone who hangs around the water when they are young with no money, they learn how to make repairs. When asked who he had worked with, David said, "Royal Lowell, Carroll Lowell, I worked with both of them quite a bit. Danny Lowell as well. I learned a lot from them but a lot of it has just been self-taught. I always had fast cars when I was in high school which meant I drove like an idiot and blew up engines and transmissions. I had to fix them."

David said that boatyard dynamics has changed over the years. He added, "The idea of the boat shop and that is all you do year around in my world hardly existed. When I went to work over to South Freeport for the Bakers in '74 maybe and there'd be six or eight people working there in the summertime because of the docks, but in the winter time there'd only be the Bakers, the general manager and two of us working in the shop. We mostly did projects for them. I remember the work boat, which I re-decked one winter and rebuilt the engine in her another winter."

Getting back to the Historical Society, David said, "This is a pretty nice little place. I hope in the future there's going to be a lot more to it. Raising money is not easy, no matter how good of an operation you have."

David's commitment is second to none so one knows that he will always do what he can in collecting the items that should be in the Museum and making sure the Museum is moving in the right direction. Next time you are heading to Harpswell make it a point to visit their Historical Society and get David to tell more of his stories.

### **EPA CHANGES ENGINE REGULATIONS**

ROCKLAND-If you are a commercial fisherman one of your biggest expenses is going to be your power plant. Gone are the days of running to the junk yard, pulling a gasoline engine out of a wrecked automobile, putting it in your boat with minor modifications, and off you go. There may be a few gasoline holdouts, but today it is all diesel, and big diesel engines at that. With the concern over the environment there were issues raised as to how much pollution a diesel engine emitted. For years the environmental agencies began placing regulations on engines, but when they came out with the regulations for Tier 4, it was obvious that it was going to be very difficult, if not impossible, for a Maine lobster boat to comply.

After lots of communications, a visit by the EPA to some boatbuilders and a discussion on how the boat is used, the EPA has made an adjustment on the engines that can be used in a lobster boat.

Peter Emerson, of FPT Engines, took it upon himself to see what he could do to help the industry by getting the EPA to roll back their regulations. He said, "We had started this discussion with our local DEP representative who had turned it over to the EPA in late 2016 and here we are in 2020. We, (MLA, State Delegates, Local Boat Builders, Local Marine Engine Dealers and Peter), have convinced the EPA that it was important to make an adjustment."

"I had conversations back and forth and had provided them with enough information and detail that they decided they really did not understand a lobster boat application," continued Peter. "The EPA is a regulatory group, but they rely heavily on industry to guide them. They have an engine manufacturers' association (EMA), and all the major engine manufacturers are a part of this, Cat, Cummins, FPT, John Deere, Scania, Volvo and Yanmar, are all there and they all have a say. The problem with the timing of all of this, you had Tier 4 final emissions rules that were rolling out for off-highway and you had rule changes for on-highway where all the high volume exists. So, as an engine manufacturer you are going to focus your resources where you are getting your biggest return on investment. Marine is such a small percentage of that business that when this first started being discussed back in 2008 the indicators that they had to go by at the time wasn't really a need for more than 600kW in vessels in this commercial marine segment. The general rule was 800 hp, which is 600 kW, 815 metric horsepower, 804 brake horsepower. We had things that were going on that were forcing fishermen to change the way they fished. They were fishing a different way, trawls, not singles and the boats were bigger. A Calvin Beal 38 in 2005 was a big boat. Well, 2012 that no longer was enough boat. Everybody was moving to a 46- or 50-foot boat. To do that job efficiently, and actually have a life, you had to be able to get out and get in and do the work with a bigger boat. So, the average horsepower at that point was 1,000 horsepower. With 2017 coming, and they trying to apply a Tier 4

solution, marine engine manufacturers had no focus on it so there was no solution being created. The engine manufacturer's association unfortunately dropped the ball. They could have been updating the EPA and even engaging them but as stated previously they were heavily focused on other large volume market segments. When I went to the EPA, they had never heard of any of these product availability issues. They are only as good as the information they are receiving from these bodies and in the end the EPA said, 'Yes, we need to come out and look at this.' Often you think that government has no ears. You have a voice, but they are not listening, but that was not the case. They sent out three individuals, Alan, Michael, and Cheryl and all three of them were very open minded. It was November, cold, windy, and wet, and we were at Billing's Diesel where Greg (Sanborn) was showing us around. Greg has been around a long time and people respect his opinions. We also went to Wesmac and S. W. Boat Works, where they are building and producing many of the hull models that required higher than 800 hp to get the job done.. When we were done, they understood what we were talking about. After treatment systems today that are being used to control emissions, they all have serviceability items and there is no room under the deck and almost impossible to service. They worked very closely with me to get an idea of what kind of kilowatt per liter we are looking at and hull material. What we ended up with is where we are now. They made some really good adjustments for the lobster boat industry and the fishermen who go to work each

"In 2019 we had a meeting in Bath, which included all the engine manufacturers," continued Peter. "For the most part, they all agreed that this was a big problem. They didn't have engine solutions and hadn't developed anything in the 12 to 20-liter category. They agreed trying to apply it in our kind of application where we spend so much time at idle, light load, it was going to pose a lot of potential issues with reliability and effectiveness. Once that meeting happened the ball was rolling. The EPA presented it to their committee and their commission and then it was reviewed. It officially exists here @ https://www.govinfo.gov/content/ pkg/FR-2020-10-02/pdf/2020-18621.pdf

Peter added, "To make it real simple for this year 2020 and next, anything under 65 feet (any hull material type), that has a vessel hull speed of greater than or equal to 24 knots applies for the amended rule change. People can continue to use Tier 3 engines of greater than or equal to 27kw/ Liter with single engine power of not more than 1400kW and twin engine power of not more than 2800kW up until the end of 2021They can continue to use Tier 3 even passed 2021 if they have a hull that's already laid up. Phase 2 starts in 2021 to 2023 where anything less than or equal to 50 feet in fiberglass only can remain Tier 3 as long as hull speed is greater than 22 knots. Tier 3 maximum allowed engine power from



2022-2023 in this class is limited to 1000kW with a power density of greater than 35kW/Liter. What is going to happen then is they are going reevaluate the situation and see what is available for Tier 4 products in the

12L-20L engine displacement range. What they might do in 2023 is the lobster boat style application may get exempt indefinitely at that point if no such products exist"

# **Executive Director Leaves Maine Maritime Museum**

BATH – The board of trustees of Maine Maritime Museum announces the departure of longtime executive director Amy Lent. Amy recently approached the board about her intention to retire, but requested a lengthy and legally binding financial commitment that the Board determined was not in the best interest of the museum either financially or organizationally.

Since joining the museum in 2006, her leadership elevated the Maine Maritime Museum from an institution of undoubted regional significance to one that is routinely counted among the best maritime museums in the world, a feeling shared by many of the tens of thousands of visitors who explore the museum each year. Amy led the staff through a number of transformational projects, including completion of the iconic Wyoming sculpture, the acquisition and restoration of the 1906 schooner Mary E, and most recently, a 5-acre campus renovation designed to improve accessibility for all.

"We thank Amy for her drive, energy, and dedication to the museum over the past 14 years, and we wish her the best in her future endeavors," said Laura Burns, chair of the board of trustees.



Amy Lent

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### U. S. COAST GUARD NEWS



Coast Guard Cutter SENECA leaving Boston for Portsmouth, NH.

#### **Boston-based Coast Guard cutter to end** 33-year homeport tenure

09/02/2020

BOSTON — The crew of the Coast Guard Cutter Seneca departed Coast Guard Base Boston Wednesday, en route to their new homeport in Portsmouth, Virginia.

After 33 years homeported in Boston, Seneca will continue service with six other 270-foot, medium endurance cutters, homeported at Coast Guard Base Portsmouth. This will allow the Coast Guard to better leverage efficiencies gained by clustering vessels of the same class.

Seneca was formally commissioned in Boston on May 9, 1987. Since then, Seneca's crew has conducted nearly all of the Coast Guard's missions throughout New England, the Caribbean Sea, and the Atlantic and Pacific Oceans, all while calling Boston home.

In the late 1990s, Coast Guard Cutter Seneca, along with Coast Guard Cutter Galatin, was part of Operation New Frontier, a counter-narcotics operation that tested the use of high-speed pursuit boats and armed helicopters. The operation was successfully completed March 13, 2000, and lead to the creation of the Helicopter Interdiction Tactical Squadron in Jacksonville, Florida.

More recently, Seneca's crew assisted in the rescue of 187 Haitian migrants approximately 17 miles southwest of Turks and Caicos Islands on December 22, 2019. The Coast Guard, Royal Bahamas Defense Force, and Turks and Caicos Islands Police worked together to rescue all 187 people after they were spotted onboard a single 30-foot vessel.

Seneca shares its name with the Revenue Cutter Seneca, the first cutter to engage in official ice patrol duties after the sinking of the RMS Titanic in 1912, and one of five Coast Guard cutters that made up Squadron 2 of Division 6 of the Atlantic Fleet Patrol

Forces during World War I.

#### Coast Guard concludes public hearing for Golden Ray capsizing incident

22-09-2020

BRUNSWICK, GA — The U.S. Coast Guard, National Transportation Safety Board, Republic of the Marshall Islands Maritime Administrator and the Korean Maritime Safety Tribunal concluded the formal public hearing proceedings Tuesday. The joint investigation board reviewed and considered evidence related to the capsizing of the motor vessel Golden Ray, which occurred on Sept. 8, 2019.

The hearing was broadcast live, recorded, and can be viewed at https://livestream. com/USCGinvestigations.

Due to ongoing risk mitigation efforts during the novel coronavirus pandemic, physical public and media attendance was not permitted.

Documents, exhibits, board biographies, and other hearing information can be viewed at https://www.news.uscg.mil/ news-by-region/7th-district-southeast/ golden-ray-formal-investigation-hearing/.

The formal hearing convened daily Sept. 14 through Sept. 18, and Sept. 21 and

The hearing reviewed the condition of the ship prior to and at the time of the casualty. It reviewed the ship, owner, operator organizational structures and culture, the regulatory compliance record of the vessel and the loading process for the port of Bruns-

Although the public portion of the investigation has concluded, members of the formal investigation team will continue to draft a report and ultimately provide recommendations to improve any practice, procedure, policy or regulation in order to prevent a similar incident from occurring in the future.

"On a personal note, my close association with this investigation has reaffirmed the strong cooperative spirit within the local and maritime communities as a whole," said Coast Guard Capt. Blake Welborn, lead investigating officer. "As I learned about those involved and their actions, I became more impressed by the communal cohesiveness in which members diligently labored for the betterment of all. I thank you and commend this community for rallying around those impacted by and responding to this significant incident. If not for the selfless, quick and committed actions of some, it would most certainly have been more catastrophic."

"First, I would like to thank Capt. Welborn and the Coast Guard marine board for including our agency in this hearing, and for their exceptional cooperation throughout this investigation," said Capt. David Flaherty (USCG, ret.), senior marine engineer and casualty investigator at the NTSB. "I would also like to thank all the parties to the investigation for their continued support with this casualty investigation despite all of the challenges and limitations of the pandemic."

At a future date, a separate report of the NTSB findings will be issued, which will include the agency's official determination of the probable cause of this accident and, if appropriate, the safety board will issue recommendations to correct safety problems discovered during this investigation. These recommendations may be made in advance of the report.

The U.S. Coast Guard is jointly conducting the investigation with the National Transportation Safety Board, the Republic of the Marshall Islands, the Korean Maritime Safety Tribunal, representatives for Hyundai Glovis and G-Marine, and the Brunswick Bar Pilots Association.

For updates on the investigation and breaking Coast Guard news, follow us in the Seventh District News Room and on Twitter and Facebook.

#### **U.S. Coast Guard conducts joint Arctic** operations, scientific research off Greenland

KITTERY, Maine - U.S. Coast Guard Cutter Campbell (WMEC 909) returned to homeport Tuesday, following a two-month deployment supporting joint Arctic operations off Greenland's western coast.

Campbell's crew contributed to joint exercises, research and development efforts, and critical diplomatic engagements while covering more than 11,500 miles (10,000 nautical miles).

"I am very proud of the efforts and adaptability of every one of Campbell's crew who demonstrated the ability to operate and execute our mission aboard one of the finest Famous-class cutters in the fleet, said Capt. Thomas Crane, commanding officer of Campbell. "Their dedication to duty and commitment to the Coast Guard helps to affirm the United States as an Arctic nation. It is also a credit to the name Campbell and our five predecessors. In addition to notable narcotics seizures and being the command ship for the 1996 TWA 800 recovery, we are now the first 270-foot medium endurance cutter to earn the Arctic Service Medal."

Campbell sailed with additional support, including an embarked MH-65 Dolphin helicopter and aviation detachment consisting of two pilots and four aircrew, including a rescue swimmer. In all, eight shipriders augmented the 100 person crew during the patrol, assisting in operations, providing health services, and documenting the journey.

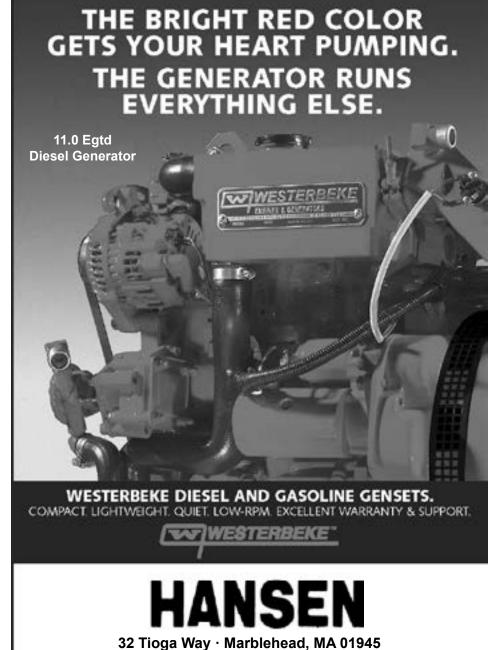
"I am humbled by the opportunity to be a part of this historic mission and am glad our crew's experiences will be shared with family, friends, and future generations," said Crane. "Going to sea is challenging and requires personal sacrifices both from our crew and loved ones left onshore. Still, the camaraderie, teamwork, and pride of our crew are the reasons I go to sea. Campbell is a great ship with a great crew able to execute missions of strategic national significance amid a global pandemic."

In early August, Campbell departed Kittery for Nuuk, Greenland, to participate in joint search and rescue exercise operations with French and Royal Danish naval

"This effort strengthens international partnerships and provides a foundation for standard operations in the rapidly developing Arctic maritime environment." said Vice Adm. Steven Poulin, commander U.S. Coast Guard Atlantic Area. "As interest and maritime traffic in the area increases, the importance of the U.S. Coast Guard's interoperability with allied partners becomes more critical to ensuring we protect national and shared security interests. Exercising our unique blend of polar operational capability, regulatory authority, and international leadership across the full spectrum of maritime governance is vital to the future of the Arc-

The Kingdom of Denmark defense force's Joint Arctic Command Search and Rescue Exercise ARGUS included 13 simulated coastal and open-ocean scenarios, evaluating processes and interoperability through communications testing, vessel towing evolutions, rescue boat training, and helicopter sea and land operations.

Continued on Page 22.



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### U. S. NAVY NEWS

### Coast Guard Cutter Arrives in Japan Following an Onboard Fire

From U.S. Coast Guard Pacific Area 23 September 2020

The U.S. Coast Guard Cutter Waesche (WMSL 751) arrived at Yokosuka, Japan today after combatting a shipboard engineering fire on Sept. 20, during a scheduled deployment to the U.S. 7th Fleet's area of operations.

Black smoke was reported at 5:18 p.m. (local time) Sunday, and investigations revealed fires in the exhaust stack and nearby spaces.

After 90 minutes of firefighting, the fires were confirmed extinguished.

Five crew members reported minor injuries sustained during firefighting efforts and were treated by the onboard medical team

The extent of the damages and cause of the fire are currently under investigation. While at Fleet Forces Yokosuka, the cutter will undergo further inspection and potentially repairs.

"The rapid response and courageous efforts from the crewmembers aboard Waesche to quickly contain and extinguish the fire are a testament to the bravery and skill of this crew," said Capt. Jason Ryan, Waesche's commanding officer.

The cutter is under the tactical control of U.S. 7th Fleet as part of routine presence operations in support of the United States' commitment to a free and open Indo-Pacific.

In 2019, Coast Guard Cutter Bertholf and Stratton deployed for a combined 326 days to the Western Pacific.

Both cutters enforced United Nations Security Council resolutions against the Democratic People's Republic of Korea by monitoring and gathering intelligence on vessels conducting ship-to-ship transfers in the East China, South China, and Yellow Seas.

Bertholf and Stratton also engaged in professional exchanges and capacity-building exercises with partner navies and coast guards while visiting ports in Japan, South Korea, Hong Kong, Singapore, Fiji, Australia, Indonesia, Malaysia, and the Philippines.

