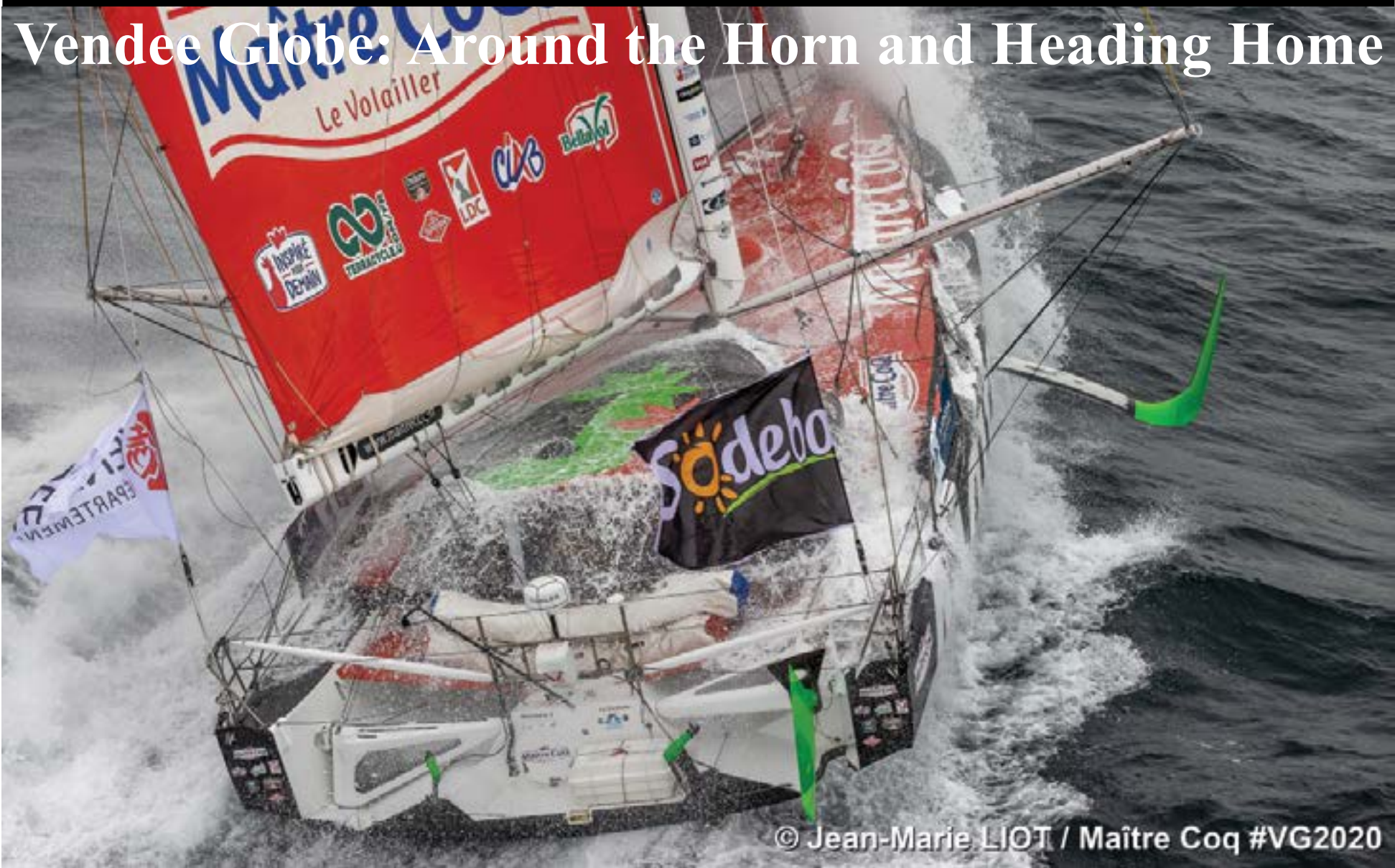


Maine Coastal News

Volume 34 Issue 2

February 2021

FREE



The Vendee Globe is a singlehanded non-stop race round the world starting and finishing in Les Sables d'Olonne, France. It is the most challenging yacht race in the world and also might be the most challenging event in all of sports. The boats used are 60-footers designed to the IMOCA rule, which allows a lot of freedom in the design. However, designers might be innovative, but also realize these boats will be venturing into the roaring forties and screaming fifties, where conditions are extreme, so safety becomes the major design concern. The competitors train for years to compete in this event, and many return for the next one, just hoping to win the holy grail of yacht racing. This race is dominated by the French, who have a passion for this kind of racing, but there are always a few from other countries hoping to best the masters.

This write-up is a condensed version of press releases issued by the organizers of the Vendee Globe.

Believe it or not after 64 days of racing, 14 of the entrants have already rounded Cape Horn and passed the Falkland Islands for the run up the Atlantic Ocean to the finish at Les Sables d'Olonne. The new leader is Yannick Bestaven on MAITRE COQ IV, who has stretched his lead to over 200 miles and since our last report we have had only two other

retirements.

7 December, Day 29

In the lead is Charlie Dalin's APIVIA followed by Thomas Ruyant's LINKED-OUT. They are now in northwesterly winds on the edge of a low, which should give them ideal conditions to reach top speed.

However, 600 miles behind the leaders the breeze is 45 knots with horizontal rain and racers are having a problem trying to keep their boats moving forward because if they do not maintain speed the next wave breaks over the transom. In these conditions you slow so as not to break anything.

In the 20th position is Britain's Pip Hare in MEDALLIA now nearing the Cape of Good Hope, the first of three Capes the racers will round in this race. MEDALLIA was originally SUPERBIGOU and is 20 years old. She is just 12 miles behind Didac Costa of Spain in ONE PLANET-ONE OCEAN, the former KINGFISHER sailed by Ellen MacArthur 20 years ago. Pip says that Didac's boat is quicker especially in heavier air as it has more beam and can power through the waves.

8 December, Day 30

Thirty-three racers entered the 9th Vendee Globe and the statistics are impressive. One poll says that 49 percent of the French will follow the race, which is more than the

Tour de France. The start was carried on 41 TV channels in 190 countries. The big gain came from Germany, Great Britain, Japan, Spain and Switzerland. There were also huge coverage gains via their website and social media. In the first month there were 400,000 viewers more than the last Vendee Globe in 2016.

New requirements for this race had the boats and the sailors better prepared. They had sailed more races and more miles, but despite this they will still find different conditions in this race. The new foilers will certainly be tested in the Southern Ocean.

However, the biggest challenge thus far has been the very active weather systems, which has created confused seas. The weather caused a slower than normal southern run to the Cape of Good Hope and this makes some wonder if the record of 74 days set in the last Vendee Globe will be broken.

Of the 33 starters, just six boats have retired. The average retirements for this race is about 50 percent, but with the preparations all the entries did, there may be a lot less retirements.

8 December, Day 30

With a 250-mile lead Charlie Dalin was riding the edge of a front and putting miles between his closest competitors, who were faced with an 800-mile-wide weather

system with winds over 60 knots and 24-foot seas. Two racers were having autopilot problems and this has dropped them back. Charlie will be overtaken by this front so his challenges are coming.

The leader has completed 38 percent of the race. In the last Vendee Globe the leader had already passed Cape Leeuwin (Australia) and at this point the racers are only in the middle of the Indian Ocean.

9 December, Day 31

Charlie Dalin is out of the Indian Ocean and is about 1250-miles or three days from Cape Leeuwin. When the front reached him, he was racing with a triple reefed main and no headsail much of the time. He saw 55 knots of wind and pretty good sized seas, but had no issues. The wind has dropped to 30 knots and is shifting to the sou'west.

Damien Seguin on GROUPE APICIL is trying to solve an electrical issue, which effects his autopilots and battery charging system. Any issue beyond just sailing your boat and taking care of yourself can be a major challenge. One skipper said that just to eat and drink you had to reduce sail. Also, the sounds inside the boat are incredible and the boat's motion can be violent much of the time.

Continued on Page 20.

C o n t e n t s

Publisher's Note	4	U. S. Navy News	8	Boat Yard News	14
Calendar of Events	4	<u>Commercial Fishing News</u>			
Atlantic Edge Lobster New Owners	5	Boats, Racing & Bull****	10	<u>Maritime History</u>	
Passed Over the Bar	6	Directors Report, DELA	11	Industrial Journal - 1890	25
36th America's Cup	7	Misc. Commercial Fishing News	12	Classified Ads	27
U. S. Coast Guard News	7	ME DMR News	13		

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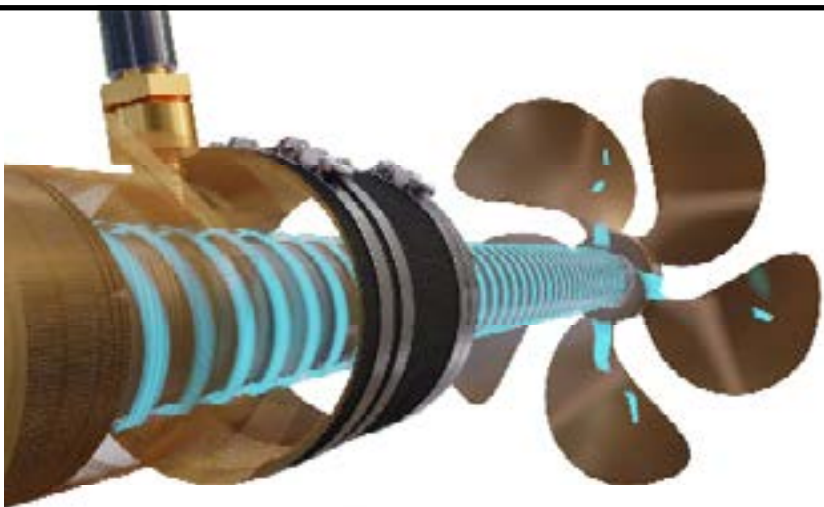
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"I am not afraid of storms for
I am learning to sail my ship."

— Louisa May Alcott



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Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the March issue is February 5.
The deadline for the April issue is March 5.

MCN's Calendar

On-going Exhibits	20	Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O'Hara (207) 542-4348 Mike Mayo (207) 542-1879
Shipwrecks & Salvage Maine Maritime Museum Bath		
De Wind is Op! Climate, Culture and Innovation in Dutch Maritime Painting New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	27	Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288
Enlightened Encounters: The Two Nations of Manjiro Nakahama New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	JULY 3	Moosabec Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	11	Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113
Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org	18	Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821
MARCH CANCELLED Maine Fishermen’s Forum Samoset Resort Rockport Info: mainefishermensforum.org	23-25	Maine Boatbuilder’s Show Portland Yacht Service 100 West Commercial St. Portland Info: (207) 774-1067
JUNE 19 Boothbay Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	25	Harpswell Lobster Boat Races Harpswell Info: Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571

Publisher's Note

They say when you get older the time goes by faster. Well, I am not sure where the last five weeks went and worst of all I thought I had another week before I needed to write this issue. That extra week I was going to use to get a few interviews so we had a little backlog. Needless to say there was a little scrambling, but it came together. Not exactly as I wanted it, but I hope still good.

Of course many of the days I spent on the road getting the newspaper out. Then under normal circumstances between Christmas and New Years Ann and I slide down to Mattapoissett to visit my mother for her birthday. Well, this year that was out especially since she would be celebrating her 90th year on earth. Ann and I was also planning on staying at the Admiral Fitzroy Inn in Newport, RI for a couple of days. Ann being a nurse practitioner for cardiac reconstruction we opted to keep her safe.

Most of my days on the road are enjoyable, long, but well worth it. One of the days I headed to Beals Island to see Doug Dodge and his new boat. Well, I bet my hearing is not as good as it used to be. She has a 350 engine with straight pipes and inside his shop isn’t that loud. He said he starts it to keep his hands warm. He says that she will be ready for race season and that he plans to be at all the races, going on her own bottom. When leaving Doug’s shop I noticed that Willis Beal was in his shop. I knew that he was building another model, this one being of the 38-footer SILVER DOLLAR, which he built for Merle Beal in 1970. He had her all planked up and sharp-risers in place just like he built the real one. She will be another work of art when she is done this spring. I have always thought it would be fun to build a model exactly the way you build a real wooden boat. I am trying to figure out the process and then I need to just do it. I am thinking of doing CINDY JEN [1964 344-foot Clinton Beal] since I have many of her measurements and she is handy so if I have a question about detail I can just hop on board.


I bet you can guess where most of the time was spent, yes inputting information into the computer and when I was not doing that I read. The last time I was at Manchester-by-the-Books in Manchester-by-the-Sea I picked up a book titled “Death of an Empire, The Rise and Murderous Fall of Salem, America’s Richest City,” by Robert Booth. The book begins at the end of the 1700s and takes you up to the mid-1800s. Early on,

Salem was a thriving metropolis, but slowly events took place and trade in foreign ports was becoming not so profitable. The docks got quieter as did the shipyards until there was hardly any activity on the waterfront. Attempts were made to revive the city with other industries, but to no avail. The author tells of the notable families and their plight, which for some saw them move away to Boston or another major city. The most renowned person to move out was Nathaniel Bowditch, who headed to Boston. Others stayed and did their best to survive, but many times ended up insolvent. There was also a dark-side to Salem, an inn where the wilder residents went to party. One of the most notable families in Salem were the Crown-inshields and two brothers were guests of this inn and later operated their own tavern. In 1830 Capt. Joseph White would be found murdered in his bed. It was not long before those involved (a couple of Crowninshields and a couple of Knapps) were behind bars, tried and found guilty and then launched into eternity. Most will know the story about this murder as it became the “Tell-Tale Heart” by Edgar Allen Poe. Here in Maine there is a town with a similar history, thankfully minus the murder, and that is Wiscasset. That was once the busiest port on the coast, but like Salem events reshaped the merchant business and it moved elsewhere and the town became quieter and quieter.

Now I am engrossed in “To Rule the Waves, How the British Navy Shaped the Modern World,” by Arthur Herman. It starts in the 1500s and right now I am working through the Spanish Armada and the colonization of America. So far it is keeping me interested.

Now, I always have a book in the GMC, which I save for downtime on the road. The one I am reading is “1491: New Revelations of the Americas Before Columbus,” by Charles Mann. Well, whatever you learned in grade school you might as well forget, because most likely it is not true. It is real interesting to see just what was here in New England and why things happened the way they did. The last 50 years has brought to light a lot of new evidence of the civilizations and how well-developed they were. This validates my thought that textbooks should not be a hard copy, but an e-book making it easy to update with the latest material so our children are not taught outdated fallacies.