Bertholf made history during their patrol as the first Coast Guard cutter to transit the Taiwan Strait March 24-25, 2019.

Stratton's crew combated illegal fishing by conducting seven high seas fisheries boardings under the authority of the Western and Central Pacific Fisheries Commission while transiting between the Philippines and Guam.

The Coast Guard's ongoing deployment of resources to the Indo-Pacific directly supports U.S. foreign policy and

national security objectives. The service's unique capabilities, mission sets, and long-standing partnerships strengthen maritime governance, security, and the rule of law throughout the region.

Waesche is the Coast Guard's second 418-foot Legend-class national security cutter and one of four homeported in Alameda. National security cutters have a crew of more than 150 and are among the largest and most technologically sophisticated vessels in the Coast Guard's fleet.

#### Department of Navy Releases Records Related to Loss of USS Thresher

23 September 2020

WASHINGTON - The Navy began releasing recently unclassified documents concerning the loss of the submarine USS Thresher (SSN 593), fulfilling a February 2020 ruling by the United States District Court for the District of Columbia, Sept. 23.

Thresher sank on April 10, 1963, 220 miles off the Massachusetts coast while conducting sea trials. All 129 men onboard, consisting of 112 crew members and 17 shipyard personnel, perished in the loss and remain on eternal patrol.

Following the tragedy, a formal Court of Inquiry convened to determine, if possible, the cause of the loss. While the Court of Inquiry could not conclusively determine the cause of Thresher's loss from the available evidence, the investigation did identify multiple weaknesses in Thresher's design that contributed to either a flooding casualty or complicated the ship's ability to combat a casualty to save the ship. In the intervening years, no amplifying evidence has been found that would illuminate the cause.

In alignment with the Court of Inquiry findings and recommendations, the Navy implemented changes in operating practices, crew training and more stringent maintenance and material procedures. The material aspect was specifically addressed by creating the Submarine Safety (SUBSAFE) Program, the basic foundation of which is still in place today. Additionally, to address inadequacies in submarine rescue capabilities, the Navy developed and funded deepsea submarine rescue technology to ensure any similar failures in systems or procedures will not result in the loss of Sailors' lives.

The current release of information is consistent with the need to protect information related to military plans, platforms, weapons, systems and operations, as well as the privacy of crew members and their families. This release provides the public with electronic access to all releasable material.

The Navy is initially processing the Court of Inquiry for release, which was ordered on 10 April 1963, the date of the



Crew fighting fire onboard Coast Guard cutter WAESCHE.

loss, by the Commander in Chief, U.S. Atlantic Fleet. Documents will be released on a monthly basis, in the order in which they are processed.

The records are available for public viewing in the THRESHER RELEASE folder at: https://www.secnav.navy.mil/foia/readingroom/SitePages/Home.aspx

For more on the history of USS Thresher, please visit: https://usnhistory.navylive.dodlive.mil/2020/09/23/uss-thresher-what-we-learned-from-loss/

#### U.S. Navy Guided Missile Destroyer USS Delbert D. Black Joins the Fleet 26 September 2020

The U.S. Navy commissioned Arleigh Burke-class guided-missile destroyer USS Delbert D. Black (DDG 119) today.

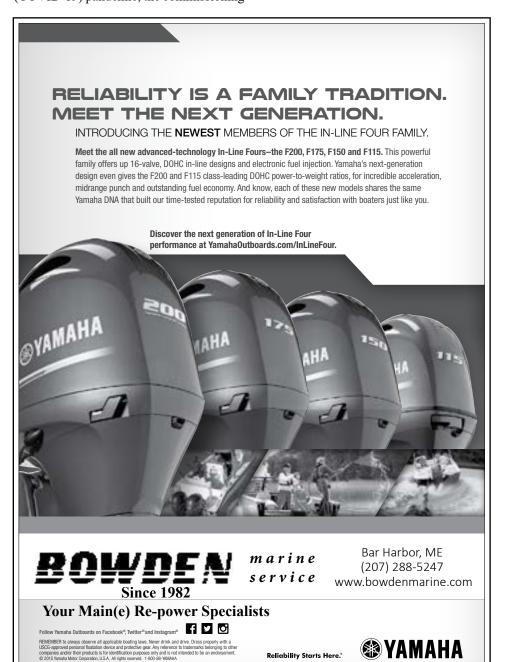
Due to public health and safety concerns related to the novel coronavirus (COVID-19) pandemic, the commissioning

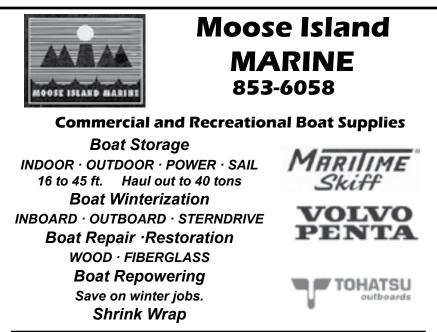
was a private event.

Secretary of the Navy, The Honorable Kenneth J. Braithwaite was represented by Assistant Secretary of the Navy James Guerts with Master Chief Petty Officer of the Navy (MCPON) Russell Smith placing the ship into commission. Chief of Naval Operations, Adm. Michael Gilday was represented by Adm. William K. Lescher, Vice Chief of Naval Operations. The event was livestreamed to allow public viewing of the ceremony for the ship named for the first Master Chief Petty Officer of the Navy (MCPON).

MCPON Russell Smith, currently serving as the 15th senior enlisted leader of the Navy, was the Principle Speaker. MCPON Smith fills the role begun by Black as advisor to the Chief of Naval Operations and to the Chief of Naval Personnel in matters dealing

**Continued on Page 23.** 





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### Need a Sternman?

#### By Sheila Dassatt

There has been a lot of talk lately about the duty of the sternman and what is fair and what is not fair. I hope that you all read this little article and help me with the answer to this. This is a discussion that we have seen a lot on social media, which seems to either be helpful or turns into a rant. I stay in touch with it so we can get a feel of where this is all going.

To my personal understanding, most start when they are quite young with their grandfather and father, traditionally. They teach you how to cut bait, salt the bait and fill the bait bags. This is very important to the success of catching your lobsters. I remember my Dad teaching me how he wanted his bait bags, which was to fill it firm with herring so it looks like a baseball. Of course, the bags were smaller bags, not the great big ones. Dad said that if the bags were firm, you don't need those great big bags, it's a waste of good bait.

Now the description is probably different for each family or fisherman. In my case, I helped to get the traps and the boat ready as well. We painted buoys, the bottom of the boat and did what we needed to do, sometimes the topsides needed attention and some paint too. Then there were ropes to get ready. This was all in preparation to loading the traps and baiting and setting them when

it came time. This is what I call starting at the beginning, not at the top. This is the best way to learn the job, which every part of it is very important. There is no job on a fishing vessel that isn't very important to the success of the catch for the season.

There has been a lot of talk about fairness of how to get paid. That varies from one captain to another, too. Some pay a percentage off of the top, before expenses, and some pay after the expenses. Then there are those that pay through catch. There are some that pay an hourly wage. Which seems the most appealing to you?

For some sternmen, it is a seasonal job, that ends when the last trap is on the bank. Then there are those that work in the shop with the captain over the winter to repair or help build traps for the next season. This involves replacing runners, patching wire and mending the heads. This is generally hourly work unless there is an arrangement for over the winter with percentage.

This is the traditional way of doing this, unless you are just hired because the captain needs a sternman and you are totally a greenhorn. Then it can be much more challenging for both of you. The captain is teaching as you go in this case.

I was always taught, in my case with my Dad, that I needed to be at the dock on time or he will leave without me and then hear about it loud and clear when he gets in. I only had this happen once and yes, he did leave me at the dock! And I had the sandwiches and the coffee thermos, too. What I'm driving at is that it is a commitment, and I'm not preaching it, I learned it the hard way myself.

Another thing that I learned is that the sternman should know all about safety and running the boat in case of emergency. There was a circumstance when Dad had the rope around his leg and heading over. I was told to take the boat out of gear and hang on to the rope until we could back it down. This is very important! Yes, Captains, a sternman can also save your life if need be. It's a twoway street, they need to treat the sternman with respect, also.

Do you think that there should be a separate license for the sternman? So he shares part of the commitment to the job. This has been a question for a long time. Most are working on a license that the captain has provided, so it is easy to walk onto the job or walk off without any notice. There may be three or four sternmen that my come and go with not even a nickel in it. I can vouch for this, because we had this also happen. usually when it's time for the traps to come in. So, a big question is what is fair and what isn't? What do you think is fair? I can ask this from my own experience, which has been on both sides of the question. When our sternman didn't show up, we had to find someone that could help us out, in one case, my brother went out to help us bring the gear

This goes back to family tradition once again. If it's in your blood, and you grew up in the fishery, you are more apt to stick with it to the end of the season.

It would be best to take the safety training course that John McMillan of McMillan Offshore Survival Training offers. There is nothing more important than knowing how to save one another or save yourself if you are working on a fishing vessel.

Take care and stay safe. Please let me know how you feel about my questions. Dassatt711@yahoo.com, Thank you!

### **Department of Marine Resources - News**

A DMR Update from Commissioner Keliher

Dear Industry Member,

As promised, I'm reaching to share what has been happening recently at DMR. It has been a busy summer.

#### **CARES Act**

Negotiations with NOAA on our CARES Act spend plan have finally been completed. To prevent individual harvesters from having to go through the difficult and time-consuming process of verifying their eligibility to apply for the relief funds based on the criteria that their 2020 revenue loss exceeded 35 percent of the previous fiveyear average, I had our Landings program complete this work. For other segments of the industry, such as recreational fishing guides, wholesale dealers, and aquaculture operations, it will be up to the individual or business as we do not have the necessary information to make the loss determination.

Soon, we will be reaching out to you by mail and email with information on the application process. We will let harvesters know if our records indicate that they have experienced the required revenue loss, or if they show that they have not. If our landings

data shows a harvester has not experienced the required loss of revenue and are therefore ineligible, they will be able to appeal that finding as part of the application process.

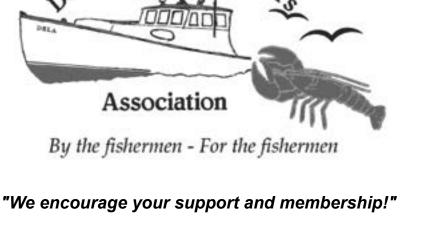
#### **USDA Trade Relief**

You may have already read about relief for Maine fishermen coming from U.S. Department of Agriculture. This program is intended to compensate fishermen for loss resulting from retaliatory tariffs. We have been working with USDAs Farm Service Agency in Maine to help fishermen navigate the application process. This relief fund will provide harvesters in several Maine fisheries with a valid 2020 license and 2019 landings anywhere from 4 cents per pound to 50 cents per pound depending on the species landed. This is good news for fisheries that have suffered as a result of these trade wars. More information on this program is at https:// www.maine.gov/dmr/news-details.htm-1?id=3272445

#### **Federal Whale Rules**

Over the coming days we will complete a series of meetings with the lobster Zone Councils. The Councils will each

**Continued on Page 18.** 



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### **Commercial Fishing News**

### From the Director of D.E.L.A.

From the Director -

Here we are, into the second week of October. With speaking with everyone around us, the catch is still sketchy. This year, it seems that we have all been waiting for the big catch that hasn't quite happened just yet. Some have contributed it to climate change, saying that the water has been unusually warm. With looking at the sounder, which gives the water temperature, this may be very true. The water temperature has been in the high 50's and low 60's in the shallow water. We have seen highly concentrated areas of shorts and notched females and eggers. How has the catch been in your area? Perhaps you can let us know how things are going, dassatt711@yahoo.

How is everyone doing with contacting the Seafood Trade Relief Program? If you haven't applied yet, the office in Belfast is: Kennebec-Knox-Lincoln Farm Service Agency, 46 Little River Drive, Belfast, ME 04915. The program deadline is December 14, 2020. You can call the call center for immediate assistance at 1-877-508-8364. For Hancock and Washington County, the location is Bangor Service Center Farm Service Agency Office, 207 947-3555 Ext. 2, 1423 Broadway, Bangor, ME 04401. We were told that the Ellsworth office is not able to process the applications at this time, so it is advised to check with the Bangor office.

The relief fund will provide harvesters in Maine who hold a valid 2020 license and landings from 2019 anywhere from 4 cents per pound to 50 cents per pound depending on the species landed. The program is intended to compensate fishermen for loss resulting from retaliatory tariffs.

Despite the Covid-19 challenges, we have continued to stay in touch with our meetings, such as the series of Zone Meetings that just took place. The Zone Meetings will finalize their decisions on "conserva-

tions equivalencies." These are alternatives to the pending whale rule to preserve fishing practices and comply with regulations. The Zone Meetings were also on the Zoom Program and you could also call in to join the meetings. So far, the meetings have been good working meetings and in fairly good agreement. This gives us a chance to work on fine tuning until May, 2021.

I received a notice from Jenna Bellatoni, the Study Coordinator of the Fishing Safety Apps Project. This project is with the Northeast Center for Occupational Safety and Health and John Hopkins University on the acceptance and use of mobile apps for commercial fishing safety, and looking for commercial fishing captains to participate. If you are interested in helping with this project, please contact Jenna at 508 441-4728 or fishingsafety@jhu.edu.

To keep you up to date, Max Strahan is threatening to go to court again. Max is also known as the "Prince of Whales" who is in litigation aimed at protecting endangered right whales and other endangered marine species. He has filed another lawsuit under the federal and Maine Endangered Species Acts. Strahan says he will ask the U.S. District Court in Washington, D.C. for an injunction to stop the DMR from issuing licenses, beginning in 2021 for using fishing methods that violate the ESA. Strahan may likely be able to show that vertical lines have harmed and will continue to harm whales even though substantial efforts have been made by local fishermen to protect them. This is why it is more important than ever to stay in touch with your associations and the DMR Zone meetings as they are scheduled. We need to work together to the best of our ability. We know that there is no fisherman that intentionally wants to hurt whales and other endangered marine life.

At this point in time, the Maine Fishermen's Forum is sending out RFP's for sem-

OWNER, VESSEL, FLEET OR CREW

inars if you are interested in putting in for one. We are planning for a live event, unless circumstances dictate otherwise. With this knowledge, the deadline is November 1<sup>st</sup> for submitting your proposals. Please continue to do so, as we do want to move forward in a positive direction. Chilloa can be reached at www.mainefishermensforum.org and 207 442-7700. Maine Fishermen's Forum is March 4, 5 & 6, 2021, celebrating 46 years!

We have also had requests for DELA shirts and hats! With Christmas approach-

ing, feel free to contact us for your Christmas list. I will also post the shirts and hats once again on our website and face book sites.

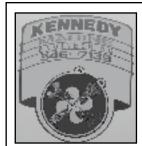
Don't forget, memberships make great gifts, also! As time goes on, the generations are coming of age, and we need their membership to keep our voice strong in the industry. Contact me at any time with concerns and questions. 207 322-1924 and Dassatt711@yahoo.com.

Take care and please stay in touch, Sheila

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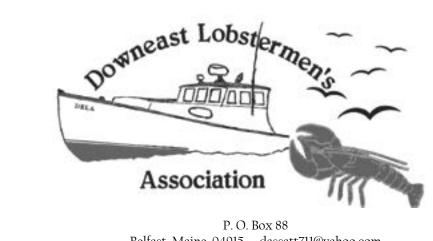
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### **Commercial Fishing News**

### MISCELLANEOUS COMMERCIAL FISHING NEWS

**Bold Initiatives Chart Course for Stronger, More Resilient Seafood Sector** 

A National Seafood Month message from NOAA Fisheries Assistant Administrator Chris Oliver on the future of the U.S. seafood industry.

We all have a stake in a stronger, more resilient U.S. seafood industry. Seafood is an important source of protein and other nutrients that are essential for strong bones, brain development, and healthy immune and cardiovascular systems. The U.S. seafood industry is a powerful economic driver—supporting 1.2 million jobs and adding \$69.2 billion to the gross domestic product in 2017. And for decades, the United States has been a global leader in sustainable seafood production. In short, U.S. seafood is good for your health, good for the economy, and good for the planet.

While the pandemic has created serious, ongoing challenges, NOAA Fisheries has taken a proactive role in monitoring and adjusting to COVID-19. Our actions are driven in part by our rapid economic assessments that identified immediate and long term impacts on the seafood industry. The United States recently reaffirmed its commitment to building a stronger seafood industry. We're taking bold steps to expand sustainable production and make U.S. products more competitive in domestic and foreign markets. In May, the President signed an Executive Order that will serve as the map for several exciting initiatives, including the creation of 10 Aquaculture Opportunity Areas.

Growing our domestic aquaculture industry is critical to expanding and stabilizing the supply of sustainable seafood in the face of environmental and economic uncertainty. Aquaculture operations diversify seafood production and provide a year-round source of high-quality jobs and economic opportunities in coastal communities. These jobs augment seasonal tourism and commercial fishing.

The first two Aquaculture Opportunity Areas will ultimately be located somewhere within the federal waters off southern California and in the Gulf of Mexico. By tapping into existing regional industry and infrastructure, each of the final 10 areas selected through 2025 will support new commercial marine farm sites.

Also under the Executive Order, the Department of Commerce is co-chairing the newly-established Seafood Trade Task Force. The group is charged with developing a comprehensive interagency seafood trade strategy that will support fair market access

for U.S. seafood products. While the strategy is being developed, fishermen and other producers impacted by retaliatory tariffs can apply for direct support through the U.S. Department of Agriculture's Seafood Trade Relief Program.

In May, the Secretary of Commerce announced the allocation of \$300 million in fisheries assistance funding provided by the Coronavirus Aid, Relief, and Economic Security Act, also called the CARES Act. These funds are available to states, Tribes, and territories with coastal and marine fishery participants who have been negatively affected by COVID-19. Since then we've worked with our partners, the interstate fisheries commissions, to award CARES Act funds to the states, tribes, and territories based on their spend plans. The following states have already received approval of their spend plan and started the application process for fishery participants: Alabama; California; Georgia; Louisiana; Maine; Massachusetts; North Carolina; Oregon; Rhode Island; South Carolina; and Virginia.

We expect several more state spend plans to be submitted and approved in the coming weeks.

### NOAA Fisheries Assistant Administrator Chris Oliver.

At a time when COVID-19 is keeping us apart, a simple, singular message has united a coalition of stakeholders across all seafood sectors: Eat Seafood, America! If you're reading this and wondering how you can help secure a stronger future for our national seafood industry, I have good news. Staying healthy, investing in our economy, and supporting sustainable practices is as simple as eating more U.S. seafood. Check labels or ask the clerk at the seafood counter where a product originated. All seafood sold in the United States is required to have a country of origin label right on the package. And if it's U.S. seafood, it's sustainable seafood.

Like others, I've been adapting to cooking more seafood at home. Let's keep it up—and even try to diversify. You can find delicious recipes and facts about what makes U.S. seafood sustainable on FishWatch. More information on the health benefits of seafood is available through Eat Seafood, America!, a collaborative effort that NOAA Fisheries is proud to support.

Chris Oliver, NOAA Fisheries Assistant Administrator

### What Happened to the Pollock Born in 2015?

New study sheds light on myriad factors that likely contributed to low survival rate of fish born during a Blob year in the Gulf of Alaska.

In 2015, NOAA Fisheries scientists saw the lowest number of pollock larvae in the 30-year history of their Gulf of Alaska spring survey. They also observed the lowest number of juveniles in their late-summer survey, which has occurred since 2000. The low abundance in both surveys coincided with a marine heatwave of record ocean temperatures. Scientist Lauren Rogers and colleagues attribute the absence of larval and juvenile fish to environmental conditions that were not ideal for pollock growth and development during the heatwave.

"Marine ecosystems are complex with lots of connections," said Rogers. "When you are trying to identify what might be behind a decline in abundance of fish at a particular age, it is often a series of factors that are at play."

That is exactly what scientists found when looking at young pollock survival in 2015. Their survival was affected by: Low-salinity conditions, which affected egg buoyancy and survival; Low abundance of prey for larval fish; and Poor body condition of young-of-the-year (age-0) juveniles

#### Environmental Conditions that Affect Young Pollock Development in the Gulf of Alaska

In the Gulf of Alaska, pollock comprise a significant portion of fish abundance. Pollock plays a key role both as predator and prey, and supports a \$100 million commercial fishery. The number of young pollock that survive to become adults is highly variable each year, as with most young fish in the marine environment.

Shelikof Strait is the primary spawning ground for the Gulf of Alaska stock, and mature individuals aggregate there in March and April to spawn.

Eggs incubate at depths of more than 150 meters for about 2 weeks. Then, they hatch and rise to the upper 50 meter of the water column as larvae.

Larvae are subjected to the rapid drift of the Alaska Coastal Current to the southwest along the Alaska Peninsula. They begin feeding about 5-6 days after hatching. Their diet consists primarily of the eggs and larvae ("nauplii") of small crustaceans known as copepods.

Juveniles occupy midwater habitats from the nearshore to the shelf edge, with high densities in the Semidi Bank area downstream of the Shelikof spawning area. From mid- to late- summer, juveniles shift from a diet consisting primarily of copepods (especially Calanus marshallae) to one dominated by euphausiids (also known as krill.

### Scientists Explore What Led to the Record Low Abundance of Young Pollock

To understand how the marine heatwave affected pollock, Rogers and her colleagues used oceanographic and biological data collected from years of research surveys. Together with computer models and satellite-derived estimates of phytoplankton, they analyzed three life stages: eggs in early spring, larvae in late spring, and age-0 juveniles in late summer.

They used a model of egg buoyancy to investigate how hydrographic conditions affected the vertical position of eggs in the water column and potential mortality.

In their analysis, they considered the timing of the spring phytoplankton bloom and the availability of zooplankton prey for larvae and juveniles. They also explored how warmer temperatures and reduced prey quality affected the body condition and consumption demands of juvenile fish prior to their first winter.

#### Factors Behind the Unprecedented Low Numbers of Young Pollock

During the marine heatwave, scientists observed persistent warming throughout the Gulf of Alaska. The warm water occurred throughout the water column, extending from the surface down to 300 meters. Seabird die-offs were observed. The adult population of Pacific cod experienced a significant decline, leading to a severe reduction in catch limits.

In this study, scientists found evidence that the marine heatwave also affected young pollock survival in 2015. The effects were in multiple areas and occurred at multiple stages of development.

First, the salinity in Shelikof Strait, where many pollock spawn, was unusually low. Using a model of egg buoyancy, scientists determined that the lower salinity could have caused the eggs to sink to the seafloor part way through their development. This could explain the apparent increased mor-

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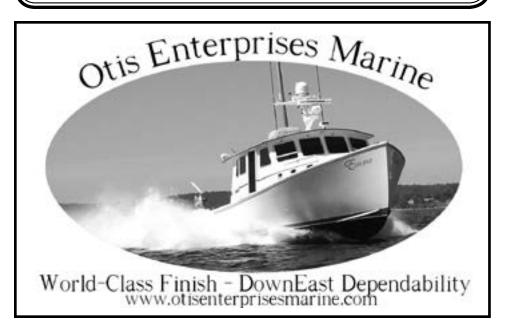
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### **Commercial Fishing News**

### MISCELLANEOUS COMMERCIAL FISHING NEWS

tality if the near-bottom habitat is less favorable for survival of the normally pelagic eggs.

Second, the available data on zooplankton nauplii in spring, which are the main food items for first-feeding larval pollock, suggest low densities in many places.

Finally, scientists looked at the general health or condition of juvenile pollock at the end of summer using a bioenergetics model. They found that the warmer temperatures, together with reduced quality of the prey, increased the amount of food required for consumption by nearly 20 percent compared to an average year.

This means that a fish would need to eat 20 percent more food just to maintain the same growth as in an average year. At the same time, evidence suggests that available prey was lower than average. As a result, young fish were in poor condition as they entered into their first winter.

According to Rogers, this also fits into the story of how things played out more broadly in the Gulf. Warmer temperatures increased metabolic demands of predatory fishes like arrowtooth and older pollock. Young pollock are prey for these larger fishes.

"Predation pressure must have gone through the roof. The extraordinarily large 2012 year class of pollock was also maturing at this time, and could have preyed upon the younger fish and eggs."

By studying ecological and biological responses to the warm anomaly, scientists can learn more about how climate conditions alter ecosystem processes and functioning. Scientists may also be able to look at young fish survival rates during this time to better estimate future abundance of commercially valuable species like pollock.

Information generated through this research has already been used to help inform management decisions. Specifically, the number of pollock born in 2015 (2015 year class) is the lowest on record. While it is not unusual to see variability in how many pollock are born each year, the lack of new recruits from Blob years (especially 2014 and 2015) contributed to very low age diversity in the stock in recent years. This low age diversity and lack of recruitment was cause for substantially increased concern regarding stock productivity. As a result, the scientist who annually evaluates the stock condition recommended a reduced total catch rate (Acceptable Biological Catches) in 2018.

Our Mission: Create New Opportunities for Aquaculture While We Support the Existing Industry A message from NOAA Fisheries' Office of Aquaculture Director Danielle Blacklock.

As you read this, there are more than seven billion people on the planet in need of healthy and sustainable food sources. With a growing world population and limited land and freshwater resources, we cannot continue to do business as usual when it comes to our nation's food security. Farmed seafood is critical for a sustainable seafood portfolio and Aquaculture Week is a yearly reminder of where the industry has been and where we hope to help it go.

Farmers, whether on land or water, and policymakers know that food production is not without challenges. Barriers that are often out of their control include extreme or unpredictable weather conditions, ocean acidification, changing water conditions, trade roadblocks, and increasingly the impacts of COVID-19.

I know that many members of the aquaculture community are still struggling as restaurant demand remains low and shellfish sales have been slow to recover. I wanted to thank each of you that have reached out to our office to provide ideas, information about impacts, and general updates during this time. While our office continues to create new opportunities for U.S. aquaculture, we understand that we must also support the existing industry. We've worked closely with our colleagues at NOAA, Sea Grant, and USDA to disburse CARES Act funds to seafood farmers, assess the economic effects of the pandemic on the seafood industry, and provide information about sources of assistance via the Sea Grant Seafood Information and Resources webpage. Your ideas on how we can work together to rebuild and create an industry more resilient to COVID-19 type shocks are most welcome.

For decades, the U.S. aquaculture industry in partnership with NOAA and others has played a critical role in diversifying our seafood portfolio making us more resilient to economic and environmental changes. I believe that we are now entering a new phase of aquaculture development and resilience with the recent Executive Order on Promoting American Seafood Competitiveness and Economic Growth.

The order calls in part for the expansion of sustainable U.S. seafood production through more efficient and predictable aquaculture permitting, updating the development plan, promoting the aquatic animal health plan, and the creation of Aquaculture Opportunity Areas (AOAs). AOAs are areas that show high potential for marine aquaculture (finfish, shellfish, or algae) following a science-based public planning process.

NOAA's Aquaculture Program is already moving forward to meet the mandates set by the White House and last month we announced the selection of southern California and the Gulf of Mexico as the first regions for focused evaluation to find AOAs. Let me be clear, this selection does not mean the entire regions are opportunity areas. Instead, the selection allows us to deploy our resources to investigate the two regions. With an Exclusive Economic Zone of over 3.4 million square nautical miles, it is great to have specific areas of focus.

So how do these efforts expand aquaculture opportunities and benefit our food security? The in-depth spatial analysis used to create these AOAs increases permitting efficiencies. This ultimately means that farmers applying for permits in these areas could have a shorter review time compared to those applying for permits outside of an

Seafood farming, if done responsibly—as it is in the United States—is increasingly recognized as one of the most environmentally sustainable ways to produce food and protein. While we celebrate the last week of September as Aquaculture Week I know that the passion and stewardship of aquaculture farmers, researchers, policymakers, and our state and federal partners is a daily commitment. Through our continued collaboration I am confident that we can expand the social, economic, and environmental benefits of U.S. aquaculture.

Take care and best wishes, Danielle

Predator-Prey Interaction Study Reveals More Food Does Not Always Mean
More Consumption

Decades of data allow researchers at the

Northeast Fisheries Science Center to look at predator-prey interactions in a different way: among multiple species throughout the water column.

Scientists at the Northeast Fisheries Science Center have developed an unusually rich picture of who is eating whom off the Northeastern United States. The findings, published recently in Fish and Fisheries, provide a close look at fish feeding habits for 17 fish species, predators, and their prey.

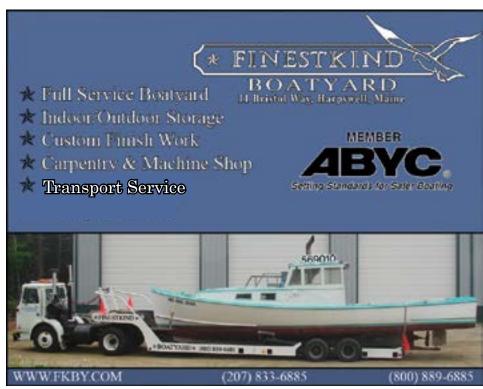
The predators are divided into 48 predator-size categories, and 14 prey species. Fish predators included Atlantic cod, Atlantic herring, haddock, goosefish, pollock, spiny dogfish, winter flounder, and yellowtail founder among others. Prey species included forage fish, squid, zooplankton, shrimplike crustaceans, shellfish, brittle stars, sand dollars, and sea urchins.

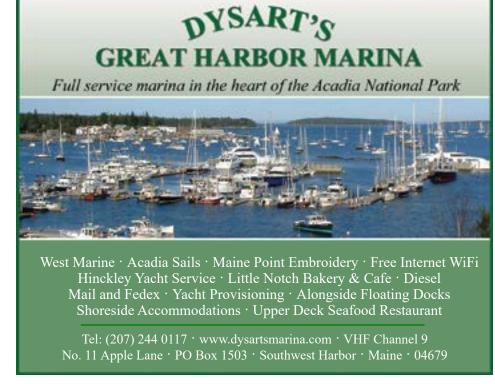
"We have the largest, continuous dataset of fish feeding habits in the world at the Northeast Fisheries Science Center, and that enabled us to do a study of this scale and scope," said Brian Smith, a food habits researcher at the center and lead author of the study. "We focused on common and important prey for the many predatory fishes of interest, and hopefully filled in some gaps in information relating prey availability to predation."

Feeding patterns within and among different groups of fishes vary by the size of the fish, the abundance or density of the prey, and other factors. Researchers who study marine ecosystems need to account for this predation in their models. Few studies, however, have looked simultaneously at the feeding patterns among different groups of

Continued on Page 20.







# **Boat And Ship Yard News**



At Six River Marine in North Yarmouth is this wooden runabout, which has undergone a major restoration job. They are down to just fitting the seats and paint.



Don Crowley has been working on this Bruno Stillman 42 at Beal's Boat Shop in Milbridge for the last couple of years and is getting close to having her ready for the water.



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#### **Continued from Page 1.**

classes with lots of homework. Nic said that he has already sent them the plans so they can get a head start.

#### Flower's Boat Shop Walpole

In one bay they have a Flowers 46, a modified Flowers 43, which they are finishing out as a sportfisherman. For accommodations she has two staterooms, two heads with separate shower and galley. Up in the shelter she has an L-shaped settee, another galley and a drop window in the back with a mezzanine seat, aft station and retractable swim platform. She is powered with a 900-hp Scania. They are nearing completion with just hardware and minor details to finish off. She will be going over in the spring.

In the next bay they have a Flowers 43, which is being finished off as a pleasure cruiser, powered with a 900-hp Scania. Down below she sports a big stateroom with a head, another head and a mid-level galley. She will have bow and stern thrusters with a joystick remote and a gyro to limit her movement.

In the lower shop they are finishing off a Flower's 38 as a charter boat. She has a V-berth and bunks forward, separate head with shower and is powered with a QSM 11 Cummins.

When asked about launch dates, they said that since they have been having problems getting items they are not giving dates. They had windows and doors ordered for one of these boats, but they never arrived and this forced them to make their own.

They also have two more 38s after this to do.

#### General Marine Biddeford

Like most boatbuilders on the coast, there is a lot going on. On the floor they have four 22s, Calvin Beal, Jr. design, underway. Two of these will have cabins and the other two will be centre console with T-tops. They are all powered with an outboard, in the 175 to 200-hp range. All four will be going over in the spring. When the four on the floor are complete they have two more to build.

Outside they had a new 22, which they built on spec ready for an owner. There was also a 26, which was finished off as a pleasure boat for a customer from Kennebunkport that they are getting ready to deliver.

Another 22, a used one, had just been sold to a new owner, as was a 26, they built back in 2000. The 26 will be going to Revere, MA.

They store about 15 boats and these should all be up and ready for the winter by mid-November.

# **Boat And Ship Yard News**



The schooner WESTWARD hauled up for some bottom work at Portland Shipyard/Yacht Services in Portland.

#### H & H Marine Steuben

In the far bay, they have an Osmond 50 x 19' 2" kit boat getting ready to ship to Gloucester, Massachusetts. She is going to be finished off as an offshore lobster boat by Kyle Grant. He would be helped by the owner and the owner's son. This one should be in Gloucester the second or third week of October.

Next to the 50 is an Osmond 42, which is being finished out as a crab and dragger for a fisherman from San Francisco. For an interior she will have berths and a head forward, small galley and a settee. She is powered with a 750-hp John Deere and will

An Osmond 32 is being finished off as a sportfisherman for a customer from Montauk, NY. She has a V-berth and up in the shelter a captain's seat and settee. She

is powered with a 400-hp John Deere. They should have her done by mid-November and then she will be shrink wrapped and stored

The there is an Osmond 40 being finished off for Paul Hebert of the TV show 'Wicked Tuna.' She is scheduled to be done the end of October and then the electricians will finish her up. For accommodations she has four bunks, an enclosed head, shower, hanging lockers, storage cabinets, gensets, live wells, live tanks and transom doors. She is powered with an 11 liter 625-hp Volvo with 450-500 gallons of fuel.