We Say Good by to Dozer: 2008-2020



Doug Dodge and Dozer

**A friends of all throughout the town,
His trip without a plan,
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His bark his welcome hand.
Friends gave a treat and loving pat,
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As children held on tight.
We will miss Dozer now that he is gone,
He made our days so bright,
His daily walks around our town,
Brought heart and soul to life.**

NEW OWNERS OF ATLANTIC EDGE LOBSTER, BOOTHBAY

BOOTHBAY HARBOR – When heading over onto Southport Island I always look to see the lobster boats tied up at Robinson’s Wharf. Instantly something was wrong, there was another boat in Nick Page’s spot where he docks ALL OUT [Calvin Beal 38, 2015, S. W. Boatworks, Lamoine; 750-hp John Deere]. Then I headed over to the east side of Boothbay Harbor to put more of the papers out and when I walked into Atlantic Edge Lobster there was Nick and his wife Kristin. He quickly said that they and his brother Andy had entered into an agreement to buy the dock and it would be finalized the end of the year. Mystery solved.

I first ran into Andy and Nick at the lobster boat races in the 1990s. Andy’s boat was HARDSHELL, a General Marine 19 with a 40-hp Honda and Nick had SECOND CHANCE, a Holland 14 with a 30-hp Yamaha. Before that I came to know their father, Phil, as he would once in a while race his boat NICK & ANDY [Duffy 30; 220-hp John Deere] at a few of the races each year.

When asked how the idea of buying Atlantic Edge Lobster came about, Andy and Nick explained that it started as a joke. Their father has been fishing out of Atlantic Edge Lobster for about 30 years. Last summer he told Ed Tibbetts, who was running Atlantic Edge Lobster, that he was thinking of retiring and Ed jokingly replied that he might do the same and that Andy and Nick should take the business over.

The joke turned serious. Andy and Nick began talking with Ed about the business. Ed has run Atlantic Edge Lobster for 19 years and before that he worked for Don Wotton, Wotton’s Wharf, on the other side of the harbor. Nick said, “Eddie has been in the business his whole life and he and dad went to school together. They were just joking and we were like well, maybe we will look into it. Kristin was a cafe manager up the street at Mama D.’s, a small little café. She’s been there five or six years and was kind of looking for a career change.”

Andy was fishing out of Bristol Lobster Sales further down the road and Nick was fishing out of Robinson’s Wharf on Southport Island. Nick continued, “I have always known Eddie and we would come in here for supplies once in a while. We kind of fell into it and ended up negotiating a deal and here we are today. We started to negotiate last summer, it took us a few months to get figures together and decide whether we wanted to risk it or not. Then we let lawyers draw stuff up.”

Kristin is the office manager and she is calling the shots says Nick. He added, “We are going to go catch the lobsters and then Zach, who has worked here at least 12 years now, is staying on as the dock manager. All

November and December we have been in here training and January 1 we took over.”

Their biggest customers are right in the Boothbay area, the restaurants. Nick said, “The majority of the restaurants buy lobster meat or live lobster from us. We cook lobster for some of the lobster bakes and what not and we have got into shipping. They have been shipping out of here and they really had a good holiday business this year.”

Atlantic Edge Lobster sits on a pier owned by the Town of Boothbay Harbor. On the right side there is a public ramp. Off the end of the pier are a couple of floats to service lobster boats when they come in from fishing. On the right of the dock is a large red building, which is Atlantic Edge Lobster. On the lower level is lobster tanks, a picking room and office and upstairs is another office and plenty of room for storage. On the left side, further out on the dock is a building operated by Harbor Bait, who operates the big freezer by the road. Harbor Bait also builds piers and floats, which was their original business and when they needed a dock to work off of, they bought Harbor Bait. Nick added, “I have been buying my bait here since I was a little kid. The other side of the pier is open to the public and the harbor master ties there. People can off-load traps, gear and what not.”

Andy, Nick and Kristin have secured a 20-year lease of the property with the Town of Boothbay Harbor. Just before you get to there facility there is an empty lot, which was Capt. Fish’s Motel. That was torn down and it is being made into a waterfront park by a non-profit group. It will be made available to fishermen so they can store traps and other gear there. Just passed Atlantic Edge Lobster is Sea Pier, which was owned by Douglas Carter. He has sold it to a group and they have permits lined up to replace the dock and buildings, which are in disrepair.

Andy and Nick thought that there was about 100 lobster fishermen working out of Boothbay Harbor. They said they have about 15 fishing off their dock and about the same out Bristol Lobster and Robinson’s Wharf.

Andy added, “This building is due to be



A view of Atlantic Edge Lobster from the fishermen's Memorial Park on the eastside of Boothbay Harbor. The first section of the dock is public access, the middle is owned by Harbor Bait, which includes the small building on the end of the dock, and the main building is Atlantic Edge Lobster. On the other side of there is a public access ramp.

replaced, so we may even be getting a new building here next spring and that may help us expand. What that building is sitting on I think all needs new pilings so when they take it down they have to rebuild the dock first.”

Nick added, “They just did the fish pier, that is all new over there. This is the oldest section of the dock and they have the funding ready for this section. We are going to be included in the design so we are probably going to put cement tanks in the floor, hold a little bit more storage that way, just utilize the whole property better.”

Andy added, “Maybe try to market live crab or something. Make the picking room a little bit bigger.”

The already sell frozen haddock, but they are also looking at other items to sell.

With the established markets they already have it will be a challenge to keep them supplied. Nick said, “It is harder to keep the product on hand then sell it out the door, especially this time of year. With the weather, we can only get out a couple days a week.”

Looking for some lobster and you need a road trip, just put Atlantic Edge Lobster in Google and jump in the car. As it is winter you might want to call first just to make sure they have enough to fill your order.




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PASSED OVER THE BAR: CHARLES BURDEN, MD

**Charles E. Burden, MD
1933-2020**

Charles E. Burden, M. D. passed away at home on the evening of December 26, 2020. He was 87.

Dr. Burden was born in Bath August 25, 1933, the son of Alexander and Evelyn (Redlon) Burden. He attended Bath schools, graduating as valedictorian in the Morse High School Class of 1951. He went on to graduate Cum Laude from Yale, got his M. D. from Harvard Medical School, then did pediatric residencies at Boston Childrens’ Hospital and Massachusetts General, before returning to Bath to practice.

During his high school years he worked after school and Saturdays at the Bath Daily Times office and spent summers during high school and college years lobster fishing, for several years in partnership with Eddie True. He also built and operated a wharf at Birch Point where gas, lobsters, and sundries were sold.

He served the Bath area as pediatrician and school physician for 44 years. In 1964 he co-founded with Bill Mussenden the Bath Marine Museum, now Maine Maritime Museum, and served as its director and exhibits curator for its first eight years. Dr. Burden has been a trustee, now trustee emeritus, on the board of Maine Maritime Museum for 53 of the past 56 years and has been the major collector and donor of artifacts and archival material since its inception.

Since that time he has also been on the board of Pejepscot Historical Society where he was instrumental in developing the Skolfield Whittier House into a house museum. He also served on the Maine State Museum Commission and donated collections of Maine stoneware, Maine coin silver, and Maine patent medicines to that institution. He was for several years editor of “Keeping Abreast,” a newsletter of a national baby bottle collectors group.

He has also been on the Collections Committee at Maine Historical Society where he donated a collection of Maine temperance and prohibition documents. He served as chair of the Board of Overseers at Strawberry Banke, where he was instrumental in collecting food and related containers for their World War II period neighborhood grocery store. He has been an active member of the Woolwich Historical Society and the American Folk Art Society.

He served as an officer in the American Academy of Pediatrics at the state and national level, as president of the staff at Bath Memorial Hospital and the Lincoln-Sagadahoc County Medical Society, on committees of the Maine Medical Association, and on the boards of the Bath Custom House and

Bath Water District. He resided over the years in Bath, Woolwich, Dresden and Richmond. At the time of his death he was living in Old Orchard Beach.

He was predeceased by his brothers Bruce and David. He is survived by his wife Wendy Blake-Burden, daughter Heidi (Jesse) of Rockland, and sons Benjamin (Jill) of Bath, Dan (Heather) of Melbourne FL, Chris (Christina) of St. Petersburg FL, and Adam (Allison) of Tampa FL and Singapore. He very much enjoyed his ten grandchildren – Ruby, Alex, Lauren, Isabel, Abigail, Adam, Anne-Marie, Jack, Luke and Grace and three great grandchildren Matilda, Ena, and Ray, as well as his niece Niobe and nephew Jeremy and their families. He is also survived by three ex-wives and literally dozens of long and short-term girlfriends.

Donations to Maine Maritime Museum in his memory would be much appreciated. In accordance to his wishes there will be no funeral. However the family wish is to have a celebration of life to be announced at a later date.

Memories from his Maritime History Friends

Bill Peterson: The email addresses above are a collection of wonderful people (Charlie called his friends) who have done great things towards the preservation and understanding of our maritime history over many years.

But when I was young and traveled around this country and the world, I was struck by how much of it was celebrating marine history with much more documentation and money than was being devoted to this exceptional region we call Maine. I wondered then if that would ever change. Charlie’s life, to me, represents an incredible effort over many decades to set the record straight. He, and you, have done it. The difference, in a relatively short time, is truly remarkable.

In this age where truth and fiction often seem blurred, it is the collection and understanding of past day to day details that stands the test of time. Charlie sought those out unlike anyone I have ever met. He then went out of his way to encourage others to do the same. Hundreds of Mainers have received notes of encouragement or a thank you from Charlie. When many were thinking it, Charlie was doing it.

I hope that Charlie’s family’s loss will be tempered by an understanding of how remarkably selfless he was towards preserving Maine’s history that we now understand better and cherish more because of him.

Amory Houghton: Back in November

2009 we got a call from Charlie inviting us (Joan and me) and some others to a lobster newburg lunch. Initially we almost declined as we suspected it would be an arm twisting visit to solicit money. Wrong! It actually was a pleasant gathering which concluded with a pronouncement from Charlie that almost all of the major shipbuilders had their story told in book form. But not the Houghton’s. Somebody has got to do it. He said he would help get it started.

Age and horsepower eliminated all but me. After a short period of contemplation, I agreed to try. It took nearly ten years of part time digging and writing but earlier this year I said “done” I was worn out and had aged out (now 91). Then came the true test. I sent a copy to Charlie. Eventually he emailed me with a very positive stamp of approval. While not in formal book form, at least there are spiral bound copies at the MMM and PMM.

This seems to indicate the many faceted sides of Charlie. He not only sought the material objects of Maine’s maritime history but recognized the need for the written word. He will be missed.

Anne Witty: Like so many of you, I knew Charlie for a very long time, and am deeply saddened that he’s no longer with us. He was the kind of donor, trustee, and collector that any curator would be lucky to encounter: endlessly curious, passionate about collecting and sharing his discoveries, and eclectic

In his interests. I benefited greatly from his enthusiasm and guidance over many years. As Nathan wrote, there will always be questions that only Charlie could have answered.

I especially appreciated Charlie’s attention to the everyday, ordinary / vernacular material culture — the “small” objects and manuscripts that can tell us so much about the ordinary people of the past. He certainly never overlooked the more glamorous paintings and objects, either, but his collector’s eye always sought out the “small things forgotten” that, as archaeologist James Deetz put it, form an archaeology of everyday life.

As an instigator of all kinds of museum projects, from his founding role in a great organization to dozens of publications, exhibitions, and more, Charlie shaped the preservation of Maine’s history in profound ways. He will be sorely missed by a large circle of people from the maritime, folk art, and Maine preservation communities, and so much further afield.

Here’s a toast to his memory, and looking forward to being with you all to celebrate this remarkable man.

Peter Neil: What an interesting group of ruffians gathered round to celebrate Mr. Burden’s life as historian, collector, colleague, convener, and gentlemanly curmudgeon! Old school, and wouldst that there were many more like him (note 1: it is a not so youthful group of addressees, thus perhaps there are more than I am willing to acknowledge)(note 2 : that there are so few callow curmudgeons-in-training on the list worries me). The respect and er... affection expressed by you all is a lovely addition to his self-authored obituary (note 3: does that mean that one can now re-write their entire life history, gently passing over the failures, quietly affirming the successes, knowing that those left behind will love you anyway?) Hold fast. Lean forward, Mr. Burden, we’re right behind you.

Christopher Timm: Dear All, While most here have a deeper history with Charlie than my own, I at least got to enjoy five years in the shallows. Charlie was a stalwart advocate of MMM and, as you all know, shaped the museum and its collection into what it is today. I particularly appreciated the breadth of his maritime interest, which had joyous attention to both material and popular culture. And, for someone so personally invested in the museum for decades, he was exceptionally generous and welcoming to newcomers.

I will miss many things, including routinely making the mistake of asking him how he is doing, as it always elicited a cheeky response. I imagine he has an even better response now.

All this news is fresh, but at the appropriate time the museum will announce some additional tributes to honor Charlie’s foundational role. In the meantime, I hope you all have a chance to see *A Sailor’s Treasure*, a newly-opened exhibit intended to honor Charlie’s interest in sea chests and one that Charlie worked with us on over the last few months. I talked to him just a few days before Christmas, when we quickly, and happily, lost ourselves chatting about some artifacts from the Randall collection. He planned on seeing the final exhibit during the summer after the pandemic subsided, as there was “plenty of time.” Alas. But, at this point, I suspect he’s already seen it and I await some celestial sign indicating his notes and suggestions.

Charlie will be missed here, and my condolences to all those that have lost a longstanding friend.

Jon Johansen: The loss of Charlie is certainly hard felt, but especially in the maritime history world. Very few people have the dedication he did for saving Maine’s history, especially in regards to the marine world. He saw the importance of bringing like-minded people together so they could discuss their maritime history endeavours. The maritime history group was a very important aspect of keeping us focused on our maritime projects.

Charlie was also a very dedicated collector. How much would have been lost to the public had he not tirelessly searched out these items? He realized the importance and made a significant contribution to the maritime world of Maine by placing them with the institution they belonged.

He was also a strong supporter of “Maine Coastal News,” and saw how it was documenting today’s maritime history. He also knew what was going on behind the scenes with our digitizing maritime history for the Internet, which he was happy to see taking place.

There is no question that this is a huge loss to us all in the world of maritime history.



Hauled out for the winter at James H. Rich Boat yard in West Tremont.

36th America's Cup Underway at New Zealand

Years ago one would always hear about the America's Cup, especially when it was raced in Newport, RI. Now you hardly ever hear anyone talk about it, until now. My stepson Noah came into my office before Christmas and said, "Have you watched the America's Cup?", saying that those boats are wild. To the Internet I went and there was a pre-America's Cup event underway and I watched a couple of races. Sure enough, those boats are wild and fast, reaching speeds over 50 mph. Since then, other people have said something about these boats.

Three years ago, Emirates New Zealand easily defeated the American challenger to win the America's Cup in Bermuda. At that time, they were using 50-foot catamarans with foils on a short course and it seemed that it captured the attention of many. Some would complain that the new design are not traditional racing sailboats and vowed not to watch. However, if you look at the history of The Cup, all the way back to 1851 when the Americans won it in England, the boats have always been innovative and extremely expensive. Maybe not as radical as today, but if you are looking to capture a younger audience the event better be exciting and not last long.