In the mould they are laying up a 46' x 17½' lobster boat for a fisherman from Mount Desert Island. She will be powered with a 1,000-hp Cat coming from Billing's

#### Continued on Page 18.





The lobster boat LORNA R. is at Clark Island Boat Works in St. George after being glassed.















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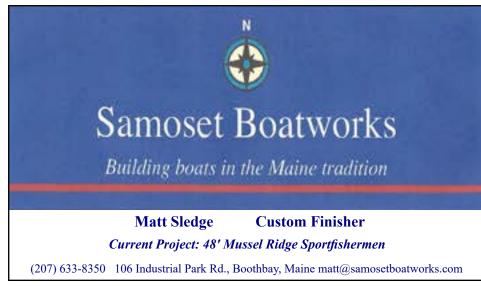
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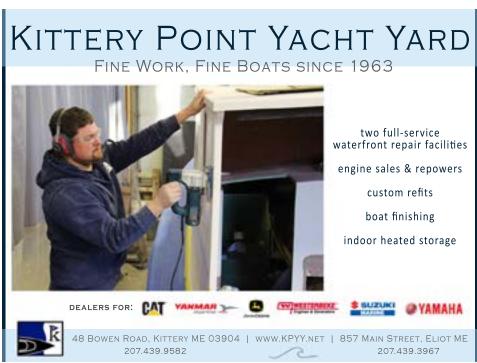
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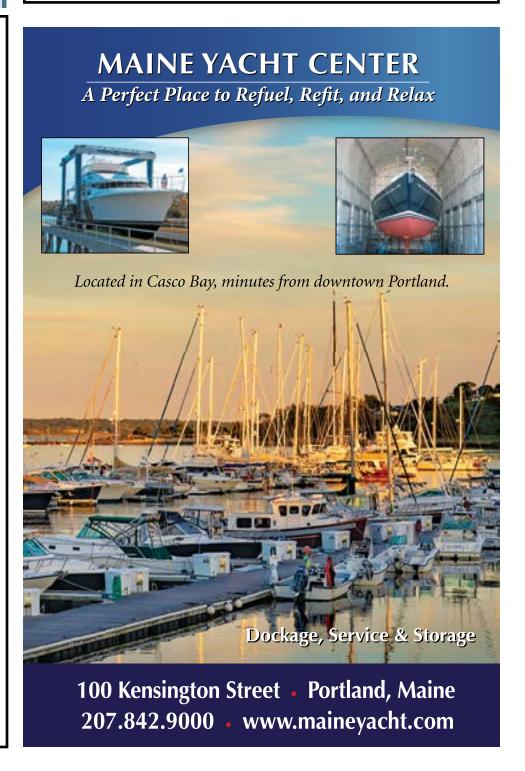


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# **Boat And Ship Yard News**



Hauled up at Portland Yacht Services in Portland was the Wayne Beal 40 PULL N' PRAY owned by Justin Papkee of Long Island.

#### **Continued from Page 15.**

Diesel

Out back they have someone leasing space, which is being repowered with some repairs on a lobster boat.

Next they will be laying up an Osmond 27, which they have not done for a number of years, for a customer from Long Island, New York. She will be spartan with a 400-hp Yanmar.

Then they have a deposit on a 51-foot hull and top, which will be finished as a Coast Guard certified boat. A 34 will also be Coast Guard certified and double of as a lobster boat. Both of these boats will stay here in Maine. Then there is a possibility of another 42-foot pirate boat and a 46-foot kit boat.

#### Mainely Boats Cushing

One of the boats in the shop is a Calvin Beal 34, which is being finished out as a sportfisherman for a customer from Boston. For accommodations she will have berths, head and galley. For power she has a 500-hp Cummins with Soundown and a Soundown muffler.

The other boat on the shop floor is a Pemaquid 26, which came in last year. She has got some issues that need to be repaired and this means ripping up the platform before they can start going forward. This will be a big project this winter.

STARLIGHT EXPRESS (ex-MOTI-VATION) has been finished and shipped to Mid-Coast Diesel to have her engine work completed.

A Duffy 35 is outside after having been completely refurbished. Mike Hooper, owner of Mainely Boat, said that they completely gutted her from the bulkhead aft. They then

repowered her, added new boxes, rewired, all new rails, and then painted the hull. Next, they will get her drag gear re-installed.

They also have some other repair projects coming, mostly from out of state customers. A Dixon 45 will be arriving mid-October to get new tanks and platform.

A new Calvin Beal 44 hull will be arriving, but they probably will not be able to start this project until spring.

#### Wayne Beal's Boat Shop Jonesport

Center stage in the shop is a Calvin Beal 34, which hit a ledge and damaged her skeg, shaft tank, rear sharp-riser, shaft tube and rudder. Within a couple of days they had her dismantled, assessed the damage, and got an estimate done. With that done, they were prepping to start putting her back together, which they thought could take less then two weeks to do. The problem might be if there is a problem with the shaft. This will be removed and check as well the rudder. Since the owner is a fishermen they are doing all they can to get him back up and running.

Just to her stern is a Mussel Ridge 28 (ex-Wayne Beal 28), which is being finished off as a lobster boat for a local fisherman on Beals Island. She will be powered with a 420-hp FTP, which should make her go quite well. The sharp-risers are in as is the engine. Next they will put down the platform. She is not scheduled to go over until next spring.

The just shipped a Repco to Toppin's Diesel in Columbia Falls to be repowered and new thru-hulls put in. When she returns they will adapt one of their 32 tops and give her a split wheelhouse.

They have three or four other repair jobs. One of them is a wooden boat, Calvin, Jr. built in 1985. They will modify a 32 top for her. The lobster boat KARAMEL is



At Holland Boat Shop in Belfast they are progressing well on the new 22. She is almost planked and soon they will be putting glass on so they can take a mould off of her.

coming in and be lengthen two feet, re-do the hull and put a new house on her. This will be followed by a South Shore 30 that Wayne Beal finished off in 1986. She needs to be re-done from the hull up. Then a Wayne Beal 36 will be in for repair work.

For new hulls they have a 32, powered with a 480-hp Cummins, for a fisherman from Portland and a possible 46.

Since they were not too busy, they decided to layup the Sundance 19s for Moosabec Marine in Jonesport.

### **Department of Marine Resources - News**

#### **Continued from Page 10.**

finalize their decisions on "conservation equivalencies," which are alternatives to the pending federal whale rule that preserve unique fishing practices and comply with the regulation. I am grateful for the input and engagement of Maines lobster industry in this critically important process.

#### Aquaculture

The DMR Aquaculture Division held its first remote hearing last week and has scheduled several others for the coming weeks. Staff have worked hard and creatively to make remote hearings a possibility, while ensuring effective public participation in these proceedings.

Also, with the loss of a staff member due to budget constraints, the rest of the DMR AQ team is working collaboratively to continue processing Limited Purpose Aquaculture (LPA) license applications and renewals. Staff will continue to have discussions regarding long-term planning for, and improved efficiencies within, the LPA Program. Maines aquaculture industry also got some good news when the USDAs Coronavirus Food Assistance Program 2 (CFAP 2) was recently announced. CFAP 2 will provide producers, including eligible aquaculture operations, with financial assistance to help them absorb some of the increased marketing costs associated with the COVID-19 pandemic. More information on this program is at https://www.farmers.gov/cfap1

#### **Marine Patrol**

Marine Patrol is currently building a new 42 patrol vessel that will be stationed in Boothbay Harbor to replace the P/V Monitor which was heavily damaged by fire. The Bureau is also about to initiate a hiring process as there are numerous vacant patrol areas. Marine Patrol has had a very busy summer focusing not only on resource issues but also handling a large number of recoveries. They continue to demonstrate exceptional professionalism and Im tremendously proud of their work.

#### Research

DMRs Bureau of Public Health in partnership with Bigelow Laboratory for Ocean Sciences received a grant from the National Oceanographic and Atmospheric Administration to develop short-term forecasting of Paralytic Shellfish Poisoning (PSP) toxicity levels in shellfish. This work will predict toxicity levels, helping industry members make business decisions related to potential closures.

The Maine-New Hampshire Inshore Trawl Survey is underway. The Trawl survey is a resource assessment survey performed along the coastal waters of Maine and New Hampshire. This survey is a collaborative research project using a commercial fishing

Continued on Page 21.





# Vendee Globe Preparing for Start

### The 2020 Vendée Globe is on course to be an exceptional edition

The official press conference for the ninth edition of the Vendée Globe was held on Thursday, September 17 at the Palais Brongniart in Paris. The event mustered as many sailors, partners, organisers and journalists as was safely possible. It is an important milestone 52 days before the start of the non-stop, unassisted solo round-the-world race which is shaping up to be an exceptional event in every area.

#### An unprecedented sporting level

This ninth edition promises to be one of global sport's outstanding events spanning the winter of 2020-2021. Since its inception in 1989 the race has never before attracted such as a big and varied field. On November 8 in Les Sables d'Olonne, on France's Vendée coast 33 solo sailors are due to take the start. Not since the 2008-2009 edition, when there were 30 starters, has the field been so large. This time it includes no fewer than ten non-French skippers and there will be a record number of six female skippers. The standard of the competitors is particularly outstanding. Two sailors who made it to the podium in 2017 are visible proof of that. British sailor, Alex Thomson will be competing for the fifth time, while France's Jérémie Beyou is back for his fourth attempt. These two experienced talents will face a lot of competition from some ambitious contenders, many of whom will be taking part for the first time.

#### Great champions and rookies

There are 18 'bizuths' or rookies, sailors out to take on the Vendée Globe for the first time. Again this is a record number. And all have already amassed a wide range of appropriate experience and success in other events and other types of sailing. Among these rookies is France's multiple Paralympic sailing champion (Damien Seguin - APICIL), a round the world speed record holder who is a winner of the Volvo Ocean Race (Kévin Escoffier - PRB) as well as several winners of the famous French solo multi stage race, the annual Solitaire du Figaro (Nicolas Troussel - CORUM L'EPARGNE, Sébastien Simon - ARKEA-PAPREC), as well as recent winners of the Transat Jacques Vabre (Charlie Dalin - APIVIA) and the Route du Rhum (Armel Tripon).

#### Women are out in force

Women skippers were absent from the 2016-2017 edition. But this time they are back in force and together setting another race record. Six female solo skippers will line up on November 8. Until now the average has been two female racers competing, with for





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example Anne Liardet and Karen Leibovici in 2004 and Sam Davies and Dee Caffari in 2008. It was not until 1996 and the third Vendée Globe that the pioneering French women competed for the first time, Catherine Chabaud who was the first to complete the race, and Isabelle Autissier. Of the seven women to have started the Vendée Globe, two have certainly left their mark, Great Britain's Dame Ellen MacArthur, 2nd in 2001 and Samantha Davies, 4th in 2009. Sam Davies is back this year for the third time in her career, hugely ambitious, very experienced and with great potential. The English sailor is just one of a high quality group of female solo racers who have already proven their tenacity and skills, Isabelle Joschke (GER/FRA), Clarisse Cremer (FRA), Alexia Barrier (FRA), Pip Hare (GBR) and Miranda Merron (GBR).

### An exceptional mix of sport and adven-

Winning the Vendée Globe involves a lot of different factors: a well-organised project, a fast and reliable boat, talent and luck. Some competitors bring together all these elements and are determined to perform well. But for others, the final result is not the only concern. Some are taking part for the first time to gain experience or to fulfil a life-long dream. The Vendée Globe is the only race of its kind where racing and adventure come together. Looking beyond the race itself, all of the sailors will share a common destiny as they face the elements: they will be facing up their own limits, pushing back the boundaries and going through some extreme emotions. They all share the desire to complete the 21,638mile long solo voyage, which will take them between 70 and 100 days.

### Ten non-French, two dual nationalities and nine nations

The international appeal of the Vendée Globe has continued to grow over recent years. This year, there are 10 sailors from outside of France (that is almost 30% of the fleet) representing Great Britain, Switzerland, Germany, Spain, Italy, Finland, Australia and Japan. Indeed it is one of the international skippers who is among the pre-race favourites. Tied with Jean Le Cam in terms of number of his five previous participations, the British skipper Alex Thomson (HUGO BOSS) is the most experienced and the most successful sailor at the start with two back to back podiums achieved over the last two editions – third in 2012-2013 and second in 2016-2017, Thomson, the man with the black boat has only one ambition: to win.

#### Skippers from 27 to 61 years old

The youngest competitor is the Swiss Alan Roura (LA FABRIQUE), who at 27



© Pierre Bouras / L'Occitane en Provence

years old will be competing in his second Vendée Globe. The oldest is the popular veteran Jean Le Cam (YES WE CAM!) who at 61 years old is lining up for the fifth time. The broad age range really reflects the broad appeal of the discipline of solo ocean racing which continues to grow in popularity. In such a gruelling ocean race as this, it is often durability and experience which makes the difference; indeed many of the skippers are in their forties and fifties, proof that sailing is a lifetime sport and the Vendée Globe a

unique and enduring challenge.

### Great leaps forward in advanced foil technologies

The IMOCA class has fostered advances in offshore foiling, these "underwater wings" that lift the boats above water to deliver seemingly impossible speeds for these 60 foot carbon monohulls. The 2016 edition saw the start of this technological shift. The

**Continued on Page 22.** 

#### PEN BAY YACHT EXCHANGE

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1983 26' Island Packet MK2, lots of boat in a small package, Yanmar diesel, cutter rigged \$19,500
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### MISCELLANEOUS COMMERCIAL FISHING NEWS

#### Continued from Page 13.

predatory fish — fish feeders, plankton feeders, and benthic or bottom feeders. The study also looked at how those groups interact with their prey throughout the water column.

Smith and co-author Laurel Smith tested three models using decades of fisheries data that included diet and prey density. The data were collected on the Northeast U.S. Continental Shelf during benthic surveys in the 1950s and 1960s, and during ecosystem sampling surveys beginning in 1973. For this study, the data were used to gain insight into: The relationship between the amount of prey available in the environment; Consumption rates among multiple prey species; and Feeding patterns within and among different groups of fishes that eat similar items.

Among the study findings: most of the fish responded to changing abundance of prey by switching prey, or through a "learning period" when the prey in highest abundance was targeted. That response helps stabilize prey populations, and was prevalent among piscivores (fish eaters). It was often observed for predators with less-specialized feeding habits. Those predators included goosefish and larger sizes of other well-known commercial fishes.

High densities of invertebrate prey, however, revealed decreased feeding by fish that were planktivores and benthivores — plankton and bottom feeders. For these fish, more food did not translate to more consumption. Researchers found that denser prey may disorient or confuse the planktivores, reducing their feeding on zoo-

kplankton. The planktivores include Atlantic herring, Atlantic mackerel, and smaller sizes of pollock, silver hake, spiny dogfish and white hake. Their feeding response is not often considered in studies of marine ecosystems.

The benthivores studied included smaller sizes of Atlantic cod, red hake, and winter skate, and all sizes of haddock, ocean pout, and several flounders and a few other species. These fish ate small benthic invertebrates as small and medium-sized fish. Larger individuals of those same species, however, ate mostly fish and had a different predator-prey relationship.

The study findings provide insight into predation on and by commercial fishery species throughout the water column. This will help with ecosystem modeling since predation needs to be accounted for as competition, or as a direct removal of commercially and ecologically important prey species. Refining the model inputs can also increase our understanding of continental shelf ecology, and improve decision-making for ecosystem-based fisheries management.

#### Nine Things You Probably Didn't Know About Aquaculture

U.S. aquaculture supplies sustainable seafood, provides jobs, and enhances ecosystems.

1. It's Not Just for Fish: Many aquaculture producers in the United States don't raise fish, despite the industry's popular image of fish farming. In fact, oysters were the most commercially valuable domestic farmed marine species in recent years. In

2017, oyster farmers harvested 36 million pounds valued at \$186 million. And clams ranked number two in production value in 2012–2017. Other top U.S. marine aquaculture products include mussels, shrimps, and salmon

In recent years, a growing number of entrepreneurs are also turning to kelp to supply sustainable seafood and coastal jobs.

How the aquaculture industry varies by region

2. More than Half of the World's Seafood Comes from Aquaculture: Aquaculture is one of the fastest growing forms of food production. Global marine and freshwater aquaculture production rose by 527 percent between 1990 and 2018 according to the United Nations Food and Agriculture Organization.

Although most of that production happens outside the United States, farmed products still make up a large portion of American's seafood diet. We import more than 85 percent of our seafood, and half of that is from aquaculture. In contrast, U.S. marine and freshwater aquaculture accounts for only a small portion of our domestic seafood supply.