With the win Emirates New Zealand controlled where the race would be held and in what type of boats. The Challenger of Record became Luna Rossa from Italy and together they decided to switch back to large mono-hulls and allow foils. The idea came from French yacht designer Guillaume Verdier and the British engineer Dan Bernasconi, who had designed a boat on this concept for a New Zealand customer, but was never built. However, one must go back to a design by Malcolm and Thomas A. McIntyre in 1920 and Gordon Baker's flying monohull in 1950s to find the earliest designs of this kind.

Race organizers also tried to reign in the cost by mandating the use of off-the-shelf parts for the boats, limiting certain aspects of the design (hull, foils, rudder, mast and sails), but still allowing for innovations in other aspects. Some of the items supplied are: foil arms and cant system, rigging and mast tube. After four months of discussions, they released the "AC75 Class Rule" almost two years ago. At that point it was going to be interesting to see just how the designers and engineers would interpret the rule looking for advantages to create the fastest flying monohull.

The general dimensions of the AC75s are: Length: 20.7 m (67.91 feet) + bowsprit 2 m (6.56 feet); Max beam: 5 m (16.40 feet); Weight: 6.5 tons (7.16 short tons); Mast height: 26.5 m (86.94 feet); Sails: main: 135-145 sq. m (1453.12-1560.76 sq. ft.); Jib: 90 sq m (968.75 sq. ft.); Code Zero 200 sq m (2152.78 sq. ft.); Rudder: Centre-line T-foil rudder, Max draft 3.5 m (11.48 feet); Max span 3 m (9.84 feet); Foils: Twin canting T-Foils, Max draft 5 m (16.40 feet); Foil wing span 4 m (13.12 feet); and Crew: 11, weight 960 – 990 kg (2116.43-2182.57 pounds.)

There are three challengers and one defender for the 36th America's Cup and all have launched their latest version after testing their first, and sometimes second, versions of the AC75s. When looking at the newest version of the four racers they all have different ideas as to the hull design. It is known that you want zero lift and heel and almost no distance between water and hull. Each hull is shaped differently showing the different thought processes of the designers and engineers. They all sport a partial or full skeg. The American challenger, American Magic's PATROIT has only a partial skeg running aft just two thirds of the length. Two of the other racers have led their skeg all



The AC75 racer of American Magic PATROIT.

the way aft. It is thought that the skeg plays a part in lifting the boat out of the water before it is foiling. Another thought is that the skeg may help prevent a broach if the boat suddenly comes down off its foils. The balance is produced by the foils and rudder, which counteract the side-forces caused by the sails. Still, one must wonder about stability and how easy it could be to make a competitor unstable. Believe it or not, these boats are designed to be easily re-righted and there are videos on the Internet to prove it.

The foils have gone through an evolution. There are different wing shapes and different locations, all looking for optimal hydrodynamic efficiency and reducing interference between the foil and strut. It was noted there was only slight differences between the foils on the first, second and third generation racers from the New York Yacht Club's entry. PATROIT has new technology for their foil-cant system, which uses a battery power hydraulic system to raise and lower the heavy arms.

The AC75 design sports an open cockpit with crew members on both sides of the boat and the skipper at one of the two wheels in the stern of the boat depending on the tack.

American Magic's 75-foot PATROIT was designed (lead designer Marcelino Botin of Spain) and tested in a computer before being built in Bristol, Rhode Island. She was then loaded on a cargo plane and flown to New Zealand where she was tested out on the water and reached speeds of about 50 knots right out of the box. Designers and crew now were trying to learn what they could do to make her even faster. The first-generation boat was named "THE MULE" and was used for training the crew at Pensacola, FL. She was followed by DEFENDER, which has since been decommissioned. PATROIT

© Sailing Energy / American Magic competed in the America's Cup World Series the middle of December and took second with 4 wins and 2 losses. The winner was Emirates New Zealand with 5 wins and 1 loss. She and the other challengers are now getting ready for the Prada Cup, which will begin 15 January.

The race course is windward-leeward and is about 1.7 miles in length and .5 and .8 in width. Each competitor must stay within these boundaries. The pre-start begins three minutes before the scheduled start of the race and the racers enter on opposites ends and jostle for position. Since the right side is an advantage due to the right of way rules racers will alternate which side they enter from.

There are two marks on each end of the course and a competitor can round either one. The problem arises when the racers chose the same one and are close together. If there is no overlap the one in the lead has the right away, but an overlapping boat can force the other boat to maintain its course until the overlapping boats tacks to round the mark.

Three challenges have been accepted by the defending yacht club to race for the America's Cup: Luna Rossa from Circolo della Vela Sicilia in Italy; Britannia from the Royal Yacht Squadron of England, and American Magic from the New York Yacht Club. These three yachts will compete in the PRADA Cup to determine who will challenge New Zealand for the America's Cup. The PRADA Cup will be raced from 15 January to 22 February. The first stage will be a round robin with the first-place boat going on to the finals. The two remaining boats will sail a best-of-seven series with the winner facing the first-place boat in a best-of-thirteen race series. The winner of the finals will go onto face New Zealand.

U. S. Coast Guard News

Northeast ice breaking season underway, Coast Guard ice breakers to keep ports open, navigable waterways safe

BOSTON — The Coast Guard has launched its ice breaking season, as winter's cold temperatures are anticipated to impact every port, waterway, and harbor in the Northeast throughout the coming months.

Operation Reliable Energy for Northeast Winters (RENEW) is the Coast Guard's region-wide effort to ensure Northeast communities have the security, supplies, energy, and emergency resources they need throughout the winter.

Of all the heating oil used in the United States, more than 85 percent is consumed in the Northeast, and 90 percent of that is delivered by ship on a Coast Guard maintained waterway.

The Coast Guard's domestic icebreaking operations are intended to facilitate a reasonable expectation of navigability for commercial vessel traffic during ice season and minimize waterway closures by performing regular icebreaking, track maintenance,

and escorts when necessary.

Coast Guard crews are currently busy replacing the familiar aids to navigation with special ice buoys designed to repel ice accumulation and withstand the immense pressure flowing ice exerts on stationary objects in waterways, ensuring Northeast aids to navigation remain lighted and on station.

Without the efforts of the Coast Guard icebreaking fleet and the excellent support from our maritime industry partners, it would be nearly impossible to provide dependable energy deliveries to the Northeast in winter. Our strong relationships and coordinated effort with the maritime industry ensures the vital ports of the Northeast remain open year-round.

Coast Guard monitors final stage of oil recovery operations for three abandoned tugboats in St. Croix, U.S. Virgin Islands

ST. CROIX, U.S. Virgin Islands — Coast
Continued on Page 23.

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U. S. NAVY NEWS

Kearsarge Completes Fast Cruise Before Contractor Sea Trials From Mass Communication Specialist 2nd Class Jacob S. Richardson

The Wasp-class amphibious assault ship USS Kearsarge (LHD 3) completed a fast cruise Dec. 11, 2020 in preparations for contractor sea trials and operations at sea after a nearly one-year hiatus following the ship's maintenance availability period.

During the fast cruise the crew simulated being at sea to test critical systems, operations, and personnel requirements to sustain the ship while underway.

"Our efforts today will set the tone for upcoming sea trials," said Capt. Tom Foster, executive officer of Kearsarge on day three of the fast cruise. "We want to ensure we have the right people and equipment for each job and requirement, keeping focus on the safety of the ship and its Sailors."

During the fast cruise, Kearsarge Sailors completed operational checks of the ship's systems, tested communications, verified watchbills, ran fire and flooding drills, and prepared their workspaces for going underway - all to prove that the ship and crew are both ready and able to return to operations at sea.

The highlight of the fast cruise was the Engineering Department's ability to prove to an outside Navy assessment team, Engineering Assessment, Atlantic, that Kearsarge could safely and successfully operate their ship's massive steam plant.

"I have to give a huge shout out to the Engineering Department," said Capt. Neil A. Koprowski, commanding officer of Kearsarge. "They finished their engineering assessment plant checks and received an overall score of 95 percent, which is a remarkable achievement. The time and

proficiency they put into getting the plant lit-off is a major accomplishment for the whole crew. They led it and the entire crew's support enabled it.

A large portion of the ship's crew reported to the command after the last deployment. The fast cruise helped Kearsarge identify and address potential knowledge gaps before their sea trials.

"We have a crew with a range of experience levels," said Aviation Support Equipment Technician 1st Class Romeo Martin, a Damage Control Training Team member. "Some Sailors have been here for a while and some have just checked aboard. We have to prepare them all." Martin added that even the most experienced Sailors benefit from the fast cruise because they get to use equipment and skills that have not been in use since the ship's last underway.

Having completed the fast cruise, which was another milestone in the ship's overall certification process, Kearsarge has fixed their sights on sea trials where there is still work to be done.

"Sea trials will be exhausting," said Koprowski. "We are qualified to do our job, but we are nowhere near proficient. Proficiency is doing things over-and-over again and becoming experts in what we're qualified in and we are not there. That's okay because this sea trials milestone is the first step in becoming proficient. That first step starts with each of us maintaining our mental and physical health and making sure we're safe to go to sea." Koprowski said. "But I know this crew is ready. I watched them do amazing things and they will continue to do amazing things and I look forward to going to sea with them and watching them regain their expertise."

The ship's contractor sea trials will

test the integrity of the work done during Kearsarge's nearly one year maintenance availability following its seven-month deployment.

Navy Accepts Delivery of Future USS Mobile (LCS 26)

MOBILE, Ala. – The Navy accepted delivery of the future USS Mobile (LCS 26) during a ceremony at Austal USA on Dec. 9.

Mobile is the 23rd littoral combat ship (LCS) and the 13th of the Independence variant to join the fleet. Delivery marks the official transfer of the ship from the shipbuilder, Austal USA, to the Navy. It is the final milestone prior to commissioning, which is planned for spring 2021.

"This is a day of celebration for both the Navy and our country with the delivery of the future USS Mobile," said LCS program manager Capt. Mike Taylor. "This ship, and her crew, are foundational to our nation's security."

Four additional Independence-variant ships - Savannah (LCS 28), Canberra (LCS 30), Santa Barbara (LCS 32), and Augusta (LCS 34) - are in various stages of construction at Austal USA, and two more are awaiting the start of construction following LCS 34.

The future USS Mobile is the fifth ship named in honor of the port city on Alabama's Gulf Coast. The first Mobile was a side-wheel steamer that operated as a Confederate government-operated blockade runner. It was captured by U.S. forces at New Orleans in April 1862, commissioned as Tennessee and later renamed Mobile. The second Mobile was a passenger liner operated by Hamburg Amerika Lines between Germany and the United States until the outbreak of World War I. It was taken over by the Allied Maritime Council and assigned to the United States after the Armistice and commissioned March 1919. The third Mobile (CL 63), a cruiser, was commissioned March 24, 1943. It participated in numerous campaigns in the Pacific Theater during World War II and received 11 battle stars for her service by the time she was decommissioned May 1947. The fourth Mobile (LKA 115) was an amphibious cargo ship that served from September 1969 until decommissioning in February 1994.

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

The LCS class consists of the Independence variant, built by Austal USA, and the Freedom variant, which is being built at Fincantieri Marinette Marine Corp. in Marinette, WI.

The future USS Mobile is the fourth LCS of both variants delivered to the Navy in 2020. St. Louis (LCS 19) was delivered on Feb. 6, Kansas City (LCS 22) was delivered on Feb. 12, and Oakland (LCS 24) was delivered on June 26. Five more — Minneapolis-St. Paul (LCS 21), Cooperstown (LCS 23), Marinette (LCS 25), Savannah (LCS 28), and Canberra (LCS 30) — are planned for delivery in 2021.

Navy, Marine Corps, Coast Guard Release Maritime Strategy

WASHINGTON—The U.S. Navy, Marine Corps, and Coast Guard released a new tri-Service maritime strategy today, entitled Advantage at Sea.

The document provides strategic guidance on how the sea services will prevail in

day-to-day competition, crisis, and conflict over the next decade. It also directs the services to deepen tri-service integration, aggressively pursue force modernization, and continue robust cooperation with allies and partners.

"Our integrated Navy, Marine Corps, and Coast Guard must maintain clear-eyed resolve to compete with, deter, and, if necessary, defeat our adversaries while we accelerate development of a modernized, integrated all-domain naval force for the future," wrote Chief of Naval Operations Adm. Michael M. Gilday, Marine Corps Commandant Gen. David H. Berger, and Coast Guard Commandant Adm. Karl L. Schultz in the strategy's forward. "Our actions in this decade will shape the maritime balance of power for the rest of this century."

Advantage at Sea places particular focus on China and Russia due to their increasing maritime aggressiveness, demonstrated intent to dominate key international waters and clear desire to remake the international order in their favor.

"China's and Russia's revisionist approaches in the maritime environment threaten U.S. interests, undermine alliances and partnerships, and degrade the free and open international order," the document states. "Moreover, China's and Russia's aggressive naval growth and modernization are eroding U.S. military advantages."

The strategy also emphasizes the maritime domain is integral not only to America's security and prosperity but to those of all nations. The oceans connect global markets, provide essential resources, and link societies and businesses. Shared interests create opportunities for greater cooperation with allies and partners.

"As Sailors, we are on the leading edge of Great Power Competition each and every day," said Gilday. "Sea control, power projection and the capability to dominate the oceans must be our primary focus. Our forces must be ready today, and ready tomorrow, to defend our nation's interests against potential adversaries at any time. This strategy helps us do exactly that."

The strategy directs the Services to pursue an agile and aggressive approach to force modernization and experimentation. The future fleet will combine legacy assets with new, smaller ships, lighter amphibious ships, modernized aircraft, expanded logistics, resilient space capabilities, and optionally manned and unmanned platforms. To succeed in a dynamic operating environment, the Services will also invest in warfighter development, delivering innovative training and education to ensure our Sailors, Marines, and Coast Guardsmen remain the world's premier naval force.


Advantage at Sea also reflects the dual roles of the Service Chiefs: advising on the employment of forces in day-to-day competition, crisis and conflict, and developing a modernized future force that deters potential adversaries and advances and defends U.S. interests.

"The Marine Corps is conducting a sweeping force design transformation to fulfill our role as the Nation's expeditionary force-in-readiness while simultaneously modernizing the force in accordance with the operating environment described in the National Defense Strategy and the tri-Service maritime strategy. We must embrace new ways of operating within the concepts of integrated U.S. naval power to deter future adversaries and generate better strategic choices," said Berger.

As the Services pursue greater integration, to include training and education; capabilities and networks; plans, exercises, and experiments; analysis and wargaming;

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U. S. NAVY NEWS

investments and innovation; and force design, *Advantage at Sea* states they will collaborate with allies and partners to build capability, enhance interoperability, and generate unity of effort. Alongside allies and partners, the Services will be able to establish sea denial and sea control where and when needed, project power, and hold critical adversary targets at risk.

“As the only military service in the Department of Homeland Security, the U.S. Coast Guard provides unique multi-mission and intelligence capabilities to complement the ability of our Marines and Navy to protect our national interests when necessary and deliver lethality across the globe,” said Schultz. “Our hallmark is working daily with partner agencies, sister sea services, and international navies and coast guards to counter maritime coercion and uphold the rules-based order – partnerships work.”

Future USS Daniel Inouye Completes Builder’s Trials

BATH, ME -- The future USS Daniel Inouye (DDG 118) successfully completed Builder’s trials Dec. 19 after spending four days at sea off the coast of Bath, Maine.

Builder’s Trials consist of a series of in-port and at-sea demonstrations that allow the shipbuilder, General Dynamics Bath Iron Works (BIW), and the Navy to assess the ship’s systems and its readiness for delivery.

“The successful completion of these trials is a critical step to ensuring full combat-readiness of the ship,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “The Navy and Industry team is dedicated to adding DDG 118’s critical warfighting capabilities to the fleet and strengthening the Navy’s readiness.”

Daniel Inouye is a Flight IIA destroyer, equipped with the Aegis Baseline 9 Combat System, which includes Integrated Air and Missile Defense capability and enhanced Ballistic Missile Defense capabilities. This system delivers quick reaction time, high firepower, and increased electronic counter-measures capability against a variety of threats.

The future USS Daniel Inouye will return to sea to conduct Acceptance Trials with the Navy’s Board of Inspection and Survey early next year. During Acceptance Trials, all systems will be inspected and evaluated to ensure quality and operational readiness prior to the Navy accepting delivery.

BIW is also in production on the future Arleigh Burke-class destroyers Carl M. Levin (DDG 120), John Basilone (DDG 122), Harvey C. Barnum (DDG 124), Patrick Gallagher (DDG 127), and their first Flight III ship, Louis H. Wilson, Jr. (DDG

126), as well as the future Zumwalt-class destroyer, Lyndon B. Johnson (DDG 1002).

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



Female CO Will Command Aircraft Carrier for First Time

SAN DIEGO – The Navy announced Friday that Capt. Amy Bauernschmidt will assume command of USS Abraham Lincoln (CVN 72) marking the first time a female commanding officer will lead the crew of one of the Navy’s 11 nuclear-powered aircraft carriers.

Bauernschmidt will take command of Lincoln this summer, upon completion of the nuclear power, aviation, and leadership training required of aircraft carrier COs.

“I am incredibly honored and humbled to be selected,” said Bauernschmidt. “I love leading Sailors and I take that responsibility extremely seriously.”

Bauernschmidt was also the first female to serve as the executive officer aboard an aircraft carrier, a position she held from September 2016 to January 2019, also on the Lincoln.

Bauernschmidt is a native of Milwaukee, Wisconsin and graduated from the United States Naval Academy in May 1994, the first graduating class in which women were allowed to serve aboard combatant ships and aircraft. She was designated as a Naval Aviator in 1996 and served with several helicopter squadrons throughout her career. She has previously commanded the “Spartans” of Helicopter Maritime Strike Squadron (HSM) 70 and amphibious transport dock USS San Diego (LPD-22).

Department of the Navy Releases Strategic Blueprint for a Blue Arctic

The Department of the Navy released its strategic blueprint for the Arctic titled *a Blue Arctic* Jan. 5, delivering a regional outline spanning the next two decades as the Department continues to prepare for an increasingly accessible and navigable Arctic Region.

The forward-looking document provides strategic guidance on how the Department will apply naval power in the Arctic Region and stresses an approach that integrates American naval power with joint forces, interagency teammates, allies, and partners. It also challenges the Navy-Marine Corps-Coast Guard team to evolve and expand the range of integrated capabilities to achieve enduring national interests in the region.

“As our naval force continues to meet the challenging demands of a Blue Arctic in this era of Great Power Competition, the Department of the Navy remains committed to protecting the Arctic environment and ensuring naval forces do their part to help preserve it,” said Secretary of the Navy Kenneth J. Braithwaite. “This blueprint guides how the Department will continue to provide the right levels and types of presence on, under, and above Arctic water, ensuring America is prepared to compete effectively and efficiently to maintain favorable balances of power. This includes strengthening cooperative partnerships to ensure coordination with key allies and partners in the region.”

The Arctic is a strategic region of growing geopolitical and global importance, and despite containing the world’s smallest ocean, it has the potential to connect nearly 75 percent of the world’s population. The region also holds an estimated 30 percent of the world’s undiscovered natural gas reserves, 13 percent of the global conventional oil reserves and one trillion dollars’ worth of rare earth minerals.

A Blue Arctic provides the general idea that the Arctic is gradually turning from “White” to “Blue”— and by that, reduced ice coverage is making Arctic waters more accessible and navigable, which will enable nations and their navies to access new sea routes, resources, and markets.

The blueprint places focus on the rising maritime activity spurring from Arctic and non-Arctic states, like Russia and China, which posture their navies to protect sovereignty and national interests while enabling their ability to project power.

“Russia is investing heavily to enhance its Arctic defense and economic sectors, with a resultant multilayered militarization of its northern flank,” the document states. “By modernizing its military capabilities and posture – particularly the Northern Fleet – Russia aims to improve command and control, infrastructure, and joint force employment to project power and defend its northern approaches.”

The blueprint also states the Department will take a tailored approach when considering permanently stationed forces, rotational forces, and temporary forces, pre-positioned equipment and stocks, and basing infrastructure across the region. The blueprint also states that the Department will enhance military education, training and exercises with allies and partners in and around the Arctic.

The blueprint is guided by the objectives articulated in the National Security Strategy, National Defense Strategy, Department of Defense Arctic Strategy, and *Advantage at Sea*.

To read the full strategic blueprint for the Arctic, please visit: A Strategic Blueprint for the Arctic (File Updated January 7, 2021)

Continued on Page 23.



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Boats, Racing and Bull****

By Sheila Dassett

Ok, we all know how things are going in our country right now. I'm not going to go over things that we are already aware of, so I'd like to lighten things up a little with one of our family's lobster boat racing stories. We all love a little story from the past, for those that remember and the generation that wasn't there, but love to hear the stories of the "Ole Heyday." Let's do it, in hopes that it can take your mind off of things for a few minutes.

I remember it well. It was the last race for the season, the year was 2000 in Searsport, Maine. This was the year that experimentation with air flow was in play. So Team Holland decided to remove the shelter house on the Red Baron. You see, my brother, Glenn is also a designer as well as boat racer and builder, so displacement and air flow was always in his mind (not to mention cubic horsepower).

It was a beautiful day in Searsport and the whole gang was there. At that time, we had the title of "Team Holland" because everyone in the family had a part to play, right down to who was making the sandwiches. There was a lot of angst, as to whether the boat was "legal according to the rules." According to the Class that we were in, Red Baron was legal.

Mike and I had our older wooden classic

boat there, Anna Marie, who was classified as a 32' Osmond, built in 1967. She had a 6 cylinder Ford in her at the time and was used primarily for lobster fishing and "chow boat" during the races. When it was the Baron's turn to race, everyone piled onto Anna Marie, right down to putting her scuppers under due to all of the extra weight! We also entered her into the Wooden Boat Class, mostly for exhibition to show the beauty of the classic wooden boats.

The Red Baron won her race for the class that she was in that day. That was all fine and dandy, but she took second place in the Gas Free For All. She was supporting a Big Chief Motor, or a Big Blower motor that was over 600 cubic inches. So of course, we were all looking for the title of the Fastest Boat of the Day. Hmmm, this was going to be a bit of a challenge, considering the dynamics of the entire boat, with the shelter top off and calling her "topless." With this being the last race of the season, we opted to "give her all that we could." Was there enough time to switch the pulley system around, adding more horsepower? This was going to take great team effort on the part of the entire Team! We'll give it our best!

Mike, Glenn and Ed decided to do the mechanics, with Dad looking on, but the time for the Wooden Boat race was up, so Mike worked with Glenn and his son Ed,



Team Holland's RED BARON goes topless at Searsport in 2000.

putting Dad running the Anna Marie for the race. I remember Mike looking up and seeing his antenna going by, with Dad taking her. He had two young ladies on his stern that were part of the team as well. So the Wooden Boat Race was underway.....with Dad at the helm, which most thought it was Mike. As the race was going on, the humor was the announcer, Brian Robbins asked if the Anna Marie was in the race, as she was so slow.....the girls were pretending to be paddling, to help her along. It was actually quite comical! Dad and the girls finished the race, but was dead last, by half the course.

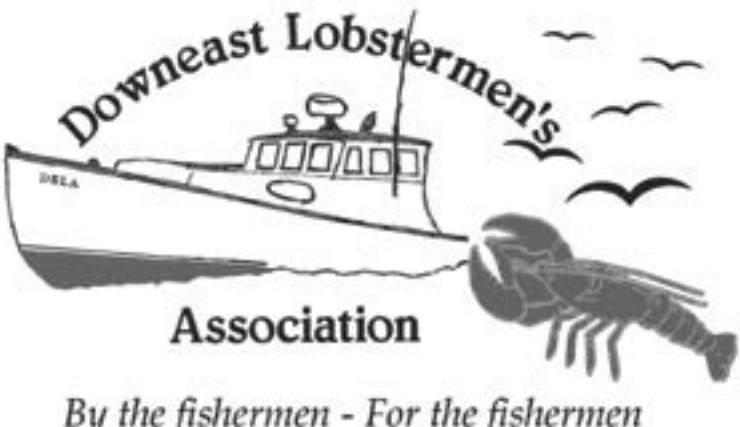
By that time, the pulleys had been switched and also put a new battery in, during that time. And people thought we were always such a slow and moderate bunch! This was all done in time for the last race of the day. When they were headed up to the starting line, Dad was just finishing the Wooden Boat race. Glenn ran the Baron with Mike in the stern, moving on to finish the race, taking First Place, thus making her the Fastest Boat of the Day! Now I'll say that was all Team Work!

This story was one that was actually captured on video by Virginia Thorndike, which made the whole story priceless. The best part was the rules were not broken, with Virginia's video as our proof. Gawd, that was a fun day, and we still chuckle when we think about it!

Editor's Note: I certainly remember this race, which was the final race of 2000. I actually remember in the spring unloading the windshield when it came down from Wayne

Canning's shop where it was laid up. Manfred Durkee's FRICKA was there racing in Gasoline Class D. She won her class with a speed of 47 mph. In Gasoline Class E there were three boats on the line: RED BARON, Steve Johnson's KATHLEEN II [Crowley 36; 1,295-hp 12-cylinder Rolls Royce/Packard] and James West's WILD WILD WEST [West 28; 502 Chevrolet]. This was going to be one of the exciting races of the day and the finish was close with the RED BARON crossing the line with a speed of 56.4 mph, followed by KATHLEEN II, 54.8 mph and WILD WILD WEST did not finish and was out for the day with an engine issue. The only diesel boat that could be in the photograph was Andy Gove's UNCLE'S UFO and he was clocked at 49.6 in Diesel Class K. In the Gasoline Free-for-All the crowd watched as KATHLEEN II edged RED BARON with a speed of 55 mph. As Sheila says that is when Glenn decided to change the pulleys, which was a one-time deal giving him an additional 100 hp. There were three races before they needed to be on the line for the last race of the day, Fastest Lobster Boat. On the line besides KATHLEEN II and RED BARON, was UNCLE'S UFO, FRICKA and KELIN. Everyone know that if they all held together it was going to be a great finish and it was. Coming over first was RED BARON, 57.8 mph, followed by KATHLEEN II and then UNCLE'S UFO. This battle goes down as one of the best in the history of lobster boat raci





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Commercial Fishing News

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

Welcome to 2021! We can hope that it is a better year than the last one for sure. It is a continuation, as we know, the Covid Virus will not go away overnight and it will take a while for the vaccine to make a difference. At this point in time, there are still no open meetings such as the Maine Fishermen’s Forum due to the fact that the Board did not know how to do the distance ruling. There are a few virtual events that are in the schedule in place of the Forum that is usually held each year. The events will be Shellfish Day, U. S. Coast Guard Safety Seminar, a Young Fishermen event, etc. When the schedule is finalized, it will be posted on the MFF Facebook page and website>www.maine fishermen s forum. org> and announced media releases and email notifications.

The Maine Fishermen’s Forum Scholarships are still available this year. There is a total of \$40,000 to be awarded to students whose families are involved with the fishing industry. There will be a drawing on March 5th with the results on the MFF website and Facebook page. There is a Forum Scholarship application, must be in their second year of college or vocational school and need to submit a transcript along with the application. Prior winners are not eligible for the drawing. Applications can also be requested by calling 207 442-7700. The deadline for submission is Wednesday, March 3rd. Please contact MFF Coordinator Chilloa Young at coordinator@maine fishermen s forum. org. for more information.

We have all been wondering where the CARES ACT checks are, which have been slow in arriving. The DMR and Commissioner have been very good about sending us updates and I’m sure that they are just as frustrated as we are. There is a little light at the end of the tunnel, as some folks have reported that they are starting to arrive in the mail. Some have said that they are dated as

early as December 14th when the check was issued. So hang in there, it seems that we are learning the “Art of Patience” this year.

Also, with the help of the CARES ACT, the Maine DMR has launched a new Maine Seafood Brand Campaign. This fund has an allocation of \$1,000,000 of the \$20 million CARES ACT relief funds that was allocated by NOAA for Maine’s commercial fishing and seafood industry. “Like producers across the globe, Maine’s seafood industry continues to face the challenge of rapidly changing markets,” said DMR Commissioner Patrick Keliher, “but this challenge also presents an opportunity.” “With more Maine people cooking from home, we have an opportunity to support Maine’s seafood industry by promoting the premium products we produce here at home.” said Gov. Mills.

Whale report: The recent court decision in Center for Biological Diversity v Ross, requires NMFS to finalize new regulations by May 31, 2021. If NMFS does not finalize the regulations by that time, lobster fishing will have to immediately shut down. NMFS will be accepting comments through March 1, 2021. So please, stay involved! The next issue is the petition that was submitted to Massachusetts to stop verticle lines, promoting ropeless fishing. WABITV, Channel 5 did an interview with Mike concerning this petition, as Maine doesn’t usually get involved with Massachusetts issues, but a letter was sent from Maine to Massachusetts giving them our support, to not support ropeless fishing. Maine will be their next stop, as we all know.