3. Farmed Seafood is Rich in Omega-3s: The U.S. Dietary Guidelines recommend eating at least two 4-ounce servings of seafood a week. That's in part because seafood—farmed or wild caught—is the only natural source of two long chain omega-3 fatty acids that promote heart and brain health. Research suggests that these essential fatty acids, known as EPA and DHA, may also reduce the risk of Alzheimer's and rheumatoid arthritis and aid in the development of muscle tissues.

The level of omega-3 fatty acids in fish largely depends on what that fish ate while alive. Different species have different levels. Two servings of the same wild-caught species might also have different omega-3 content depending on where the fish lived and when it was caught.

For farmed fish, feed is the biggest contributor to a fish's omega-3 content. And many farmers work to match or even exceed the levels found in wild species.

#### Seafood and human health

4. Farming Fish Is an Efficient Way to Produce Protein: All raised animals have to eat, but fish require a lot less food than most. Because they are cold-blooded and live in a buoyant environment, fish don't have to take in the calories livestock use to stay warm or fight gravity. It takes a little more than a pound of feed to produce a pound of salmon. By comparison, roughly twice as much feed is needed to produce a pound of chicken, and producing a pound of beef requires around 9 pounds of feed.

This is one of the reasons aquaculture has the potential to meet the protein needs of a growing global population with less of a demand on limited natural resources like fresh water and farmable land.

5. U.S. Marine Aquaculture Operates Under Comprehensive Environmental Regulations: As with many forms of production and development in the United States, marine aquaculture is regulated by a suite of regulations to protect the environment. These include the Clean Water Act, Endangered Species Act, and Marine Mammal Protection Act, among others. All aquaculture operations in U.S. marine waters must meet the requirements of these regulations. Farms operating or planning to operate in state waters must also comply with the laws and regulations of that state.

NOAA Fisheries works closely with other government agencies and coastal managers to improve the efficiency and predictability of permits for marine aquaculture. We do this while also meeting our marine stewardship mission.

#### Aquaculture regulation and policy

6. Antibiotic Use is Limited and Strictly Regulated in the United States: Treating disease with medicine can be necessary when raising animals. But aquaculture drug use is also strictly regulated by the Food and Drug Administration, and the use of antibiotics for anything other than treating disease is against the law.

Antibiotics are considered a method of last resort for controlling bacterial diseases. Farmers instead rely mostly on responsible best management practices—like proper siting, limited density, and high-quality diets—probiotics, and vaccines as preventative measures to raise healthy fish.

#### Aquaculture animal health

7. U.S. Aquaculture Supports Coastal Economies: The United States has a small but vibrant aquaculture industry supported by world-class research and technology. Nationwide production was valued at \$1.5 billion in 2017. As aquaculture grows in the United States, the industry continues to create jobs, foster resilient coastal communities, and provide new international trade opportunities.

Aquaculture also has the potential to provide significant economic opportunities for Americans as the domestic and global demand for seafood grows. Aquaculture accounts for just 21 percent of the value of domestic fishery landings, and the country ranks 17th in global aquaculture production. Increasing production responsibly could result in tens of thousands of jobs in coastal communities.

### Executive Order on Promoting American Seafood Competitiveness and Economic Growth

2017 Aquaculture Production Highlights Infographic published in Fisheries of the United States, 2018. Credit: NOAA Fisheries.

8. Sustainable Aquaculture Strengthens Ecosystems: The benefits of sustainable marine aquaculture—like we have in the United States—go beyond food production. Oyster farms, for instance, provide valuable habitat for juvenile fish and invertebrate communities. They transform the flat, featureless bottoms of some areas into complex habitats that attract species seeking food and refuge.

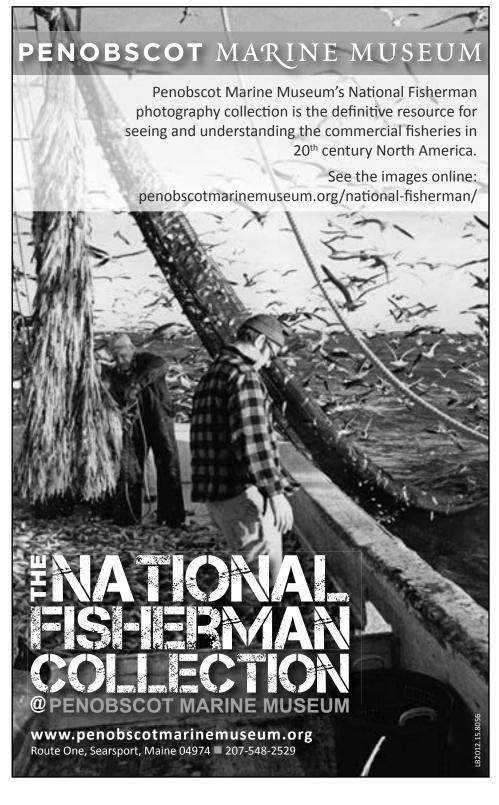
Shellfish aquaculture can also improve water quality. Oysters, clams, and other shellfish eat by filtering nutrients from the water. They remove excess nitrogen from ecosystems, helping to prevent an overgrowth of algae that can lead to dead zones.

### How shellfish farms interact with the environment

9. Aquaculture Is Vital to Restoration Efforts: Natural resource managers and scientists rely on hatcheries to rebuild wild populations and restore coastal habitats. The practice is called restoration—or restorative—aquaculture, and it involves cultivating marine plants and animals to one day transplant them into the wild.

For example, in November 2019, scientists completed the first release of white abalone grown in captivity off southern California. The release was an important step towards bringing endangered white abalone back from the brink of extinction. Restorative aquaculture is also being used to rebuild populations of salmon and trout in the Columbia and Snake River system.





## Maine Department of Marine Resources News

#### Continued from Page 18.

vessel as the platform. Species assessed include groundfish, lobster, recreational finfish species, and non-commercial species of ecological interest. More information can be found at https://www.maine.gov/dmr/science-research/projects/trawlsurvey/index.html

Maine DMR is currently undertaking a research project in collaboration with the Atlantic White Shark Conservancy (AWSC) and the Massachusetts Division of Marine Fisheries (DMF) in an effort that will provide information about the presence of white sharks (Carcharodon carcharias) in Maine's inshore waters, their migration patterns and habitat use. More information on this effort can be found at https://www.maine.gov/dmr/science-research/projects/whitesharkresearch/index.html

The Maine Coastal Mapping Initiative, a project of the Maine Coastal Program that acquires critical data about the seafloor and our ocean environment, is mapping 40-45 square nautical miles targeting scallop areas off of Matinicus Island to inform DMRs survey efforts, an area off Casco Bay in support of nautical chart revision, several areas around Pemaquid and off the Damariscotta River to inform lobster habitat, and beaches in southern Maine to track nearshore sand movement to inform beach nourishment placement. More Information can be found at http://www.maine.gov/dmr/mcp/planning/mcmi/index.htm

Like I said, its been a busy summer. But, despite the ongoing challenges of Covid-19 we have established remote operations and the work continues. I am very proud of DMRs staff as they find creative ways to ensure critical work to sustain your fisheries and to support Maines coastal economy con-

tinues . We will keep sending these updates until we can gather in-person.

Until then, stay safe. Pat

### Shore and Harbor Grants Support Waterfront Development

The Maine Coastal Program has awarded \$155,050 to support seven waterfront development projects. The funds are awarded through the Shore and Harbor Grant Program. These awards will provide coastal towns with funds for harbor management, dredging studies, public access and waterfront planning through municipal and regional projects.

FY2021 Grantees and Project Descriptions: Rockland - Downtown Waterfront Site Design and Implementation Roadmap - \$30,000, Develop an integrated site plan and for a cluster of city-owned properties which will balance public and working waterfront uses, and other commercial uses. **Bowdoinham - Former Municipal Public Works Site: Waterfront Redevelopment** - \$30,000. Create a detailed master site plan and engineering drawings for redevelopment of a waterfront property with local and regional importance. Brooksville - Betsy's Cove Parking Lot Repair and Expansion- \$29,750 Plan the construction of a new sea wall to withstand current and future flooding, storm surge and sea-level forecasts while creating additional parking. Deer Isle - Right of Way Discovery Project-\$7,800 Deed research and legal analysis to provide the basis for establishment of public rights-of-way in three contested locations in Deer Isle. Stonington - Enhancement to the Stonington Public Landing- \$30,000 Plan for expansion and enhanced use of the public landing to meet local needs and foster economic development. Swans Island - Dock Replacement- \$20,000 Perform

geotechnical investigation for reconstruction of a wharf for safe use by fishermen and other users. Wiscasset - Recreational Pier Expansion-\$7,500 Perform surveying and engineering of towns recreational pier property and supporting infrastructure to foster economic development.

Funded through NOAAs National Coastal Zone Management Program, the Maine Coastal Program's Shore and Harbor Planning Grants promote sound waterfront planning and harbor management, balanced development of shore and harbor areas, planning for waterfront infrastructure improvements, planning for climate resiliency and access to the shore. More information on the Shore and Harbor Grants is available at https://www.maine.gov/dmr/mcp/grants/shore-and-harbor-planning-grants.html.

#### Webinar Series to Focus on Collaborative Lobster Research

Please join Maine Sea Grant, the Maine Department of Marine Resources, and the University of Maine's Lobster Institute for a series of webinars focusing on collaborative research efforts in the lobster industry. Participants will discuss what works and what doesn't, and strategize on how to make collaborative research a priority. Speakers and topics include: Carl Wilson (Director, Bureau of Marine Science at ME DMR), Sarah Cotnoir (Lobster Councils Liaison, ME DMR), and Josh Miller (F/V Dorcas Anne, Tenants Harbor, ME), Lessons from a Collaborative Trapping Experiment in Tenants Harbor, on Thursday, October 8, at 7:00 pm. Dr. Bob Steneck (Professor, School of Marine Sciences at UMaine) and Dave Cousens (Lobsterman, South Thomaston, ME), A Retrospective Look at Collaborative Research in Maine, on Wednesday, October 28, at 6:30 pm. Cassie Leeman (Graduate

Student, School of Marine Sciences at UMaine), Curt Brown (Ready Seafood), and Eric Payne (Inland Seafood), Maximizing Value by Identifying Stressors in the Supply Chain, on Thursday, November 19, at 7:00 pm. Aubrey Ellertson (Research Biologist at the Commercial Fisheries Research Foundation) and Mark Sweitzer (CFRF Board Member, F/V Erica Knight, Point Judith, RI), The Lobster and Jonah Crab Fleet: A Unique Partnership Between Lobstermen and Scientists, on Wednesday, December 2, at 7:00 pm.

All webinars will be hosted by Maine Sea Grant using Zoom, and live closed captioning will be provided.

Join using a computer with this Zoom meeting link, and password: 931345

Or join by phone by calling any of the following numbers: +1 301 715 8592, +1 312 626 6799, +1 646 876 9923, +1 669 900 6833, +1 253 215 8782, +1 346 248 7799, or +1 408 638 0968

Meeting ID: 977 4697 8357

For those who cannot attend, all sessions will be recorded and shared online following each event.

For more information, please contact Amalia Harrington: amalia.harrington@maine.edu, (207) 581-1440.

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

**CHECK IT AND LET US KNOW WHAT YOU THINK!** 

#### **ON-GOING PROJECTS INCLUDE:**

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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### U. S. Coast Guard News

#### **Continued from Page 8.**

Campbell's crew employed its embarked Dolphin crew extensively, conducting joint evolutions and professional maritime exchanges with the Royal Danish navy vessels HDMS Knud Rasmussen and HDMS Triton. They also applied NATO procedures to test interoperability with regard to ship controlled approaches, launch, recovery, and hoisting. The crews conducted joint U.S.-Danish surface and air operations in Eternity Fjord and Disko Bay, Greenland, the most active iceberg-producing area glob-

Professional exchanges with HDMS Knud Rasmussen provide an opportunity to gain valuable navigation knowledge along Greenland's coastline and fjord system. Campbell patrolled the Labrador Sea waters, Davis Strait, and the Baffin Bay, navigating Greenland's largely uncharted western coast, including ice-laden bays and fjords, often using rudimentary sounding data as electronic charts are unavailable for the area. Throughout the patrol, Campbell safely completed over 200 helicopter evolutions, including 16 joint evolutions with the Danish navy.

In support of the National Oceanic Atmospheric Association, International Ice Patrol, and Coast Guard Research and Development Center, Campbell's crew conducted testing of specialized equipment and resources in the Arctic environment. They deployed oceanographic research buoys across Baffin Bay, the Labrador Sea, and the North Atlantic to measure ocean currents and wave heights that influence iceberg drift and deterioration.

"This valuable data can provide a better understanding of the lifecycle of icebergs that impact transatlantic shipping lanes," said Mike Hicks, of the International Ice

IIP also analyzed 317 synthetic aper-

ture radar and multi-spectral images from satellites to monitor iceberg danger during Campbell's operations. This effort, led by IIP's Lt. Don Rudnickas, denotes the first time in history, novel, scalable, and tailored iceberg warning products were produced with only satellite observations, depicting iceberg danger at higher granularity using oceanographic models to provide forecasted iceberg positions.

"This input significantly shapes the future of iceberg warning products in the North Atlantic and expands the capability of IIP to provide direct, tailorable support to vessels operating independently; an ability beyond the IIP's statutory mission, but one that is likely to become highly desired with increasing Arctic operations," said Hicks.

Mr. Matthew Lees was the RDC Demonstrations Liaison and coordinated technology evaluations for the patrol. These included: - An Iridium Certus Terminal which helped provide internet access for the crew to maintain communications with Atlantic Area: - Two different enhanced night vision goggle devices improved law enforcement and flight operations, even integrated into ship's display screens; - A Long Range Acoustic Device, also known as an LRAD, was evaluated for enhanced communications with vessels at longer distances: - A handheld Glare Helios Green Laser tested for similar stand-off hailing capabilities.

The crew also learned essential lessons using a FiFish Remotely Operated Vehicle in cold weather to conduct underwater inspections.

"As cruise ship and commercial vessel traffic increases through the Northwest Passage, Campbell's recent patrol highlights our commitment to ensuring the safety and security of U.S. citizens," said Rear Adm. Thomas Allan, commander Coast Guard 1st District. "This was also a fantastic demonstration of how we work with our partners as we seek to respect sovereignty, maximize the use of our assets, and promote environmental stewardship."

They facilitated multiple key diplomatic engagement opportunities throughout their Arctic deployment. Campbell's crew welcomed aboard Danish Maj. Gen. Kim Joergensen, commander of Joint Arctic Command, and Mr. Sung Choi, U.S. consul in Nuuk. Campbell's diplomatic work was underscored by the opportunity to host Greenland's Premier, Mr. Kim Kielsen, signifying the importance of international cooperation for the region.

"Campbell's efforts continue the United

States' strong relationship with Greenland, furthering a positive foundation for how the Coast Guard will interact and operate in the region," said Poulin. "As an Arctic nation, cooperation and understanding of the dynamic and ever-changing Arctic operating environment is vital. The U.S. Coast Guard is the primary polar and Arctic surface operator of the U.S. military. The Coast Guard is committed to working collaboratively with like-minded partners through exercises like ARGUS strengthening global maritime security, regional stability, and economic prosperity."

### Vendee Globe Update

#### **Continued from Page 19.**

2020 edition sees this technology having made significant advances in foil shape, form and structure but also in corresponding hull design and structure with boats now designed and built specifically to foil, to fly above the sea's surface for protracted periods. Nineteen of the 33 monohulls are fitted with these impressive flying appendages, including seven very latest 2020 generation boats. The 60-foot IMOCA have become more complex machines, they are much faster but exact a considerable toll in terms of skipper comfort. That may be the price to pay as the benchmark time set by the last winner Armel Le Cléac'h (in 74 days 3 hours and 35 minutes) seems very likely to be beaten. At these high speeds, other problems occur, making life on board increasingly difficult, and more than ever testing the ability of men and women to withstand the noise, the slamming, the jolting and the awkward motion for days on end.

#### The Vendée Globe is committed to a responsible approach

From this edition forwards, the Vendée Globe is engaged in a responsible long-term approach. First of all, SAEM Vendée, in consultation with all the stakeholders, has committed to a more responsible event organization with an internal assessment of its impact and the implementation of concrete actions to limit those on this edition and in the future. Numerous initiatives will be carried out in the village aimed at raising awareness of ocean health, particularly among the younger audience with educational tools available through the Vendée Globe junior program. This theme will be the centre of attention in the village and displayed on all of the event's communication media.

In line with the process initiated by the skippers of the IMOCA class, the Vendée Globe and the Intergovernmental Oceanographic Commission (IOC) of UNESCO are signing an agreement with the aim of collecting data relating to the ocean and the atmosphere. More than a third of the skippers in the fleet are involved in these measures and will be equipped with the instruments required to carry out measurements and collect data. Further details about this operation will follow shortly.