We are all concerned about the Offshore Wind project that Gov. Mills is involved with. There is a site that you can sign up on that keeps you updated. It is called the Maine Offshore Wind Interested Parties List. On the web, it is called the Governor’s Energy Office. The e-mail is offshorewind@maine.

gov. At this point, the State has announced its intention to apply for the country’s first offshore floating wind research in the Gulf of Maine. The Governor feels that it will allow the State, involve the fishing industry and many others to learn about the impacts of floating offshore wind together. This will enable us to understand the technology and resources, but yet, to protect the interests, industries and environment that we live and work in. We have all joined together with a letter to Gov. Mills, asking for more time for the proper research and area concerns for the fishing industry, with MLA and other industry groups as well as individual fishermen that wanted to sign on the letter. We are all in this together and the bigger the voice, the stronger the support!

This is a lot to take up and consider for our future. Please feel free to contact us at any time. My e-mail is: dassatt711@yahoo. com and my phone is 207 322-1924.

Please take care and I hope to see you sometime soon, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Economic and Social Well-Being of Northeast Commercial Fishing Fleets Displayed in New Web-based Application

January 05, 2021

NOAA social scientists have developed a website where anyone can easily get a picture of how well a fishery and the communities that depend on it are doing.

Social scientists at the Northeast Fisheries Science Center have found a new way to tame an old problem: how to put the data we collect into a form that's relevant not only to fellow researchers, but also to a wider public.

"For years we've put out a lot of data on the health and well-being of fish stocks. Now we can put forth similar data for our commercial fishing fleets and communities, and our new tool makes it easy for anyone to see the results," said John Walden, an economist in the science center's Social Sciences Branch and a leader of the project.

While there are other places where similar kinds of data are already available, this is the first to aggregate the information by fishery management plan. Users can see the information in graphs and charts that render on demand and update annually, with options to download the data for use in other applications.

If We Can Picture Fish Populations, Why Not Fishing Fleets?

Economic data are only half of what's available on the site. A related section displays a relatively new set of information that provides an index of just how "engaged" a port community is in commercial fishing.

"I think this site is the bee's knees, but I deal with it every single day. For others, it is at the very least a step forward in making cultural information available at the community level," said Lisa Colburn, an anthropologist at the science center and also a principal in the site's development.

To preserve business confidentiality, researchers can't publicly report data for small communities with just a few dealers

or vessels. Instead these data are combined with those from other nearby communities. "With an index, created with a range of inputs, you get an overall indicator that can be reported even for smaller places," she said, "preserving that granularity and ensuring that the smaller places don't 'disappear' from view."

Performance Measures Tell the Tale

The site is organized around a series of "performance measures," both social and economic. They are based on data gathered by researchers, through voluntary surveys, and in required reporting by fishing vessels.

Economic data presented on the site include numbers of vessels, trips, days spent at sea, revenues from first sale, prices, and something called the "Gini coefficient." The Gini coefficient is a measure of how income, or revenue in this case, is distributed within a group. Higher values mean more concentration of revenue among fewer members of the group, in this case vessels operating within a fishery management plan.

On the social science side, the fishery engagement index measures commercial fishing importance in a community based on fishing activity. This is represented by permits, numbers of dealers, and vessel landings. A higher index value means more engagement.

Future Plans for Enrichment

Both Walden and Colburn hope to make even more data available on the site, enriching and expanding the picture of community and fleet well-being.

"Price indices would be one improvement," said Walden, "especially examining how fuel prices have changed, since that is such a big input for the industry as far as cost. Profitability would be another good one. That's more difficult because we need more cost information to cover all the different vessel types which are active in each fishery management plan, but we are working on that."

Colleagues in the branch have been gathering cost information from vessel

owners in a series of surveys since 2006, with the most recent in 2016. Another is planned for 2021, focusing on costs that are not collected elsewhere such as overhead costs, crew shares, mooring costs, and hull insurance.

Colburn, who is a leader in the national effort to develop indicators of fishing community vulnerability and resilience, also has plans for the future.

"One priority is to connect with the range of social indicators that we now develop nationally at a more aggregated level. These reflect community vulnerability and resilience when it comes to things like labor force characteristics, poverty, and gentrification pressure," she said. The indicators are currently available for 4,600 communities in 23 states.

Programming for the site was the work of Tanya Noteva, a web development contractor who worked with the Social Sciences Branch from the initial design to the final product. "This project could not have succeeded without Tanya's input, attention to detail and programming skills" according Walden.

Proposed Pot/Trap Fisheries Regulations to Help Save North Atlantic Right Whales Available for Public Comment

December 30, 2020

Proposed modifications to the Atlantic Large Whale Take Reduction Plan address entanglements in fishing gear, one of two leading causes of right whale serious injury and death.

The North Atlantic right whale is one of the most endangered large whale species, with under 400 whales, and fewer than 100 breeding females remaining in the world. Due to a large number of deaths in 2017, we declared an Unusual Mortality Event (UME). Since 2017, about 10 percent of the population has either died or been seriously injured. In real terms, that means the total confirmed deaths for the UME are 32 dead whales—21 in Canada and 11 in the United States—plus 13 seriously injured whales. We know that the leading causes of death and serious injury for this UME are entanglements in fishing gear and vessel strikes.

Protecting and recovering this species has been a priority for the agency for many years. Since 1997, we have worked with stakeholders on the Atlantic Large Whale Take Reduction Team to reduce the impacts

of commercial fishing gear on right whales. We continually refine our management measures to support recovery of this critically endangered population, with the most recent modifications in 2015.

Today, we released our proposed modifications to the Atlantic Large Whale Take Reduction Plan to further reduce the impacts of entanglement in fishing gear on right whales in U.S. waters. The proposed modifications focus on the Northeast Jonah crab and lobster trap/pot fisheries, which deploy about 93 percent of the buoy lines fished in areas where right whales occur. In 2021, the team will be asked to recommend risk reduction measures for other Atlantic trap/pot and gillnet fisheries. We also released the associated Draft Environmental Impact Statement.

We opened a public comment period on both of these documents. Comments are due on the proposed modifications and on the DEIS by March 1, 2021. We will also hold a series of virtual informational sessions in January to explain the proposed modifications and public hearings in February to accept public comments on the modifications.

The proposed modifications to the Plan would: Modify gear configurations to reduce the number of vertical lines by requiring more traps between buoy lines and by introducing weak insertions or weak rope into buoy lines. Modify existing seasonal restricted areas to be closed to buoy lines. Add up to two new seasonal buoy line closures. Modify gear marking to introduce state-specific marking colors and increase the number of and area of marked lines.

The proposed modifications would also allow fishermen to experiment with ropeless (buoyless) alternatives to accelerate research and development of ropeless fishing methods so that in the future, commercial fishing using ropeless technology can be used instead of seasonal closures to allow trap/pot fishing while protecting right whales.

These proposed modifications will affect about 2,500 lobster trap/pot vessels that will have to make changes to the way they fish. The material and labor costs caused by the proposed rule in the first year are estimated to be \$7 million to \$15.4 million spread out among the fishery that last year generated \$485 million in fishing revenue in Maine alone. As always, we are looking for ways to support fishermen as they transition



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to these new requirements, as our goal is to have both a thriving trap/pot fishery and a healthy population of right whales.

Developing these proposed modifications was challenging for everyone involved. On behalf of the agency, I want to thank the 61-member Atlantic Large Whale Take Reduction Team, including the 18 fishermen and fishing industry representatives on the team, for their many hours of time spent developing the recommendations on which these proposed modifications are based.

We recognize that the risk of entanglement in fishing gear in U.S. waters is one of the many risks that these whales face. We will continue our work to reduce the risks posed by vessel strikes in U.S. waters, as well as to collaborate with Fisheries and Oceans Canada and Transport Canada on all matters related to the transboundary reduction of vessel strike and entanglement mortalities and serious injuries of North Atlantic right whales.

NOAA Fisheries Looks Ahead at 2021 Management Priorities and Challenges January 05, 2021

While COVID-19 has made this a challenging year for so many, NOAA Fisheries remains committed to our mission and fulfilling our regulatory program activities. Like most government agencies, our employees have adjusted to telework and prioritized our actions to answer the urgent needs of the nation and our economy.

Progress During COVID-19

As of December 4, all CARES Act funding has been provided to states for distribution to eligible fishery participants impacted by COVID-19. So far, the states have distributed \$54 million of those funds, and we expect them to distribute the remaining funds shortly.

Further, shifting to a virtual workplace has encouraged innovation and efficiencies.

We have shifted gears to provide the needed support and flexibility for commercial and recreational fishing industry activities to proceed as smoothly as possible. This includes virtual/online permitting, in-season fishery actions, and meetings; issuing waivers for observer coverage when needed; answering questions from industry about regulatory requirements while adapting operations under the various health mandates; and working to initiate multiple emergency rulemakings, including easing regulations where feasible. We have also expanded and modified our use of contract support for Endangered Species Act Section 7 consultations to include more off site production of contract deliverables. These changes have helped us to complete more consultations with less administrative overhead.

Challenges During COVID-19

Despite our progress in some areas, we still face challenges posed by COVID-19. For example, the strain on marine mammal and sea turtle stranding network partners makes it difficult to expediently respond to stranding events. Lost commercial and recreational fishery data from survey cancellations, observer waivers, and regional travel restrictions have affected our ability to monitor catch limits and inform current and future management decisions. And not having in-person meetings has meant less effective interactions with our stakeholders and partners and virtual meetings can be long and demanding.

Most importantly, the health and safety of our employees is a priority. We cannot accomplish our mission without a healthy workforce. Like others across the country, many of our employees are experiencing high levels of stress balancing the demands of their jobs with their personal lives. We are all looking forward to some return to normalcy in that regard over the next year.

Looking Ahead: Our 2021 Priorities

The bottom line is that our core mis-

sion remains constant, and we are working diligently to make progress in the following priority regulatory areas to: Sustainably manage fish stocks to achieve optimum yield while preventing overfishing. Promote sustainable and accessible saltwater recreational fishing. Stabilize our highest priority protected species. Review and streamline permitting and authorization processes for energy development and national defense, while maximizing conservation outcomes. Minimize bycatch and entanglement of protected species while supporting fisheries. Increase U. S. marine aquaculture production. Combat illegal, unreported, and unregulated fishing and seafood fraud, and advance fair trade. Increase consumer confidence in the

quality and safety of U.S. seafood.

Finally, I'd like to thank our employees, our partners, and our stakeholders for their patience and tireless dedication to the agency's efforts to ensure we have healthy and abundant fisheries supporting our economy, that we are protecting and recovering protected species, and that we are protecting and restoring important habitats for our trust resources. Despite the anticipated challenges of COVID-19 through 2021, we will continue our commitment to our core mission as we balance changes to safety protocols with getting the job done.

To a new year focused on restoring public, ocean, and economic health and vibrant coastal communities,

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Maine DMR News

Maine Department of Marine Resources Launches New Maine Seafood Brand Initiative

New brand to help consumers create restaurant-quality experiences with Maine seafood from their home kitchens

The Maine Department of Marine Resources (DMR), with support from Governor Janet Mills, is launching a branding and promotion initiative to celebrate Maine Seafood and to help consumers find and enjoy it in the comfort and safety of their home.

While rapidly changing seafood markets due to the coronavirus pandemic have posed challenges for seafood producers, retail seafood sales are up 35 percent compared to last year according to market research company Information Resources, Inc.

With \$1,000,000 of the \$20 million CARES Act relief funds allocated by NOAA for Maine's commercial fishing and seafood industry, the Maine Seafood branding and promotion initiative will help this growing population of home-bound seafood enthusiasts discover the superior taste, quality and variety of seafood from Maine.

"Like producers across the globe, Maine's seafood industry continues to face the challenge of rapidly changing markets," said Maine Department of Marine Resources Commissioner Patrick Keliher. "But this challenge also presents an opportunity. The Gulf of Maine's cold, clean water is home to a wide variety of premium seafood products that are easy to prepare. The Maine Seafood branding and promotion initiative will help

consumers learn about, find, and prepare Maine Seafood in their own kitchens."

Maine's seafood dealers and processors take great pride in delivering a variety of premium seafood products including inspired ready-to-cook offerings that take the worry out of meal preparation. Maine harvesters and aquaculturists are committed to responsible harvesting, cultivation, and handling practices, protecting both food quality and the marine environment.

"With more Maine people cooking from home, we have an opportunity to support Maine's seafood industry by promoting the premium products we produce here at home," said Governor Mills. "This initiative will support a vital sector of our state's economy and connect consumers with high-quality seafood produced in the U.S. at a critical time."

"When choosing Maine Seafood, consumers can trust that their seafood products, from shellfish to seaweed and halibut to haddock will be the highest quality, best tasting seafood on earth," said Commissioner Keliher.

The initiative will emphasize the attributes that distinguish Maine Seafood, including the premium nature of the products, the pristine marine environment of the north Atlantic Ocean, and the industry's passion for quality. A Maine Seafood website will feature a directory of Maine Seafood suppliers as well as inspired recipe ideas that make enjoying a Maine Seafood experience at home easy. Blog posts from influential

Continued on Page 24.



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Boat And Ship Yard News



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Back Cove Yachts Rockland

ROCKLAND – The prototype Back Cove 390, equipped with the optional triple Mercury 400 Verado outboards, exceeded expectations during sea trials. With a cruising speed of 30 kts (34.5 mph), the Back Cove 390 has a range of over 300 nm and registered just 73 dBA at the helm. The Back Cove 390 achieved a top speed of 43.6 kts (50.1 mph), making her the fastest and quietest model in the Back Cove lineup. The 390 hull design features Back Cove’s proprietary Trailing Edge Lifting Surface (TRELIS) *D* for optimal handling and performance.

The 390 offers a fully-enclosed helm deck, which allows for comfortable cruising and an extended boating season. Her salon-level layout features a galley-up design and side-by-side captain and mate seats opposite a comfortable and versatile U-shaped settee. Fixed glazed windows around the pilothouse create an airy and social space where those on board can enjoy an evening meal or take refuge from the elements.

Below deck, owners and guests can relax in the privacy of a lower lounge and enjoy a favorite program or the morning news on the Smart TV. An atrium-style opening to the windshield above floods this space with natural light. Guest quarters are located aft of the lower-lounge, beneath the salon sole, and feature two singled beds as well as an optional hull side deadlight for added light and visibility. The master cabin offers generous storage beneath her queen-sized island

berth, hanging lockers and shelves outboard, and private access to the head and shower.

Her cockpit is a fun space with ample room for entertaining. Transom gates to port and starboard provide access to a U-shaped settee across from an aft-facing seat and a central table for al fresco dining. The lazarette storage below the cockpit is easily accessed through a large actuated hatch and provides generous accommodations for all of your water toys and gear. Finally, her aft platform allows easy access to the triple outboards, and boarding is a breeze thanks to her generous swim steps.

The Back Cove 390 is expected to make her boat show debut in the spring of 2021.