A popular festival falls in line with requirements for a unique period

Single-handed ocean racing is certainly one of the sports most suited to an extreme of social distancing, but welcoming the public to Les Sables d'Olonne is a big challenge in these difficult times.

The Vendée Globe is a popular event, a public event which in essence belongs to the Vendée region and the Vendée people. The presence of the public is an essential and historical part of the mix. The organisers, the SAEM Vendée have been working together for months with all the stakeholders of the event and the associated authorities in order to make the presence of the public possible in this context.

The Village will therefore open its doors on October 17, but its access will be subject to a system adapted to the health measures in force: The reception capacity of the Village will be limited to 5,000 people at the same time, with real-time flow management and a direction of circulation imposed in indoor areas. Access to the village is free, but the public must make a mandatory reservation beforehand. Registration details will be communicated shortly. Wearing a mask will be compulsory, as will respect for all social distancing upon entering the village. A specific health protocol for skippers and their close entourage, with in particular strict confinement for seven days before departure. A health protocol for the organization and accredited persons, including the media, with the obligation to present a negative PCR test dated within the previous 72 hours to access the village. All those provisions will be communicated shortly.

An agile organisation, in permanent contact with the competent authorities, in order to constantly adapt to the changing situation.

#### **List of skippers:**

Fabrice Amedeo: NEWREST - ART &

Romain Attanasio: PURE - BEST **WESTERN** 

Alexia Barrier: TSE - 4MYPLANET Yannick Bestaven: MAÎTRE COQ IV Jérémie Beyou: CHARAL

Arnaud Boissières: LA MIE CÂLINE -ARTISANS ARTIPÔLE

Louis Burton: BUREAU VALLÉE 2 Didac Costa: ONE PLANET ONE

Manuel Cousin: GROUPE SÉTIN Clarisse Cremer: BANQUE POPU-LAIRE X

Charlie Dalin: APIVIA

Samantha Davies: INITIA-TIVES-CŒUR

Sébastien Destremau: MERCI

Benjamin Dutreux: OMIA - WATER **FAMILY** 

Kevin Escoffier: PRB

Clément Giraud: COMPAGNIE DU LIT / JILITI

Pip Hare: MEDALLIA

Boris Herrmann: SEA EXPLORER -YACHT CLUB DE MONACO

Ari Huusela: STARK

Isabelle Joschke: MACSF

Jean Le Cam: YES WE CAM!

Stéphane Le Diraison: TIME FOR **OCEANS** 

Miranda Merron: CAMPAGNE DE **FRANCE** 

Giancarlo Pedote: PRYSMIAN GROUP

Alan Roura: LA FABRIQUE

Thomas Ruyant: LINKEDOUT

Damien Seguin: GROUPE APICIL

Kojiro Shiraishi: DMG MORI

Sébastien Simon: ARKEA – PAPREC Maxime Sorel: V AND B - MAYENNE Alex Thomson: HUGO BOSS

Armel Tripon: L'OCCITANE EN **PROVENCE** 

NicolasTroussel:CORUML'ÉPARGNE



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### U. S. NAVY NEWS

#### Continued from Page 9.

with enlisted personnel and their families.

"This is the first ship to honor a senior enlisted leader in such a way for their contributions in this realm, and represents a significant milestone achievement that recognizes both the responsibility of the position to the Navy, as well the tremendous accountability to those enlisted Sailors we primarily provide advocacy for," said MCPON Smith. "The vision and effort it took to move the idea of a Master Chief Petty Officer of the Navy into an effective reality cannot be overstated, and all of us have been the benefactors of his legend of service by advancing the work that he began.

Rear Adm. Brad Cooper, Commander, Naval Surface Force Atlantic, welcomed the ship that brings a wide range of warfighting capabilities in multi-threat air, surface and subsurface environments to the premier Surface Force in the world.

"The USS Delbert D. Black joins the Fleet during a time when its cutting-edge capabilities are most needed," said Cooper. "I'm extremely proud of this crew and know the pennant of courage, teamwork, inclusiveness and sacrifice will be taken up and flown even higher with the Sailors who serve aboard the ship."

Mrs. Ima Black, Master Chief Petty Officer of the Navy (MCPON) Delbert D. Black's widow and a former Sailor, served as the ship's sponsor offering congratulations to everyone who played a role in delivering USS Delbert D. Black to service. Mrs. Black served during World War II in the Navy WAVES - Women Accepted for Volunteer Emergency Service.

Delbert D. Black's Commanding Officer, Cmdr. Matthew McKenna, reported the ship ready to Adm. Lescher.

The crew is excited to kick off Tulsa Navy Week as part of their commissioning. "Being that Delbert Black was a native of Oklahoma, I'm ecstatic that Tulsa Navy Week will highlight the first Master Chief Petty Officer of the Navy, namesake of our ship, virtually Oct. 5 through 11," said McKenna. "This is much more than a ceremony; the commissioning of a ship is a culmination of unwavering dedication. The ship is ready to be introduced to the Fleet."

Delbert D. Black is the 68th Arleigh Burke-class guided missile destroyer to be delivered to the Navy and the first to bear its name. DDG 119 honors the first Master Chief Petty Officer of the Navy (MCPON). Black is known for initiating the master chief program, ensuring enlisted leadership was properly represented Navy-wide.

#### Adm. Carlisle A. H. Trost, 23rd Chief of Naval Operations, Passes Away

30 September 2020

WASHINGTON – Adm. Carlisle A. H. Trost, former Chief of Naval Operations (CNO), died September 29, 2020, in Maryland. He was 90.

Trost, a native of Illinois, served as the 23rd Chief of Naval Operations from June 30, 1986, until June 29, 1990.

"Today we grieve alongside the family and friends of Adm. Carlisle A. H. Trost," said Chief of Naval Operations Adm. Mike Gilday. "He was a warrior, a man of honor and a committed patriot who guided the Navy through difficult times, including conflict in the Middle East and Panama. Adm. Trost also led the Navy's transition from a focus on the Cold War to regional and littoral conflicts around the world. His goal above all else was to be a good husband, a good father, a good friend and a good naval officer. No doubt, Adm. Trost was all those things. We have truly lost a great leader and

shipmate. Fair winds and following seas, sir. We are stronger for your leadership and grateful for your steadfast commitment to our Navy and nation."

Relieving Adm. James D. Watkins as the Navy's top military leader in 1986, Trost facilitated the transition of the U.S. Navy from a Cold War focus on sea control to a new emphasis on regional littoral conflicts.

Among his goals as CNO was to maintain the Navy's global maritime superiority, not only from larger threats, such as the Soviet Union and China, but also from smaller nations, drug traffickers, and terrorists. To achieve that mission would require the U.S. Navy to maintain its advantage in antisubmarine warfare, using forward flexible forces that only the Navy could provide.

"Admiral Trost was the epitome of a hard-charging Navy Officer, yet was always a true gentleman and people person. I had the privilege to be one of his Intelligence briefers in 1986-1987 during the high-water mark of Soviet Navy operations during the Cold War. I marveled at his ability to instantly grasp the long-range strategic and operational implications of any intelligence report on anything in the world." said retired Rear Adm. Sam Cox, director Naval History and Heritage Command.

During his tenure as CNO, Trost confronted growing tensions in the Middle East, complicated by the Iran-Iraq War. Less than one year into his tour, on May 17, 1987, the USS Stark was hit by two missiles fired by an Iraqi aircraft that killed 37. Starting in 1987 and for more than a year, the Navy supported Operation Earnest Will, escorting Kuwaiti-owned tankers to ensure their safe passage in the Gulf.

At home, he faced the more pressing task of meeting Defense Secretary Dick Cheney's request for the military to cut its projected spending by \$180 billion.

Early into Admiral Trost's term as CNO, President Ronald Reagan was urging "Mr. Gorbachev, tear down this wall." By the end of Admiral Trost's term, the Berlin Wall was down. As the Soviet Union crumbled, however, Admiral Trost never wavered from his belief that the Navy needed to remain vigilant with its forward presence. He warned of "governments of fanatics" whose national policy was to destroy democracy.

Admiral Trost made joint international exercises with allies a part of the Navy's operational and training missions. He invited CNOs from other countries and also visited them to assess their viability as allies and partners. In October 1989, Admiral Trost made a historic visit to the Soviet Union where he met with his Soviet counterpart and fellow submariner, Fleet Admiral Vladimir Chernavin. His trip's purpose was to enhance mutual understanding and reduce tensions between the two countries.

When Trost's tenure as CNO ended in 1990, he had served under two presidents: Ronald Reagan and George H. W. Bush. Through his guidance and perseverance in keeping the Navy and Sailors at operational readiness, the United States was prepared to lead a multinational force in the first Persian Gulf War in 1991, months after his departure from office.

Born in Valmeyer, IL in 1930, Trost attended the U.S. Naval Academy. After graduating first in his class in 1953, he joined the crew of a destroyer and then attended submarine school and was trained in nuclear power, graduating number one in that class as well. In 1956 he was stationed on USS Sirago.

As a junior officer he was awarded an Olmstead Scholarship to study at the University of Freiburg, Germany. During the 1970s Admiral Trost completed assignments as the naval aide to the Secretary of the Navy; Assistant Chief of Naval Personnel; and Director, Navy Program Planning.

During his more than 37 years of commissioned service, Admiral Trost served at sea in destroyers and diesel-powered and nuclear-powered submarines. He was executive officer of two nuclear-powered submarines and commanding officer of a fleet ballistic missile submarine.

He retired at the end of his term as Chief of Naval Operations on June 29, 1990.

### USS Roosevelt Completes Operations in Black Sea

#### From Mass Communication Specialist Seaman Austin G. Collins, USS Roosevelt Public Affairs

02 October 2020

BLACK SEA - The Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80) completed operations in the Black Sea, Oct. 2, 2020.

During this time Roosevelt conducted tactical exercises, as well as a number of other joint force operations with the Bulgarian, Ukrainian, and Turkish navies. In addition, the ship worked with U.S. and British Air Forces.

Since its arrival in the Black Sea, Roosevelt has worked alongside Royal Air Force Typhoon FGR4 fighters, a Ukrainian Navy Mi-14 helicopter, NATO E-3A Airborne Warning and Control System aircraft, U.S. Navy P-8 Maritime Patrol Reconnaissance Aircraft as part of joint exercises and ongoing integration of air and maritime units in the U.S. Sixth Fleet. The ultimate goal is to refine joint air defense procedures and maritime domain awareness to expand operations in the Black Sea.

The ship also executed multiple passing exercises with Bulgarian, Ukrainian, and Turkish naval counterparts.

"Maneuvering and tactical exercises with our NATO partners serve as an excellent demonstration of combined command and control and our collaborative security operations," said Cmdr. Ryan Kendall, Roosevelt's commanding officer. "These exercises strengthen our navies' professional relationships and build upon our shared NATO alliance goals."

U.S. Navy vessels routinely conduct training with allies and partners in order to increase capacity and capability as they work together to strengthen regional ties.

Roosevelt conducted a bilateral exercise on Sept. 20, with the Bulgarian Navy Koni-class frigates BGS Smeli (F-11), and BGS Bodri (F-13). A week later, on Sept. 29, Roosevelt met three Ukrainian Navy vessels: the Gurza-M-class UKRS Kastopol (P 180), and UKRS Nikopol (P 176), and the Island-class patrol boat UKRS Starobilsk (P 191) for similar exercises. Then, just two days following on Oct. 1, Roosevelt met the Turkish Barbaros-class frigate TCG Barbaros (F 244) to hone her maneuvering skills once more.

The Black Sea is a critical waterway for maritime commerce and stability throughout Europe. The U.S. Navy routinely operates in the Black Sea to work with our NATO Allies and partners, including Bulgaria, Georgia, Romania, Turkey, and Ukraine. It is in the world's best interest to maintain a stable, prosperous Black Sea region and deter aggressive actors who seek destabilization for their own gain.

The ship's operations in the Black Sea strengthens interoperability among NATO allies and partners and demonstrate collective resolve to Black Sea security under Operation Atlantic Resolve.

Roosevelt, forward-deployed to Rota, Spain, is conducting naval operations in the

U.S. Sixth Fleet area of operations in support of U.S. national security interests in Europe and Africa.

Four U.S. Navy destroyers, including Roosevelt are based in Rota, Spain, and assigned to Commander, Task Force 65 in support of NATO's Integrated Air Missile Defense architecture. These Forward-Deployed Naval Forces-Europe ships have the flexibility to operate throughout the waters of Europe and Africa, from the Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain.

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

### SECNAV Names Navy's Newest Class of FFG(X) Ships

07 October 2020

BALTIMORE – Secretary of the Navy Kenneth J. Braithwaite announced USS Constellation (FFG 62) as the name for the first ship in the new Guided Missile Frigate (FFG(X)) class of ships Oct. 7 while aboard the museum ship Constellation in Baltimore Inner Harbor.

The name was selected in honor of the first U.S. Navy ships authorized by Congress in 1794 -- six heavy frigates named United States, Constellation, Constitution, Chesapeake, Congress, and President. These ships established the Continental Navy as an agile, lethal and ready force for the 19<sup>th</sup> century. This will be the fifth U.S. Navy ship to bear the name Constellation.

As the next generation of small surface combatants will contribute to meeting the goal of 355 battle force ships. With the ability to operate independently or as part of a strike group, it will deliver an Enterprise Air Surveillance Radar (EASR), Mk 41 Vertical Launching System, and Baseline 10 (BL 10) Aegis Combat System capabilities. The ships lethality, survivability, and improved capability will provide Fleet Commanders multiple options while supporting the National Defense Strategy across the full range of military operations.

Constellation is a historic name with a long Naval history. The original name was submitted to President Washington in 1795 to represent the 'new constellation of stars' on the United States flag. The first Constellation was a 38-gun frigate with a crew of 340 personnel. The ship was built in Baltimore in 1797 and remained in service until 1853.

The second Constellation was a sloopof-war launched in 1854 and was the last sail-only warship designed and built by the U.S. Navy. The ship currently stands as a museum in Baltimore.

The keel for a third ship named Constellation was laid, but the ship was never completed in the peace years following WWI

The most prominent Constellation is the Kitty-Hawk class conventional aircraft carrier that commissioned in 1961. It had a storied history to include overcoming several catastrophic fires on board, supporting operations during the Vietnam War, the first Persian Gulf War, and Operations Enduring and Iraqi Freedom before decommissioning in 2003.

Constellation Class Frigates will be built at Marinette Marine Corporation in Marinette, Wisconsin with the first ship scheduled for delivery in 2026.



21 March Page 2.

Gateways of the Plate.

How a Commercial Empire has been
Won.—Development of European Commerce on the South American Coast.—
Why American Trade Languishes.

If any American, weak and lowly in spirit, has a voracious appetite for humble pie, let him pack his steamer trunk and take passage for the Rio Plata. If he be very eager to swallow the pie he should sail by way of Europe, catching an English, German or French steamer bound for Montevideo, for otherwise he will be a long time in reaching port, possibly forty or forty-five days if he takes an American steamer to Rio. If he be anxious to hear form his family and friends in America while he is digesting the pie, he should caution them to direct letters "via Europe," for otherwise he may be many weeks in port before he receives his mails by the American steamers. But whether he comes by quick or slow transit, or whether he ever again hears from his American friends, he will have all the humble pie his morbid stomach craves. He will find himself in the gateways of the Plate, most majestic of South American rivers, with Montevideo and Buenos Ayres, the handsomest and most enterprising cities of this part of the world, confronting him on either side, and in each harbor he will see a magnificent merchant fleet, representing every maritime nation except his own. He will recognize off the waterfront of Montevideo the flags of England, France, Germany, Italy, Spain, Belgium and Brazil flying on the steamships lying at anchor, and he will see a swarm of Norwegian, Danish, English, Italian and German sailing vessels; but he will look in vain for the American flag, unless he catches a glimpse of the colors of the poor old Tallapoosa afar off in the offing.

Montevideo and Buenos Ayres are cities advancing in wealth and commercial importance by leaps and bounds. At the close of the American Civil War two ocean steamers entered Montevideo in the course of a month. Now there are two arrivals every day the year round, exclusive of river craft and coasters. At Buenos Ayres there has been an even greater development of commerce. The tide of immigration rises higher every year, and the Argentine is filling up with European settlers. It is the marvelous progress of the United States reduced to south latitude. The rapidity of the commercial development of this port at the gateways of the Plate will be seen when it is stated that the increase in steam tonnage in three years has been 33 percent. France and Italy, under a system of navigation and shipbuilding bounties, have largely increased their steam fleet in these waters. Germany and England, with liberal compensation for mail transportation, have easily kept abreast with the progress of their rivals. Two hundred tons of freight are moved daily in the Liverpool docks for the port of Uruguay. There is the most intense rivalry among the four chief maritime Powers for the control of the commerce of the Plate. So fast is the pace that sailing vessels are dropping out of the race. The French Bounty law of 1881 and the Italian Bounty law of 1885 have failed to revive the sailing mariner of those countries. It is a steamship race. and the United States has not a single entry out of 765. It had sixteen sailing vessels in port during 1888, out of 1,357 arrivals of all classes, and not one steamship. European rivals are making extraordinary exertions to enlarge their fleets in these waters and to establish commercial supremacy here.

A hundred years ago the European was driven from the American colonies and compelled to resign control over a continental domain that is now the industrial empire of a free people of 60,000,000. What was lost there has been recovered here. South America is the commercial empire of the maritime nations of Europe. They hold twothirds of the national debt of Brazil. They have supplied a large share of the capital required for railway, banking and industrial enterprises there. They have organized the internal trade of the Amazon Valley and built the fleet of river steamers that traverse those gloomy forests. They have established their ascendancy in the coast towns and made the import trade their own. They control the commerce of the Plate countries at Montevideo and Buenos Ayres. They are supplying the investments needed for converging the Patagonia into a stockyard and a sheepranch. The weight of their capital, maritime enterprise and industrial skill is felt all the way form the Straits of Magellan to the Isthmus. South America is tenanted by proud nations, jealous of their political liberties, but it is the commercial dependency of maritime Europe. It is what the United States would have become if economic and industrial, as well as political independence had not been conquered by wise statesmanship—a market and dumping-ground for English, French, German and Italian manufactures.

These truths are impressed upon an American's mind at Rio when he perceives the bulk and variety of the European manufacturers that are exchanged for coffee. The rubber, cotton, sugar and coffee belts make the country what it is, and provide it with staples, which it exchanges for everything that is manufactured in Europe. That diversification of industries which has been largely instrumental in promoting the prosperity and establishing the economic independence of the United States is unknown in Brazil. After passing the entrance to the lower coffee belt at Santos, the traveler coasts along three of the southern Provinces; Parana, which in extent may be compared with Kansas; then Santa Catharina, which is about as large as Maine and at last Rio Grande do Sul, which is equal to New York and Pennsylvania combined. The lofty sierras of the coffee belt are reduced to gently sloping hills, and Brazil terminates in a rolling prairie, offering rich pasturage for cattle and sheep. The list of agricultural products, which began under the equator with rubber, and included sugar, cotton, tobacco and coffee in the direction of the tropic, is completed with wool, hides, and even wheat on the borders of the temperate zone. Beyond Reo Grande do Sul and Porto Alegro are the gateways of the Plate. Here is the majestic river entrance to the three republics of the South, whose industries are also almost wholly agricultural. Europe directs and controls their trade and supplies them with manufactures of its own as it monopolizes the commerce of the Brazilian seaboard form the shifting delta of the Amazon to the shingles and sand dunes of Rio Grande do Sul.

How has this commercial empire, which replaces what the English lost a century ago in North America, what the French sold for a song in Louisiana, and what the Spanish frittered away by misgovernment in the far South, been regained by modern Europe? Not by free trade, if my Cobdenite friends will allow me to say; for France, Germany, Italy and Spain, which are fiercely contesting English supremacy on these coasts, are not tree trade nations. Continental Europe is as fully committed as the United States to what Mr. Bright used to denounce as the barbarism of high tariff legislation. This is not a free trade empire, for maritime Europe with the exception of England is against free trade, and every South American country is surrounded by a high tariff wall. The secret of the establishment of European commercial supremacy in this part of the world is the intelligence with which the shipping interest of those maritime nations have been fostered and developed. The American Civil War marked the turning-point in the substitution of steam for sail power in the transportation of ocean freights. About 1865 the first English mail steamer began running into Montevideo under a government subsidy. At the end of twenty years—in 1885 - there were 618 European steamers with a tonnage of 900,873 entering the same port—a tonnage nearly three times as great as that of the sailing fleet. At the end of 1888 that tonnage had risen to 1,264,919, with more than two steamers a day. This was not a triumph of free trade, but of maritime enterprise. While the United States was neglecting its shipping interests and doing nothing to restore its commercial marine on the high seas, Europe was building and manning the merchant fleets by which an empire might be conquered.

The four great Powers which have been nearly doubling their commercial maritime in these waters in the course of ten years have also doubled their import trade. Belgium, which recently subsidized the Lampert and Holt steamers, has increased her volume of exports to Uruguay nearly five times. France and Italy under bounty laws have done well. The United States alone remains stationary, for it is the only great country in the world that systematically neglects the interest of its ocean commercial marine. Over against this magnificent fleet of 294 ocean steamships, which have been built and maintained largely by bounties, subsidies and liberal payments for mail transportation, it has three small and slow steamers on the Brazil coast as far as Santos, to which it pays a few thousands every year for carrying the mails; and nothing below Santos except a sailing vessel perhaps once of twice a month in the harbor of Montevideo. The exports from this port to the United States show no perceptible increase from year to year. In 1889 the aggregate was \$2,252,428, against \$2,347,054 in 1882. The imports form the United States to Montevideo are equally inelastic, running about \$900,000 below the exports received in return. Trade with the maritime Europe flourishes and multiplies with the development of its commercial marine. Trade with the United States languishes and shrinks from sheer inanition. Yet I suppose there are statesmen in Washington who are at a loss to understand what is the matter. (Montevideo Correspondence New York Tribune.

Page 3.

# Millions for Coast Defences. Description of The Proposed Fortifications for Portland, The Kennebec and the Penobscot.

The report of Senator Dolph's committee on coast defences provides for the appropriation of the grand sum of \$123,000,000 for defence of the ports of the United States. The expenditure of this sum is to be extended over a period of 12 years by the provisions of the bill, beginning with 1891, when \$21,500,000 would be expended. The expenditures will be made according to the plans of the fortifications board. When the work is begun Portland harbor will be one of the first places to be attended to, and the Kennebec and Penobscot rivers will also come in for a share. Senator Dolph's bill specially mentions these places for a part of the first year's appropriations.

The fortifications board classes Portland as the 10th port in the order of urgency, which is as follows: New York, San Francisco, Boston, the lake ports, Hampton Roads, New Orleans, Philadelphia, Washington,

Baltimore, Portland, etc. Portland, the board says, could be shelled from seaward from the northeast of the city to the southeast, at distances varying from three to four miles, in more than five fathoms of water. There are also several good anchorages between Long Island, Great Diamond and Peaks Island; and also between Great Diamond and the mainland where a foreign man-of-war could lie and shell the city at easy range. There is also a good anchorage to the southward at Richmond's Island harbor, where a man-ofwar might lie undisturbed and shell the city. As Portland is only six and one-half miles distant it is the opinion of the board that a vessel might lie at Richmond's Island and either shell the city, or disembark's force that might capture the city by land.

In short, Portland harbor is about as defenceless a place as there is on the coast, for all the old forts in the harbor. The recommendations of the fortifications board, however, propose some things that would rende render less easy any exploits of foreign men-of-war about the city. They are in favor of expending in all the sum of \$5,305,500 on the fortification and defence of Portland. Of this sum \$2,096,000 would go for earthworks and masonry, \$200,000 for structural metal to be used in connection with the mounting and protection of the guns, \$1,784,000 for big guns and mortars, \$587,000 for gun carriages, \$287,500 for sub-marine mines and adjuncts, and \$360,000 for torpedo boats to be stationed in the harbor.

The great guns will be monsters. Twenty of them will be 12-inch fifty ton guns; ten of them 10-inch twenty-seven ton guns; ten of them 8-inch thirteen ton guns; and forty-eight 12-inch mortars. These are not the largest guns that there will be on the coast, since for New York, Boston and other larger places 110 ton guns of 16-inch caliber are recommended. These are, nevertheless, large and powerful guns. And they will very costly too. Ten of the Portland guns, mounted on lifts, will represent when in position a cool \$100,000 each. The masonry and earthwork for the guns is the greatest expense, representing \$80,000 of the \$100,000, while the other \$20,000 goes for the gun. Thirty more, part of them mounted on a device which enables them to disappear by slaking down after they are fired, will cost \$40,000 apiece, all mounted. The 48 mortars will cost \$96,000. No plans have been made for iron turrets at Portland, but at Narragansett Bay and other places they are planned. These turrets, made of chilled cast iron, and fitted to revolve as the turrets of a monitor, are in use for coast and land defence in European countries.

Of submarine mines it is estimated by the fortifications board that Portland should have 350 at a cost of \$122,500 for the mines themselves. But to make the mines sufficiently safe in time of peace, and sufficiently deadly in time of war, it is necessary to have considerable apparatus connected with them. Four operating rooms would cost \$60,000; then 16 electric light projectors would cost \$95,000 more; so that the mines would cost in all about \$278,500. These submarine mines are an important part of the defense system. The mines are connected with an operator on the shore by an electric cable. The operating rooms must of course be bomb proof. It is also quite necessary to have special light batteries, arranged with electrical connections so as to be discharged at any small boats of the enemy that might meddle with the system. The quota of torpedo boats estimated for Portland is six, to cost \$60,000 each. Such boats are intended to be of great use in defeating attempts against the mines by either large or small vessels.

The bill reported by Senator Dolph's

committee provides in the first appropriation for the purchase of the land necessary for erecting the new batteries. Whether it will be necessary to purchase more land on Cape Elizabeth or the islands is not specified. On the Kennebec, at Fort Popham, it is proposed to use for masonry and earthworks, \$120,000; for guns and mortars \$81,000; for gun carriages, \$27,000; for submarine mines, \$70,000; a total of \$298,000. This would give three 10-inch guns for Popham. At Fort Knox, opposite Bucksport, on the Penobscot, three more 10-inch guns would be put in, costing \$81,000, or \$108,000 with their carriages. For earthworks and masonry, \$120,000 more are allowed, and for submarine mines \$70,000; a total of \$298,000 for the Penobscot also.

These are the amounts that Maine will get if the twelve years' plan of construction, proposed by the fortifications board, is carried out. Senator Dolph's committee have reported a bill to begin the work in 1891. The fortifications of Portland, the Kennebec and the Penobscot are obsolete. The line-of-battle ship of 1840, against which they were intended to defend the ports of Maine, cost but \$550,000, and was a puny thing compared with the iron-clads of to-day, costing \$5,000,000 each. To meet these improved vessels, more modern defences are necessary

#### Maine Steamboats. Seventy-five Steam Craft Now Plying on the Interior Waters of the State.

The following is an abstract of the report for the year 1889 of State Steamboat Inspectors William Flowers and Charles Staples, Jr., made to the Governor and Council. "We have inspected and examined seventy-five steamers and issued certificates of inspection to seventy-four, one having been withheld until a new boiler is put into the vessel. We have also issued licenses to eighty-six masters and pilots and ninety engineers, the fees for whom and also those for the inspection of the vessels are accounted for in our personal accounts herewith submitted. The number of steamers under State jurisdiction is rapidly increasing and as above stated in this year seventy-five with an aggregate measurement of 1615.16 tons.

"There have been added to the service this year eighteen new vessels and six have gone out of service during the same time, tow of which were transferred to United States waters and others laid up for lack of business or were replaced by larger ones. In order that the amount of business transacted by the steamboat inspectors may be understood, we would state that their duties are almost continuous from May 1st until the latter part of October, they having traveled in the performance of their duties 13.026 miles during that time. In conclusion we beg leave to state that the service is in good condition and a disposition shown by its officers generally to omit no opportunity to improve it and win public favor by making their vessels safe and convenient and by compliance with the law and the requirements of the inspectors."

Following are the names of the steamers inspected: CAPTAIN LEWY, Princeton; VACUNA, Enfield; FROLIC, Sebec; H. L. DRAKE, Grand Lake Stream; DOBSIS, Grand Lake Stream; E. A. BARNARD, Princeton; JOSEPHINE, Lincoln; TWILIGHT, Greenville; NATANIS, Chain of Ponds; QUEEN, Brewer; TETHYS, Portland; AUBURN, Bath; JACKALL, Peekskill, NY; CORNELIA, New York, NY; GLENN, Gardiner; NORTH STAR, Hanover; GREYHOUND, Andover; WAWA, Portland; MOLLELOCKET, Rangeley; CUPSUPTIC, Worcester, MA; MOLLYCHUNKAMUNK, Rangeley;

HAWTHORNE, Bridgeton; LEWIS-TON, Bath: GYPSY, Auburn: MILES STANDISH, Clinton, MA; LUNELLE, Chicago; LOUISA, Greenville; RIPPLE, Dover; WAUWINET, New Bedford, MA: WINONAH, Brewer, MELISSA M., Swansville; MINNIE, Portland; RIVER BELLE, Bangor; MABEL, Kittery; KI-NEO, Kineo; RESTLESS, Sebec; TOSCA, Costigan; GOVERNOR COBURN, Greenville; MOOSEHEAD, Greenville; DAISY HAINES, Old Town: UNDINE, Sebago: LADY OF THE LAKE, Portland; UNA, Bath; ETHEL, Portland; TITWILLOW, Camden; MARION, Brewer, RIPPLING WAVE, Willimantic; MESSALONSKEE, Bath; AMARISCOGGIN, ANNIE, Auburn; HENRIETTA, Boston; FLEETA, Norway; GEORGE A., Brewer; REBECCA, COM-ET, Greenville; RITA, TWILIGHT, Dexter; BOSS HALE, Camden; PAROLE, Gloucester, MA; MOLECHUNKAMUNK, WELO-KENNABACOOK, Bath; HELEN, FLOR-ENCE, PERCY, METALLUC, Rangeley; ETHEL M., Presque Isle; IDA, Boston, MA; REINDEER, Rangeley; CORA LEE, FAIRY OF THE LAKE, WILLIAM PARK-ER, Greenville; ADDIE ADAMS, Sebec; SYDNEY, Philadelphia;, PA; UNDINE, Sebattus; LENA, Philadelphia, PA; LAURA E., Boston.

Page 4.

## Beautiful Camden. Brilliantly Crystallizing.—Important sales of Real Estate being Made.

(Correspondence of The Journal.)

The word, crystallize, formerly had only a chemical meaning and was mainly found in works on chemistry. Lately, however, it has branched out and we hear of a "plan crystallizing" an "undertaking has crystallized" a "factory has crystallized" etc., and now we have it that Camden is crystallizing into a brilliant summer resort.

The outlook for this season is very promising indeed. Mr. Stearns is putting his cottage "Selbourne" and "Roseland" in the best of order, and doubtless, they will be in demand if not already engaged. He will put the "Marine" fountain which was recently on exhibition in Boston, in his "Norumbrga" grounds as soon as the frost will admit. Mr. Stearns has now a force at work getting the lumber ready for his "Sagamore" buildings to be erected this spring, and is otherwise brimming full of improvements.

Two important sales of real estate in

Camden for summer residence purposes have been recently made to Philadelphia gentlemen, Messrs. J. A. Wright and W. R. Wright, both men of wealth and high social standing and who are connected with and part owners of the Inman Line of ocean steamers and the Pennsylvania R. R. These gentlemen will doubtless be the means of bringing others to see Camden's many attractions, and before the season is over it would not be at all surprising if "beautiful Camden down by the sea" experienced a vertiable "land boom."

EARLATTEES, Camden, Mar. 17, '90.

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#### Hunting Sea Otters. How some of the most expensive of fur producing Animals are Killed off WA

It is not generally known that some of the most expensive fur producing animals are killed off the coast of the new State of Washington, and it remarkable that the extent of territory where these animals are taken is so extremely limited, being only from Damon's point at the northern entrance to Gray's harbor, up the coast to Point Greenville, a distance of abut twenty-four miles. The animal referred to is the sea otter, the fur of which is manufactured into the robes of the potentates and princesses of the Old World. Unlike that of the seal the fur of the sea otter requires no plucking of hair or coloring; in fact, the most valuable skins are those which are speckled throughout with a silver tipped hair, which is known as the silver tipped fur, the addition of this hair adding 25 to 50 percent to the price of the

There are now several hunters engaged in killing sea otters at the place referred to, and the modus operandi of taking them is very interesting. The hunters build for themselves derricks about forty feet high by taking three slim poles or pieces of timber, each about forty feet in length, and bolting them securely together at one end for the top, they spread them about twenty five feet apart at the bottom, giving the appearance of a large tripod. These are set on the ocean beach, about midway between high and low tides, the foot of the poles being imbedded in the sand from two or three feet. The structure is then thoroughly braced, and a ladder built on the top by nailing pieces at convenient distance crosswise on the inland. About eighteen inches below the top of the tripod cross timbers are secured to the legs,

and upon these cross timbers a floor from four to five feet square is laid, and on the oceanward and two adjoining sides walls are built up form three and a half to four feet in height. On the land side a door is constructed to allow the hunter easy ingress and egress to and from his crow's nest. On the top of the tripod, which extends about eighteen inches above the floor, a seat is constructed, and around the inside of the wall a row of shelving is placed. At low tide, when the wind is propitious, the hunter hies himself to the crow's nest armed with a good pair of glasses, a Sharps rifle, lunch and a little something to keep himself warm, and for six hours he scans the line of the ocean just outside of the breakers, where he most expects his game to appear. When the tide first begins to flood, his range is about 600 yards, but as it runs in the range the range is shortened to 200 or 300 yards. Even at these latter distances if requires close calculation to know just how to shoot to overcome the rise and fall of the ocean swell and the effect of the wind upon the bullets. It is said that not one out of 100 shots of the best marksmen is effective. When the tide is full the derrick stands in the midst of the breakers, and a land lubber like myself feels a little squeamish looking down form the dizzy heights on the rolling waters below.