Back Cove Yachts is celebrating hull #200 of the Back Cove 37 model.

In the summer of 2008, plans were announced for the Back Cove 37, which would become the company’s flagship model and herald a new generation of Back Cove design. True to Back Cove’s founding principles, the new Back Cove 37 would feature a planing hull powered by a single inboard diesel, with operator-friendly features and simple but robust systems.

But that’s not all. She would also offer two dedicated staterooms and a fully enclosed “sedan style” helm deck that could be fully opened to the cockpit via a revolutionary door system. If this doesn’t sound familiar, it should - these distinct features can be found, albeit in updated form, aboard the new Back Cove 390 outboard. In this

way, the Back Cove 37 was “ahead of her time,” and with that forward-thinking aesthetic, she made a triumphant entrance into an otherwise troubled market.

Despite the many challenges that the boating industry was facing, the Back Cove 37 seemed to rise above it all. She quickly made her way onto magazine covers and earned glowing reviews and ecstatic customers in every corner of the globe. By the next year, all the stock boats were sold, the recession was beginning to lift, and the Back Cove 37 entered a run that has gone uninterrupted for the last ten years.

Eleven years later, late in the fall of 2020, the 200th Back Cove 37 was shipped into dealer inventory. Back Cove’s Production Team acknowledged the achievement by signing the underside of a salon drawer as a memento to her future owners.

The Back Cove 37 shepherded a new generation of Back Cove yachts and has earned the love and respect of boaters the world over. Her legacy extends into Back Cove’s new outboard models, and her practical and elegant design principles will continue to guide Back Cove Yachts in the years to come. This astounding success would not have been possible without the support of an extended family of associates, owners, dealerships, and friends, for which they have Back Cove’s deepest thanks.

Brooklin Boat Yard Brooklin

When Aroha came on our radar the entire BBY crew found a new boat to fall in love with. As easy on the gas as she is on the eyes, classic yet at the same time contemporary, and above all, remarkably seaworthy in a variety of conditions. The design by Peter Sewell, was discovered in New Zealand by Off Center Harbor founder Maynard Bray. The BBY design office collaborated with Peter and Off Center Harbor to produce plans and a CNC kit for home builders. The first boat using one of these kits is currently under construction at BBY and a how to build video series is being filmed to accompany future kits. The boat’s modern lightweight construction and minimal 38 horsepower diesel power plant allow her to live on a trailer, be towed to a variety of destinations, and burn next to no fuel underway. Her fuel consumption numbers are .26 gallons per hour at 7.5 knots and 2.1 gallons per hour at 17 knots.

Dimensions: LOA – 29’ 10”; LWL – 29’ 1”; Beam – 7’ 0”; Draft – 23-1/2” @ DWL; Displacement @ DWL – 3,660 lbs.

The Aroha 29 is built by Brooklin Boatyard in Brooklin.

Handy Boat Falmouth

The summer was challenging for those at Handy Boat since they did not know if they would be able to open because of the pandemic. A majority of the boats that store there stay on a mooring in their mooring field. The only way to access these boats is via a launch from Handy’s, the Portland Yacht Club or your own dinghy from the public Town Landing. The use of these facilities were in question during the spring. The powers to be at Handys worked with state agencies and they found that they were able to function within the guidelines set by the state. In the end they actually had a good season even though they launched less than 75 percent of their storage customers.

For summer work they had a number of transient boats that visited that needed some work done. Then there were a few collisions and groundings that meant big projects for the winter. One of the boats in a collision was a Sabre 34, which suffered topside damage, including rails, lifelines and stanchions, and fiberglass work. The grounded boats have the typical keel and sump damage, meaning interiors need to be removed to get under the sole to repair any internal fiberglass damage. There were also a couple of boats that chafed through their mooring lines and went ashore in the fall storms. They suffered keel and hull damage. In October 2019 several boats went ashore in Falmouth and Handy Boat had several repairs jobs to do last winter. Two of these boats could not be completed, but were launched for the season and used by their



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Boat And Ship Yard News

owners and returned this fall to have the rest of their repairs completed.

Another damaged boat from a collision was a Black Horse 33, which needs repairs made to her bowrail, rub rail, toe rail and then topside paint.

One of their new customers this year is a Jarvis Newman Friendship sloop from Lake Champlain, which is getting some upgrades.

An early Hinckley Sou'Wester is in to have her toe-rails replaced and topside paint.

A Regulator 26 is in for topside paint.

A Sabreline 36 is getting a new suite of electronics plus upgrades and varnish.

A Cape Dory 330 is in to be repowered with a 25-hp Beta diesel engine.

As usual there is a lot of general maintenance work to do, which includes paint and varnish.

Handy is doing some upgrades on one of their Crosby launches. She is a 22-footer named HAROLD and she had her ballast removed (800 pounds of window sash weights) and this will be replaced with lead encased in fiberglass. When this is done she will be getting new engine beds and then her annual maintenance.

As for yard work they will build some new floats, and within a year or two a new storage building on the lower level. The permits are all in place, but the pandemic has put this project on hold for a while. Another major purchase this summer was a new Grove 4-wheel all terrain crane which came from Jamestown, RI. This allows them to pull

bigger masts, which was much needed.

Hodgdon Tenders Damariscotta

Continuing the success of these two proven platforms, Hodgdon Tenders is now offering all electric versions of their 10.5m forward helm and 12m aft helm limousine Venetian line tenders.

The Venetian tender line has been designed in collaboration with Michael Peters Yacht Design and engineered by Hodgdon Tenders' in-house team. The electric version of these two tenders were developed without compromising the custom details and luxury features that are the hallmark of the Venetian line.

Both boats will be powered by Vita Power, a high performance fully electric powertrain for the recreational marine sector. The V3 and V4 fully electric powertrains from Vita Power deliver 220kW / 295hp and 440kW / 590hp respectively.

"At Hodgdon we have always endeavored to push the boundaries in terms of materials, technology, and design to optimize performance. Our move into providing all electric tenders is further evidence of this and addresses increasing demand from the market for zero emissions tenders onboard superyachts," says Audrey Hodgdon, Director of Sales & Marketing. "We're pleased to have developed two tenders that offer benefits that can only be achieved with electric, while remaining true to the Venetian line's

style and quality."

In addition to its high performance, Vita Power is the first fully electric propulsion system compatible with DC fast charging significantly reducing the charging time using Vita superPower, the first fully marinised charging system.

The CEO of Vita Rory Trahair adds, "We are delighted to be working with one of the foremost brands in the yacht tender market to develop what we believe to be the first fully electric superyacht tenders. The use case for electric tenders for superyachts is proven and the technology is available today".

Both the 10.5m and 12m Venetian line electric tenders are fully engineered solutions with build slots available.

Vita is a marine technology company

that is building an end-to-end ecosystem for electric boating. Its mission is to reduce the impact of boating on the marine environment by increasing demand for electric power in the boat market.

James H. Rich Boat Yard West Tremont

In the last issue there was a photograph in boat yard news of the yacht JERICHO [1955, 42-foot Bunker & Ellis] hauled up at the James H. Rich Boat Yard in West Tremont. This is where she is normally stored and every year they do her annual maintenance and anything else that might need to be done. This year they knew that they needed to address a problem with her guards stem

Continued on Page 19



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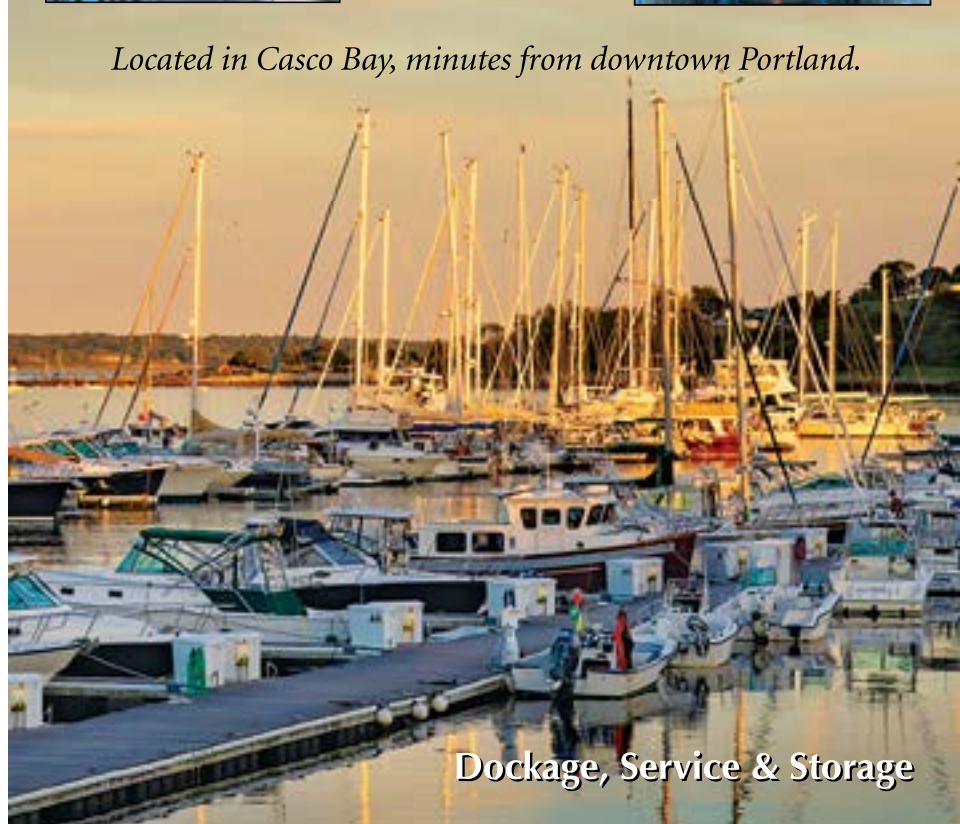
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Boat And Ship Yard News

Continued from Page 15.

and leaks around windows.

Every year they remove the screw in the guards and have noticed that they were not biting very well when they put them back in and thought that there was an issue with the wood behind the guards.

Knowing that they had this project they asked Wayne Rich of Bass Harbor if he could assist them with the work, to which he agreed. Wayne is primarily a lobster fisherman, but has always been around boat-builders, mainly with his father Walter and uncle Robert, better known as “Chummy.” He came in and removed the guards and discovered that most of the screws were going between the deck plank and sheer plank and thus were not hitting any solid piece of wood. He figures that the best way to deal with this issue is to drill the screw hole out and plug it to give the screws something to bite into.

As Wayne was working on the guards he noticed that the tip of the port side sheer plank at the bow had an issue. He began digging into it and discovered that it had been repaired with Bondo so he kept digging. The issue kept growing and then he decided to check the starboard side and found the same problem. Then he got his jackknife out and stick it into the joint between the stem and the sheer plank and the blade disappeared all the way to the first knuckle. This was going to be a big project, so he decided to get a little coaching from Chummy. Chummy came down and they removed about 5-feet of paint on both sides of the stem down to the waterline. Then they took the jackknife and stick it in at the top and worked their way down the stem until they hit solid wood, which was about 4-feet down. Thankfully, Wayne did not have to go further as that would have meant taking the interior apart. As it was he had to remove the caulking and screws in the planking, being careful not to damage the edges of the planks. He went back about 4 feet and then with wedges spread the planks and was able to make a jig of the stem piece that needed to be removed. Next, he took a handsaw and cut the top of the stem out on a sharp up and down angle. There was an 8-foot 6 x 6 piece of oak at the shop, but it was thought best to cut that into four pieces and laminate it together. Once shaped Wayne slid it in place, glued and fastened it with three ½-inch bronze rods. Wayne added that his next step will be to start replanking.

Another issue has been noted and that is around the corners of the windshield and they will be exploring to see how far they need to go to make that repair. They also have leaks around a couple of the port holes.

Normally Wayne works with Chummy after lobstering is done for the season. This year he had everything up in early November and Chummy and he began working on an 18-foot sailboat. It was quickly realized that there was not going to be enough work for both of them so it was fortunate that JER-ICHO was on Wayne’s schedule. Chummy

is still working on the sailboat and Wayne joins him on the weekends. The sailboat was built by Concordia and is having her ribs and floors replaced. Next, they will be finishing up a 26-foot lobster boat, which was built by Gary Stanley of Trenton in the late-50s. Chummy did some work on her, frames, floors, engine beds and installed the engine, a number of years ago and then Gary was going to do the rest. Gary unfortunately never got to it and then he passed away. The family would like to have her finished and she is in Walter Rich’s shop, where Chummy and Wayne will finish most of the work before the family takes over the project.

Kittery Point Yacht Yard Eliot/Kittery

In one of the work bays at the Eliot facility they have the rehabilitating lobster boat MISS ATTITUDE [Holland 32, built by Bradley Simmons, East Boothbay, 1994; 265-hp John Deere] came in for a new shaft tube, but the work list has expanded. Marshall Farnham, project manager at the yard and a former owner of MISS ATTITUDE, said “The work list has blossomed into a new cockpit sole with fiberglass I-beams and Cusa board, fuel tanks, tuna door, stern deck modifications, new windows cut square for Glenn Holland, underwater lights and live-well. There is not much room under the deck, but they managed to get the 6-inch exhaust fitted properly. With all the modifications made to the transom Marshall said that they will re-gel it, buff it out and put on new stickers. Marshall thought she would be back next year for some more upgrading of creature comforts.

In another shop they have a Duffy 35, which is in for her third and final year of a refit. She is going to get a new hot water heater, holding tank, head system and steering upgrade. Then she will get her normal maintenance before going over for the season.

At the Kittery yard they have a Bar Harbor 39 in for paint, top to bottom. The bottom has been soda blasted and will get a barrier coat. She is also going to get a live-well, which they will build from scratch and a lot of systems work.

The yard is full of storage customers and there is plenty of work to do on them, mostly service, paint and varnish.

Keeping the Navy’s security boats maintained also keeps them very busy as they are running 24 hours a day seven days a week. This keeps one mechanic busy much of the time.

I asked if there was more work this year



MISS ATTITUDE is spending the winter at Kittery Yacht Yard in Eliot undergoing some modifications. The list started with a shaft tube but has grown.

than last, since we know more people went out on the water last season. Marshall agreed that there was a lot of boat traffic around the area, but a lot of it was in centre consoles. This has meant more outboard sales and service, but he added that it did not affect the number of big boats in the yard. In fact, they have more big boats stored this year than last.

Lyman-Morse Boatbuilding Thomaston

A Spirit of Tradition show-stopper, the Hood 57 by Lyman-Morse is an elegant Classic Express yacht launched in October 2020. Chris Hood developed the yacht’s

original design and concept and brought in Stephens Waring Yacht Design and Lyman-Morse Boatbuilding Company for its execution. “Lyman-Morse has been working with the Hood family since we got into the business in 1978, and having recently finished *Anna*, another highly engineered build from Stephens Waring Yacht Design, Chris Hood knew we were up and running on what he wanted to do in terms of building this new powerboat,” said Drew Lyman, president of Lyman-Morse.

The owner outlined the Hood 57 LM’s mission simply: pure enjoyment and life-

Continued on Page 24

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Vendee Globe: Around the Horn and Heading Home

Continued from Page 1.

Jérémie Beyou on board CHARAL restarted, after making repairs, nine days after the start. He now has a chance to finally start making inroads into the fleet with his fast foiling latest generation racer. Beyou is 130 miles behind 27th placed Sébastien Destremau (MERCY) and should pass him in the next 24-36 hours.

10 December, Day 32

The big storm has passed the leaders Dalin and Ruyant, who are now enjoying much calmer conditions. Dalin thought that both he and his boat were at their limit during the storm.

In third is Yannick Bestaven on MAÎTRE COQ, who has been ocean racing for 20 years. In the 2008-9 Vendee Globe his boat was the only one using renewable energy sources, but just after the start she was dismasted in a storm in the Bay of Biscay. He then spent time building Watt & Sea hydrogenator business, which is used on almost all the racers in this event. MAÎTRE COQ was designed by VPLP-Verdier and launched as SAFRAN in 2014. In the last Vendee Globe she was forced into Cape Town, South Africa with steering issues where she retired. She was purchased by her sponsor and they chose Yannick to skipper her for this race. With the calmer conditions it is felt he will move up the position ladder.

11 December, Day 33

The leader Dalin is sailing inside a high-pressure system and is watching his lead evaporate. Dalin is in light air and the two chasing him are enjoying 15-25 knots

of wind. Despite the gains Dalin should be able to stay ahead of his competitors so long as he does not make any mistakes.

It was a great day for Japanese skipper Kojiro Shiraishi (DMG MORI) as he crossed the Cape of Good Hope. In the last Vendee Globe he had broken his mast and was forced to retire at Cape Town.

Fabrice Amedeo announced that he was abandoning the race due to computer failures, His first computer went down off Cape Finisterre and the backup went down while he was 130 miles from the Cape of Good Hope.

12 December Day 34

Dalin (APIVIA) is still 200 miles from Cape Leeuwin, but his lead is now 81 miles over the next competitor. When asked if he had any issues he assured them that it was just light air that slowed his progress. His time should be about 34½ days and this compared to the record is about six days slower. However, in the past it has been just two or three boats competing for the top spot, but this time there are 14 boats in the lead pack, all within a 1,000 miles of the leader.

Louis Burton (BUREAU VALLEE 2) is dropping in the fleet and has said that he has an issue with the mainsail lock and autopilots. He also said that he is using a hydrogenator, despite the fact that it is slowing his progress. He added that he does not have enough fuel for the generator to run it for the remainder of the race. He also compared this race to the last one saying the conditions last time made it so they did not have to make many course changes and this time the weather is constantly changing.

Ari Huusela (STARK) is the last boat to cross the Cape of Good Hope. He has been planning this race for almost 20 years and is happy to be entering the Indian Ocean.

Just ahead of ARI was Jérémie Beyou (CHARAL), who restarted 9 days after the start of the race. His time to the Cape of Good Hope compared to the rest of the fleet placed him 15th out of 33 racers.

13 December, Day 35

Over the last 24 hours Dalin (APIVIA) has been running at a constant speed of about 24 knots. He also passed the second of the three Capes, Cape Leeuwin at 1125 hrs. UTC. Three hours and 9 minutes later Yannick Bestaven (MAÎTRE COQ) crossed the Cape. This race has been slower by 6 days, 1 hour and 53 minutes, then the last race. It was thought with the new foil technology that this would make this race faster, but the conditions have not been favourable causing the slower pace.

It was noted that Bestaven has made up over 300 miles and is with Ruyant. Also Isabelle Joschke (MACSF) has been posting great speed in the ninth position. In looking at the courses taken by Isabelle and other experienced ocean racers they make smooth course changes. Those on the foilers make sudden alterations as it is easier to change course then to make sail changes. Isabelle added that she goes fast when she can, but also realizes that you need to protect the boat and keep yourself rested and ready for anything. You cannot win if you cannot finish. Her expectations was for uncomfortable seas, but there has been more than she thought she would have. She added that it has been a real challenge, especially being alone at the end of the earth.

14 December, Day 36

Dalin is closing in on the halfway point of the race, which he should reach in a few days. The racers in the lead group are going well, but the Mascaregne high, which comprises much of the South Indian Ocean, will cause them to slow. The leaders hope that when they enter the Pacific Ocean that the swells become longer and more even.

How close is some of the competition, well eight racers passed Cape Leeuwin within the last 24 hours.

Tears were discovered in two of the headsails on Maxime Sorel's (V & B – MAYENNE).

Then news arrived that Dalin's APIVIA had suffered damage to his port foil 900 miles southwest of Tasmania. At this point they were surveying the damage and figuring out how to make repairs if necessary.

15 December, Day 37

Dalin or his team were offering much information as to the damage to APIVIA. It is known that the damage is to the lower support and he has strengthened the foil attachment. With this damage, Ruyant and LINKED OUT have taken over first place. The lead group is heading south towards the Antarctic Exclusion Zone, which they cannot go below without a penalty.

Behind the three leading boats are five racers all within sight of each other. This is pretty amazing considering they have sailed halfway around the world and they are still that close together.

Besthaven (MAÎTRE COQ) climbed his mast to make a repair on his J2 headsail, which he really wants in the Pacific Ocean.

The sail repair on V & B – MAYENNE was still ongoing and was taking a toll on Maxime Sorel. He has the sail inside the boat, which takes up the whole interior. He made repairs to about 4 metres and will put it up shortly before the sea state increases since he has to climb the mast to do it.

16 December, Day 38

Bestaven and Ruyant are now battling

it out for the top spot just 15 miles apart as they run across the top of the Exclusion Zone and leaving the Indian Ocean in their wake. Ruyant thought that Bestaven's older design might be quicker downwind in 25 knots of wind. They might be able to stay on this port tack for at least the next three days.

Dalin has made repairs to the port side foil housing and bearing by hanging from the halyard. He needed to go back and forth about 30 times to the cockpit to get this repair accomplished and all before the sunset. He is now back racing and is 140 miles behind the leaders.

International Jury Decisions

The decision of the International Jury was announced for three of the four racers that assisted in the rescue of Kevin Escoffier on 30 November. The redress is: Sébastien Simon (ARKEA PAPREC) retired from the race so no redress was given; Boris Herrmann (SEAEXPLORER - YACHT CLUB DE MONACO) 6 hours; Yannick Bestaven (MAÎTRE-COQ) 10 hrs. 15mins.; and Jean le Cam (YES WE CAM!): 16 hrs. 15 mins. The time will be subtracted when the racers finish.

17 December, Day 39

Ruyant discovered the forward compartment of LINKEDOUT flooded, which was caused by water pressure from waves washing over the deck moving the handles of the hatch and allowing water to gain entry. The compartment was freed of water by starting the high-pressure pumps.

Kevin Escoffier arrived at Les Sables d'Olonne to thank the race committee for their part in his rescue after his boat sank. He commented that his major problem was that he could not get his safety grab bag as it was already underwater. He then got into the liferaft with just his survival suit. He was hoping that the rule for the placement of the safety grab bag be higher. He added that he hopes to be back in the race in 2024.

Louis Burton (BUREAU VALLÉE 2) was sailing to Macquarie Island, where he would make repairs to his mast track, halyard hooks and J2 headsail. He will be looking for a sheltered place so he can climb the mast in relative safety. The damage was caused by a violent gybe. The mast track will be cut away and replaced. This will allow him to raise the main higher as now he sails with no less than two reefs in it.

18 December, Day 40

The leaders are not liking the light conditions between Tasmania and New Zealand as those behind them are quickly gaining. Bestaven is only leading by 50 miles over Dalin. Ruyant, who is in third, has gone to the north hoping to find more wind when the low arrives. It is all about timing and being in the right position when the weather systems move by.

This race is still slower than the last Vendee Globe. At this stage the leader was half-way closer to Cape Horn, which Armel Le Cléac'h rounded on 23 December. He said that the weather was an issue, but maybe the loss of two races before this race has some of the competitors a little more conservative than usual.

19 December, Day 41

More problems for Louis Burton (BUREAU VALLÉE 2) as he heads for the Macquarie Island. For the last 24 hours he has been hand-steering with no rest due to the loss of his autopilots. He is now about 90 miles from the island and will need to dig deep to accomplish the repairs with no sleep.

20 December, Day 42

Bestaven is still in the lead and is in better wind than Dalin or Ruyant. Unfortunately, the weather pattern in front of them will be a challenge as a high-pressure system is directly in front of them. It is thought that

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Vendee Globe: Around the Horn and Heading Home

11 boats could be within 800 miles of each other when they reach Cape Horn about the first of the year. This will set up a great dash to the finish.

Burton has arrived at Macquarie Island, set his boat in the lee and climbed the mast to make repairs to his mast track. He was up there about two hours and was able to make a partial repair. He was forced down due to sea conditions and is thinking of going into Lusitania Bay and anchoring.

21 December, Day 43

Bestaven now has more than a 125-mile lead over second place Dalin. The next weather system has been difficult to judge, but should move south into their path as they look for the next low. There was a good chance that Bestaven would break out and get more wind and increase his lead.

Burton is back in the race after making repairs at Macquairie Island. He went up the mast three times, and the time spent cost him 400 miles.

Sébastien Destremau has developed a problem with his autopilot and steering system. He is moving northward to lessen the sea conditions, which hopefully will allow him to make repairs.

22 December, Day 44

Bestaven is sailing just above the Exclusion Zone hoping to get out of the high-pressure system he is trapped in causing him to lose miles to Dalin and Ruyant. What is worse is that this weather system is moving east at the same speed they are. This system is affecting the first six racers and this will allow those in the back of the pack to gain on them.

23 December, Day 45

The last Vendee Globe race was a drag race, but this one is dominated by strategy. The strategy is finding the best wind and

keeping the boat sailing fast in variable light winds. Bestaven looks like he might break out of the high leaving Dalin and Ruyant trapped.

Further back in the pack there are some interesting battles with racers so close they can see their competitors.

24 December, Day 46

Bestaven is 300 miles ahead of third place Ruyant, but Dalin has taken a more direct line and this could slide him into the lead.

A great battle is between Pip Hare and Arnaud Boissières for 16th. Pip is sailing a 1999 design and is competing with newer racers with better funding and doing extremely well.

25 December, Day 47

Bestaven looks as though he could extend his lead. He has gone north to get into the low and hopes for downwind conditions in a few days. As he heads for the low he is trying to figure out how to use it to his advantage.

Ruyant, who earlier had been in the top three, has now dropped to seventh, 265 miles back of the leader.

Pip is trying to outrun a low that is chasing her and four others near her. The winds are about 30 knots with gusts up to 38, and these should last the night.

26 December, Day 48

It is amazing to watch leads evaporate, as Bestaven has just 30 miles between him and second place Dalin. Those in the top ten are still trapped in the low and only making about 8 knots. This has allowed others to gain on the front three. Burton, who was forced to stop and make repairs at Macquarie Island was 890 miles back of the leader when he restarted. He is now back just 394 miles.

Alan Roura (LA FABRIQUE) has developed an issue with the hydraulic rams.

On 28 November he lost all his hydraulic oil when a valve failed. This means he cannot cant the keel. He and his team are trying to devise a solution to the issue.

27 December, Day 49

Bestaven has hit the new weather system in his trek south and is gaining separation on second place Dalin. Dalin has been forced to sail north to keep out of the Exclusion Zone and this should allow Bestaven to gain even more miles.

The low, packing winds of 40+ knots, is coming down from the northwest and should hit the leaders as they round Cape Horn.

Burton (BUREAU VALLÉE 2) has now caught the front pack and is 60 miles from 10th place. The question is whether he can hold onto the low and keep gaining.

28 December, Day 50

The leaders near Point Nemo with 2,000 miles to go to get to Cape Horn as Bestaven celebrated his 48th birthday. His present was a growing lead over Dalin, which is now up to 133 miles.

Boris Hermann is in 7th and enjoying 30 knots of breeze, which is pushing him along

at 17 knots. He is enjoying the battle, but is keeping it all in perspective. You can push, but if you push too hard things can break and end your chance of completing the race. Boris said that his boat is still 100 percent, which many of the others cannot say. This part of the race is mentally and physically challenging. It is all a balancing act trying to keep the boat sailing fast and getting rest.

Benjamin Dutreux (OMIA-WATER FAMILY) went up his mast to release his J2 headsail. He said that he was tossed around between the mast and sail, but managed to get the sail down. The J2 had a large tear, which needs to be repaired.

The guessing game for many of the racers and those that are following the event is who will be on the five-place podium. At this point there are a number of possibilities.

29 December, Day 52

Damien Seguin (GROUPE APICIL) is now in third, just 9 miles in front of Ruyant. He is also just 40 miles behind Dalin. Seguin is hoping to be in the top five, but said there

Continued on Page 22.

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Presently we have a listing of 121,503 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 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

CHECK IT OUT 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.

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Dedicated to the Preservation of Maritime Writings

Vendee Globe: Around the Horn and Heading Home

Continued from Page 21.

were still a lot of challenges ahead. He has been trying to stay rested and eat, but at times that has been challenging. Sailing has been difficult with the boat pounding a lot, but he is focused on getting to Cape Horn.

30 December, Day 53

The leaders are about 1300 miles from Cape Horn with 14 boats in the top group of racers. The challenge is still figuring out the best course to get there as the weather patterns develop. Right now, the leaders are between two low-pressure systems and soon the winds and seas will increase for the front three. The ones behind them need to avoid the light air trapped in the middle.

Another birthday took place as Clarisse Cremer (BANQUE POPULAIRE X) turned 31 right in the middle of nowhere.

31 December, Day 53

The two leaders are on one side of the low and the other 12 in the lead pack are on the other side. This means the front two are gaining a lot of separation as they average over 20 knots. Dalin received a black eye when his boat hit a wave hard throwing him into the companionway. It is expected to be tough conditions at Cape Horn with winds above 40 knots and seas over 20 feet. Those from 3rd to 11th are in light, variable winds, which has been a challenge speed-wise, but this will all change soon.

Pip Hare has overtaken Arnaud Boissières for 16th place and is now eying Alan Roura (LA FABRIQUE) in 15th.

1 January, Day 54

Dalin (APIVIA) was forced to slow to make repairs to his port foil and is now in third. The leaders are fighting wind gusts of 55 knots and 30-foot seas with just over 400 miles to go to Cape Horn. It is thought they would have to slow their boats making sure they survive the low.