The shooting is generally done on a flood tide, so the animal, when killed, will wash ashore, and even then it is sometimes three or four days after one is killed before it is beached. Undoubtedly many others are killed and never do come ashore. Each hunter makes his bullets with a mark known to the other hunters, and when an otter is found on the beach the first duty of the finder is to look for the bullet to and ascertain who is the rightful owner, for this sign is respected among the hunters as sacredly, as marks and brands are among stockmen. When an otter comes ashore with no bullet in him, as frequently occurs, the bullet having gone clean through the body, and no notice having been given, it is regarded as a "slick ear" in stockmen's

parlance and belongs to the finder. Sometimes an otter, on receiving a death shot, sinks; but the hunter generally knows when he has hit his mark. By observing the water with his glasses, he can discern, even at the great distances which they shoot, the coloring of the water from the blood of the animal; and if does not come ashore on that tide, notice is at once given to the other

### **Nautical Books For Sale**





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hunters, who are then on the alert to find him. But I opine that beach comers, in the shape of stealthy Indians, get away with many an otter killed by the white hunters. I have had occasion many times to pass along the beat at daylight during the hunting season, but I always found the flat tracks of the slwash just ahead of me, printed there since last high tide.

The Indians hunt the sea otter in canoes. going out and coming in through the surf; sometimes they go fifteen or twenty miles to sea and stay out several days. But when they hunt along within a mile or two of the shore, then there is blood on the face of the moon and the white hunter "waxeth wroth," for the Indian scares away his game. When taken, the otter is skinned whole, as it were, by cutting across the haunches and stripping the skin down the body and over the head. The skin is then turned, the fur in, and a board shoved through it. It is then tightened by driving a wedge shaped piece down on one side between the board and the skin, and another contrarywise on the other. All the grease is then carefully removed and the skin is dried and laid away ready for market. An average skin is about five feet long by twelve inches wide (double), or, when cut, twenty four inches wide, and in the hunter's hands is valued at from \$90 to \$120; but these prices leave a handsome margin to the fur men who handle them. In Russia an overcoat made from these same otter skins brings from \$1,000 to \$2,000, while in China even more is sometimes paid.

The season for killing sea otters ex-

tends from May to October, and so scarce is this game becoming that four a season is considered doing well by any hunter. In fact, some pass the season without taking any. The hunters have a rule among themselves—which is strictly observed—that only one derrick can be allowed within range—i.e., about half a mile, thus giving the whole beach a regularity of appearance not elsewhere observable. [Portland Oregonian]

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From the Hub of the Universe.
The Parker House Financial Difficulty.—Some Interesting Observations on The Parker House—Curious Freaks of "Old Ocean" and Fate on the Deep, Exemplified by The Wreck of The Belgian Steamer "De Rutyer," off Scituate—A Wonderful Motor which Utilizes The Forces of The Tides.—The Steamer GLEN TANAR.

(Correspondence of The Journal.)

The people of Boston to whom the Parker House is, and has long been an old and familiar landmark, and the traveling public which turns into School street and passes through the portals of that huge marble pile, contemplate with regret the financial embarrassments in which the lessees of the Parker House, Col. E. O. Punchard and Mr. Mann, are at present involved. Of course no one need fear but that the Parker House will go on just the same—for it is now almost as much a part of Boston as is Boston Common. It seems probable, at present, that Messrs. Punchard and Mann will not continue in

control of the celebrated hostelry. There is, doubtless, mismanagement at the bottom of it all, because the house pays enough profit to clear up the present indebtedness, which amounts to something like \$320,000 in three years. "Parker's" as Boston familiarly knows it, is the pride of Boston. While there are other hotels, Young's for instance, that can give an evening dinner that will walk away over anything that they give at Parker's, yet, there is a certain charm about the house that is irresistible. The visitor to Boston, if he so unfortunate as not to know already, enquires for the Parker House. He is directed into School street. School street is a charming old thoroughfare. It is pervaded from end to end with an atmosphere of quaintness. It is a relic of Revolutionary days. Up and down its uneven sidewalks our Colonial forefathers, in their knee breeches and large buckle shoes, used to walk back and forth from their offices and other places of business on State and Devonshire streets. to lunch and to ale, in the little, old, dingy tavern in the dimly lighted basement which was located right where the Parker House now stands.

To-day, as you go into School street from Washington, you pass another old Boston landmark, the "Old Corner Book Store," now occupied by Damrell & Upham. This old building is of brick, two stories, and nearly two hundred years old. In a room above the book store are now clustered memories of the most illustrious gatherings of men of letters ever known, in the history of this country. Imagine, if you can, my readers, a group of men like Longfellow, Lowell, Whittier, Nathaniel Hawthorne, Holmes, Bryant and Emerson. Here this illustrious group of men used to gather and go it in a right jolly manner, it is said. At the other end of School street, at the corner of Tremont, we find Old King's Chapel where Washington used to attend church, and beside the chapel the old burying ground, where lie buried many Revolutionary heroes. So it that the Parker House is linked with the earliest and most cherished memories of Boston. The Parker House has other memories. Artemus Ward, (the late lamented A. Ward) once in writing of Harvard College, observed that that celebrated institution of learning was "pleasantly situated in the bar-room at Parker's." There was more truth than poetry in that, let me tell you, and even to-day Harvard is not unfrequently well represented in the bar-room at Parker's, and Parker's is often preferred to the classic shades of Cambridge.

It seems rather curious that a captain of an ocean going steamship who has passed in and out of Boston Harbor for years and years, should, on not a very thick and stormy night, run his steamer aground just at the entrance of the harbor. This is what happened to the steamship DE RUTYER, from Antwerp to Boston, last week. A strange fate is that which allows a steamship to pass in safety though the gales and terrific hurricanes of the Atlantic, and allows her to run aground within sight, almost, of her dock. The good, not old, iron steamship DE RUTYER, as I write, lies fast on a sandy bottom off Scituate. Fortunately she is not situated in a very perilous position so long as the weather behaves itself. The captain of the DE RUTYER supposed himself to be at least three miles from shore. He could see Thatcher's Island Lights all in plain sight, yet, at a sudden moment he found his steamer high and dry. The steamer DE RUTYER is a craft of about 4000 tons burden, was built at Antwerp about fifteen years ago, and flies the Belgian flag. She will be removed from the sand bottom off Scituate without much damage, it is expected. None of her crew lost their lives, though the life saving crew at

Scituate had to do a noble work to get them off. It is hoped that the DE RUTYER's fires will soon be rekindled.

In the Issue of THE INDUSTRIAL JOURNAL of March 7, there appeared, editorially, on page 4, a brief description of a tide mill—or tide motor. The inventor of this remarkable motor is Mr. H. B. Rankin of Boston. Several patents have been allowed to Mr. Rankin, for a tide motor, and a company has been formed in this city to construct a plant, which will make it possible, it is believed, to supply motor power for all mechanical purposes at astonishingly low figures, say 75 percent cheaper than the most economical power now in the market. Mr. Rankin believes even more than this, but thinks it advisable to place it low enough. This motor, or rather a series of them, can, it is said, be place upon marginal tide waters, and easily furnish sufficient power to light the city with electricity, run the surface cars, and turn the machinery of every mechanical plant in Boston. This theory, it is believed, is proven by demonstration, beyond all possible dispute. To think that the tide in Boston harbor, which rises to the height of ten feet, and ebbs the same, or which moves nearly forty feet during twenty-four hours, is to utilized by tide water motors may well excite the interest of all. The imperceptibly show motion of the tide, applied directly to a main shaft, exerting its influence in turning it only a dozen or so revolutions a day, can be made to drive a final speed wheel hundreds of times a minute. In a certain sense this Rankin tide motor is an inspiration, since it is not known to have ever before been successfully demonstrated. Another view of the subject places it on an evolutionary basis with the greatest modern inventions, as scientific bodies have often suggested the feasibility of obtaining motor power by utilizing the forces of the tides. At all events the time has arrived when the tides will exert their enormous pressure to assist other partially developed phases of nature—either atmospheric waves, electricity and like elements, in solving the great problems of man in economic production and utility.

The tide motor above referred to is a simple yet ingenious device. I will describe it. It consists of a float or scow, which is anchored by cables. These cables are wound around shafts which project them from the sides of the float or scow. The upper and lower ends of the cable are made fast and are of equal length. The float is sunken until it draws, say four feet of water, that is, two feet more than if allowed to float without anchorage. Being thus under restraint, any movement of the float, up or down, will cause a revolution of the shaft to which the cable is attached. However slight this revolution, it is an easy matter to average a series of gears and pulleys, by which increased movement can be obtained. Thus the shaft turned by the force of the tide, (which is enormous and irresistible) works upon the series of gear in very much the same way as the main spring works upon the gear of a watch. The power is mighty. This increased motion, concentrated upon a central shaft, fitted with a series of speed wheels, will naturally be the power used to drive dynamos. Ample power can be stored by several known methods to keep the motors running when the tide is turning, so at no time will there be a lack of power. This power will be continuous day and night, and all of the machinery for reducing and conveying the same is easily cared for automatically. The strain upon the iron work, besides the anchorage, will be very great, amounting to thousands of tons, according to the weight and surface of the float, hence the construction from the beginning to end must be of enormous strength.

### Maine Coastal News

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#### **Used Boats**

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

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

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

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

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Once in full operation it will cost pennies to run it where it costs dollars to run an engine of the same horse-power, for the matter of space occupied, rental, coal, engineer, fireman and repairs of the engine are much greater in a day that the same results attained by the tide motor would be in a week. The inventor of this motor has issued patents in France, Germany, England, Canada and of course in this country, and a company has been organized known as the American Tide Motor Electric Company, in which a number of wealthy merchants are interested.

The steamer GLEN TANAR, a fruit steamer, which sailed form Mediterranean ports for Boston with a cargo of oranges and lemons late in January, has just arrived. She should have mad the passage from Gibraltar to Boston in fifteen days, whereas she was weeks over due, and much anxiety was felt for her safety. She came by way of Bermuda. ALLAN ERIC.

Boston, March 14th, 1890.

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#### COMMERCE AND TRADE.

Maine lumber manufacturers are expecting that lumber freights will be unusually high this season because of the big demand for vessels to transport ice. Coal freights will however be correspondingly low

The schooner MELISSAA. WILEY has made a quick trip. She left New York January 21st, for Apalachicola, Florida, loaded for Portland, and arrived there March 10th, with hard pine for Richardson, Walker & Co., making the round trip in 48 days.

In the Bangor produce market jobbing prices are as follows: apples, \$2.00 to \$3.50 per bbl; butter, 22 to 25c per lb; yellow eye

beans, \$2.65 bush; cheese, 10 to 12c; per lb; fowl, 15c. per lb; chicken, 17c. per lb; eggs, 15c per dozen; potatoes, 60 to 70c. per bushel, and hay \$9 to \$10 per ton.

One of the questions that is beginning to agitate people is, where is the fleet of vessels necessary to transport Kennebec and Penobscotice next summer to come from? A conservative estimate places the number of vessels required on the Kennebec at sixty every day, sixty in and sixty out. Another thing is, where will the tugs to tow this immense fleet in and out be obtained.

The Chignecto, New Brunswick, Post says J. Harris & Co., have built 25 Kimball's patent cars. They are frost proof and intended for transportation of fruit, vegetables, etc. they have a contract to build 100 more for the Boston Produce Company. This Company intend establishing depots at Pt. du Chene and other points where potatoes and other produce can be collected and stored ready for shipment to Boston whenever the condition of the market or season demands it.

The value of Portland's exports last week was \$221,787.55. They were as follows: 2,458 shooks and heads, 800 bdls. clapboard, 510,519 ft. lumber, 43 doz. canned goods, 33,459 bushels peas, 20,893 bushels oats, 1,039 sacks flour, 619,640 lbs. oat meal, 830,700 lbs. bacon, 30,000 lbs. of lard, 3,200 lbs. tongues, 33 cases oranges, 35 cases feathers, 2 cases tobacco, 2,493 bbls. apples, 5,744 maple blocks, 118 birch logs, 1,100 head staves, 1,000 shooks. The imports for the week were 1,571 boxes tin plates, 7 cases mdse., 1 case glass.

The Wiscasset Lilliputian is busily booming that historic town's advantages, and from an interesting article in that paper is clipped the following: There is not a harbor

in the United States either on the Atlantic or Pacific coast, that has such a depth of water as Wiscasset, or is more accessible at all stages of the tide, for heavy draught ships; in fact, there is more water in this harbor at "dead low water," than at Portland, Boston, New York, Philadelphia, Norfolk or Baltimore at high water or spring tides. No less than 50 feet of water is found in the channel from the ocean to the wharves off the town.

Among recent charters are the following: Bark ELMIRANDA, Portland to Matanzas, empty hhds. \$1; bark JOHN J. MARSH, Cardenas to north of Hatteras, molasses \$2; bark L. R. LYMAN, Cienfuegos to U. S., bag sugar 15c # 100 lbs.; brig ER-NESTINE, Philadelphia to Matanzas, empty hhds, 80c; brig EMMA, Mount Desert Ferry or Bucksport to Port Spain, ice, etc., lump sum \$1800, loaded and discharged; schooner CARRIE E. PICKERING, Parker's Head to New York, ice \$1.00; schooner CLARA E. SIMPSON, Portland to New York, shooks and heads \$850; schooner SEA BIRD, Portland to New York, ice \$1.50; schooner MAGGIE S. HART, Wiscasset to Philadelphia, ice \$1.25; schooner GEOR-GIE CLARK, Bath to Philadelphia, ice. \$1.25; schooner JOHN C. SMITH, Darien to Belfast, lumber, p. t; schooner NELLIE J. DINSMORE, Darien to Bath, lumber, \$7.62 1/2; brig C. C. VAN HORN, brig E. T. CAMP-BELL and schooner EMMA K. SMALLEY, St. John, New Brunswick to New York, ice. \$2; schooners C. A. WHITE, and COX & GREENE, St. Andrews, New Brunswick to New York, Philadelphia or Baltimore, ice, \$2: schooners LEONORA, St. Andrews, New Brunswick, to New York, ice, \$2.

The ocean freight market has been subject to light and unappreciable variation this

week. The predominant feature continues to be a very moderate available supply of sail tonnage of the medium and large classes, and also a light demand. These opposing influences have served to maintain rates upon a fairly steady basis, although the market displays an absence of tone and strength usually incident to periods of greater activity. This is especially apparent in connection with the petroleum, long voyage and foreign lumber and timber trades, all of which are uncommonly slow for this period. There is scarcely any change in West India freights for sail tonnage, outward or homeward, if we except a slight improvement in rates for coal from Philadelphia to Cuba--\$2.10@\$2.15 having been paid to Havana, whilst rates on molasses from the north side to ports north of Hatteras remain \$2@\$2.12 1/2. Lumber freights from the yellow pine ports coastwise are barely steady for prompt vessels, but firm for distant loading, rates from the South Atlantic ports to New York ranging from \$7 to \$7.50, and from the Gulf, \$8@\$8.25. The firmness of ice freights is calculated to have a favorable effect, upon coastwise lumber tonnage later on. The coal trade as yet shows little indication of an early improvement.

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17' SCOUT 175 SPORT DORADO, 2021. Midnight blue hull color, Yamaha F90LB outboard, bimini top and Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19' SCOUT 195 SPORTFISH, 2021. Midnight blue hull color, Yamaha F115XB outboard, aluminum T-top with aft spreader light, rocket launchers and T-bag, powder coat T-top upgrade – raw water washdown – bow cushion and Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



19' SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987

#### POWER

trailer. Asking \$3,800. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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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 for pricing. Casco Bay Yacht Sales,

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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, (207) 865-4103.



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 pad. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-

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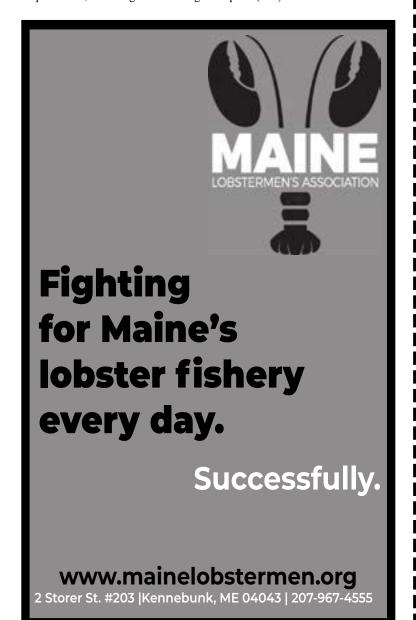
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