Still amazing is that some of the competitors are in sight of each other. Isabelle Joschke (MACSF) is just two miles from

Jean Le Cam and there is less than a mile between Boris Hermann and Benjamin Dutreux.

It is all about staying focused and being smart as to how much speed could be too much and end your dream. Any of the top 12 boats have a chance to at least finish on the podium.

2 January, Day 56

At 13:42 UTC Bestaven rounded Cape Horn and began his climb up the Atlantic Ocean. His time was 55 days and 22 minutes and is 8 days slower than the record.

Second place is Dalin, who is 160-miles back and third is Ruyant 458-miles behind.

Pip Hare has an issue with the wind indicator at the top of her mast and her autopilots are sailing on compass mode, which has to manually adjusted. She is looking for a better fix.

3 January, Day 57

Dalin (APIVIA) rounded Cape Horn at 439 hrs, 14 hours and 56 minutes behind Bestaven. The challenge now is to close the gap with Bestaven. This will be a challenge for both as weather conditions look unsettled. It must be remembered that Dalin is sailing with a damaged port foil and this could be an issue if he needs to be on port tack.

Bestaven was going more to the east trying to avoid the high and said that the storm he had off the Horn was the worst he had ever been in. He is hoping to stay in front of the high and get into the St. Helena trades in about 10 days.

Dalin said that he was out of ocean mode and back to regatta sailing. This means less sleep and more sail trimming.

4 January, Day 57

Thomas Ruyant, Damien Seguin and Benjamin Dutreux were next around Cape Horn. It was then expected five more would round in the next few hours, led amazingly by Louis Burton. After their rounding the Cape will be buffeted with heavy winds and seas. There is a lighthouse keeper on the very

isolated Hornos Island. It is estimated that more than 800 ships and 10,000 sailors have met their demise here.

Isabelle Joschke developed a problem with the hydraulic ram to her keel and has been forced to sail with the keel centered. She had been in 8th, but now is 11th.

The high-pressure system north of the Falkland Islands is blocking the way north for the leaders.

5 January, Day 58

As the leaders head north the temps are rising in the sunshine. A problem for the leaders is that the data issued by weather modelling is not reliable. It is thought that leader Bestaven might escape the high and get sling shotted north.

Boris Hermann has ripped the leech of his mainsail on the shroud when trying to reef and was forced to sail around Cape Horn with just the J3 up in 40+ knots of wind. He has made the repair and is back racing.

Four boats rounded the Horn in less than four hours. The 9th to round was Giancarlo Pedote of Italy the first non-French racer. He was followed by Boris Hermann of Germany in 10th.

6 January, Day 59

Britain's Pip Hare is still 1,300-miles from Cape Horn. She still has an issue with her autopilots and is having to manually adjust their course heading. She will sail right into the fierce winds and seas off the Horn. She has had little sleep as she sails downwind and is constantly monitoring the wind direction and making alterations to the autopilot.

Next around the Horn was Armel Tripon (L'OCCITAINE EN PROVENCE), who passed within 3 miles of the Horn.

Still slugging his way through the Pacific was Jérémie Beyou (CHARAL) who had to return to Les Sables d'Olonne to make repairs and restarted nine days after the start of the race. He said, ""I don't know who invented the name Pacific, because I've never seen it peaceful in three circumnavigations of the world..." It is amazing how he has caught the fleet and made his way up to the 18th position and closing in on three just in front of him.

The lead pack is finding that there are three options as to how to head north. Bestaven is the only racer out of the high and soon to be in a low.

7 January, Day 60

Pip Hare discovered that there is a crack in the port rudder stock of MEDALLIA. She has practiced replacing a rudder at the dock, but not in these conditions. As the autopilot made course changes the crack worsened and Pip thought that it would fail in a few hours. She stopped racing and is looking for a weather window to make the repair. Fortunately, she has a new rudder on board

AS OF: 10 January

Skipper/Boat	Foils	Speed	Dist. Finish	Dist. First
1) Yannick Bestaven MAÎTRE COQ IV	Yes	6.63	4867.55	---
2) Charlie Dalin APIVIA	Yes	9.61	5079.64	212.09
3) Damien Seguin GROUPE APICIL	No	7.49	5138.07	270.52
4) Thomas Ruyant LINKEDOUT	Yes	12.31	5163.43	295.88
5) Louis Burton BUREAU VALLEE 2	Yes	16.11	5189.99	322.44
6) Ben Dutreux OMIA WATER FAMILY	No	14.35	5316.24	448.68
7) Jean Le Cam YES WE CAM!	No	14.5	5329.92	462.36
8) Boris Herrmann SEAEXPLORER - YACHT CLUB DE MONACO	Yes	17.73	5339.03	471.68
9) Giancarlo Pedote PRYSMIAN GROUP	Yes	14.73	5362.18	494.63

Continued on Page 23.

and the process should not take more than a hour to complete. The problem is that the rudder is buoyant and you have to force it down by attaching anchor chain to get it out.

Bestaven now has a lead of over 440 miles on second place Thomas Ruyant. He figured that this lead would shrink soon as the others got into better conditions and he was hoping that he had a big enough lead to remain in the lead.

9 January, Day 63

Alan Roura, Arnaud Boissières and Pip Hare are all nearing Cape Horn. Pip is losing distance to the two just in front of her as she slows to lessen the strain on her rudder.

Stéphane Le Diraison (TIME FOR OCEANS) is being hit by winds over 50 knots and one of the gusts knocked the boat over on her side. He said, "I think I got the worst of it with winds reaching 60 knots and waves with troughs of six to eight metres. It is mad to watch the sea which is white, almost like frothing milk and spray coming from all angles. It is so cold, you just wrap up with all you have, it is just four degrees inside the cabin and then you hear the waves breaking on deck or being knocked down by a wave and you have to get dressed in the wet clothes and go out in the middle of the night. I like that expression you just have to disconnect your brain, to concentrate on what needs to be done."


It is different in the South Atlantic nice and warm, flat seas and 15-17 knots of wind. Bestaven is watching as his lead shrinks, now just 263 miles.

The hydraulic ram damage on Isabelle Joschke's MACSF has forced her to retire from the Vendée Globe. It was discovered that there was additional damage to the canting keel system. Isabelle noted that the hydraulic cylinder holding her keel centered had failed. She lowered the mainsail and was sailing under headsails trying to keep the boat stable.

10 January, Day 64

Bestaven's lead is now down to 226 miles and five racers are still making gains into this lead. Ahead of the racers is a cold front which should help Bestaven gain back some miles if he chose the right way through it. They then will get into the trade winds and that will propel them to the doldrums. Finding the best way through the doldrums will be the next hurdle.

Isabelle Joschke (MACSF), who has retired from the race due to a hydraulic issue with her canting keel, is in a low. She was extremely disappointed about having to retire, but understood what she had accomplished was an incredible feat. She does have water coming in, but has been able to keep up with it.



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U. S. NAVY NEWS

Continued from Page 9.

Navy Posthumously Awards Navy Cross to WWII Chaplain From Secretary of the Navy Public Affairs

Seventy-five years after the end of the war in the Pacific, the Department of the Navy posthumously awarded the Navy Cross to a revered World War II Chaplain during a ceremony Jan. 8 in his native city of Waterbury, Connecticut.

Lt. Thomas M. Conway, a Catholic priest, was awarded the Navy and Marine Corps’ second-highest military decoration for valor for extraordinary heroism from July 30 to August 2, 1945 while serving as Chaplain of the heavy cruiser USS Indianapolis (CA-35).

“Today, we are here to right the record and send a message that we shall never forget,” said Secretary of the Navy Kenneth J. Braithwaite. “My mother taught me that it’s never to late to say your sorry. Today the Navy is sorry for not recognizing Chaplain Conway’s heroism, dedication and courage sooner. Throughout the brutal war in the Pacific, Father Conway stood by his men and provided comfort, leadership, and spiritual guidance when needed most. I can think of no better example of Honor, Courage, and Commitment. Our Sailors and Marines live those core values every day, and they carry with them the spirit of this great Sailor, officer, and pastor.”

Also in attendance at the invitation-only

ceremony, at the Basilica of the Immaculate Conception, were family members of surviving crew members from the Indianapolis, members of the Waterbury Veterans Memorial Committee, and city and state government officials, who have been long-time proponents for recognizing Conway’s unquestionable valor.

Monsignor John Bevins, a retired Navy Captain and former pastor of the Basilica, received the award on behalf of Conway.

“We are grateful and proud to call Father Conway one of our own” said Bevins. “His legacy of service and sacrifice is one that we all can try to uphold and emulate. This award is recognition of that and everything he stood for.”

Conway, who was born and raised in Waterbury, attended Niagara University in New York, and after entering the priesthood, served as a curate at several Catholic churches in Buffalo. He enlisted in the Navy in September 1942 and served at various naval stations along the East Coast before transferring to the Pacific Fleet. For several months he was assigned to the repair ship USS Medusa (AR-1) and in 1944 he was assigned to Indianapolis.

Frequently the flagship of the 5th Fleet, Indianapolis served with honor from Pearl Harbor through the last campaign of World War II, earning ten battle stars. After a successful high-speed run to deliver atomic bomb components to Tinian Island, the decorated Portland-class cruiser continued



Navy Chaplin Receives Navy Cross Posthumously

to Guam. Indianapolis was en route from Guam to Leyte when she was torpedoed and sunk by a Japanese submarine within the first hour of July 30, 1945, forcing Conway and hundreds of his shipmates into the open ocean.

Completely disregarding his own well-being, Conway continually swam in shark-infested waters between the clusters of adrift Sailors, many of whom were severely injured, to provide them encouragement and comfort, pray with and for them, and administer sacraments. After three days of tireless exertion to aid his shipmates, Conway finally succumbed to exhaustion and died. His efforts were credited as a major reason 67 of his shipmates in his group were ultimately rescued.

In the years since the loss of Indianapolis, survivors have told stories of Conway’s actions aboard the ship and during his final days, encapsulating the Chaplain as a Navy hero.

“Father Conway will go on to be a beacon of Service above Self for all who serve in the Navy and Marine Corps. His actions will inspire others who at dark and challenging moments in their lives must follow their heart to do their duty,” Braithwaite said. “For me personally this has never been more relevant than during the very events of this week. When you are entrusted to serve the men and women of the Navy and Marine Corps, you must always choose as Father Conway did, to do what you must do – your duty; rather than what you could do for yourself.”

U. S. Coast Guard News



Continued from Page 7.

Guard pollution teams Wednesday continue monitoring the final stage of oil recovery operations for the tugboat Cape Lookout and two additional abandoned tugboats at the St Croix Renaissance Group facility within Krause Lagoon in St. Croix.

“We’ve made significant progress in the last week and are now monitoring the final stage of clean-up operations,” said Chief Warrant Officer Daniell Lashbrook, Marine Safety Specialist Response and Federal On-Scene Coordinator Representative. “The Coast Guard’s main priority is to protect and return the environment and affected water to their pristine state. After completing a more in depth assessment of the situation, we extended our plan for the Cape Lookout to also remove any oil and hazardous materials from inside the two other abandoned tugboats, the Cape May and Cape Flattery, which also threatened to contaminate the environment.”

Since oil recovery operations began November 17, the National Response Corp. in St. Croix, as the Oil Spill Removal Organization hired for the project, deployed specialized dive teams to complete assessments. Cleanup crews used vacuum trucks, ISO tanks, storage tote containers and multiple skimmers to recover approximately 15,000 gallons of oily water from inside the Cape Lookout, approximately 90% of the recovered material being pure product. Cleanup crews also recovered approximately 8,000 gallons of oil product from inside the Cape May as well as 2,000

gallons of oil product from inside the Cape Flattery.

As the operation ramps down, crews from National Response Corp. and their subcontractor Resolve Marine will continue to monitor and recover any residual oil from the site and maintain containment booms placed around the vessels until deemed necessary. The recovered material is to be disposed of in accordance with local and federal environmental requirements.

To conduct oil recovery operations, the Coast Guard accessed the Oil Spill Liability Trust Fund. So far, clean-up operations are estimated at \$475,000, as the investigation continues to identify a responsible party and the circumstances surrounding the incident.

At this time, there are no reports of affected marine or wildlife, Coast Guard on-scene personnel continue to monitor.

Following a Nov. 12 report from owner/operator of St. Croix Renaissance Group, LLP, Coast Guard personnel from Resident Inspections Office St. Croix, working in coordination with the Sector San Juan Incident Management Division, responded to the scene and confirmed oil coming from the tugboat Cape Lookout.

The Cape Lookout remains tied to a concrete platform at the facility partially sunk with its bow sticking out of the water, while the tugboats Cape May and Cape Flattery remain afloat and moored side by side just next of the Cape Lookout.

Anyone with relevant information on this case may contact the Sector San Juan Command Center at 787-289-2041.

Results of Vendee Globe Race

Continued from Page 22.

10) Maxime Sorel	No	13.84	5452.34	584.78
V & B-MAYENNE				
11) Armel Tripon	Yes	16.8	5755.69	888.13
L'OCCITANE EN PROVENCE				
12) Clarisse Cremer	No	17.48	5827.94	960.39
BANQUE POPULAIRE X				
13) Romain Attanasio	No	12.78	6277.21	1409.65
PURE - BEST WESTERN®				
14) Arnaud Boissieres	Yes	15.54	7290.91	2423.35
LA MIE CÂLINE - ARTISANS ARTIPÔLE				
15) Alan Roura	Yes	14.72	7297.89	2430.34
LA FABRIQUE				
16) Jérémie Beyou	Yes	16.18	7342.23	2474.67
CHARAL				
17) Pip Hare	No	13.59	7375.22	2507.67
MEDALLIA				
18) S. Le Diraison	Yes	11.67	7774.78	2907.24
TIME FOR OCEANS				
19) Didac Costa	No	11.00	7835.39	2967.84
ONE PLANET ONE OCEAN				
20) Kojiro Shiraishi	Yes	12.66	7936.78	3069.22
DMG MORI GLOBAL ONE				
21) Manuel Cousin	No	15.56	8367.08	3499.52
GROUPE SÉTIN				
22) Miranda Merron	No	6.89	9127.36	4259.81
CAMPAGNE DE FRANCE				
23) Clément Giraud	No	8.5	9171.98	4304.43
COMPAGNIE DU LIT / JILITI				
24) Alexia Barrier	No	11.54	10267.00	5399.42
TSE - 4MYPLANET				
25) Ari Huusela	No	9.07	10583.00	5715.58
STARK				
26) S. Destremau	No	11.15	11975.50	7107.97
MERCI				

Retired

Isabelle Joschke – MACSF
Fabrice Amedeo - NEWREST - ART & FENÊTRES
Sam Davies - INITIATIVES-COEUR
Sébastien Simon - ARKEA PAPREC
Alex Thomson - HUGO BOSS
Kevin Escoffier - PRB
Nicolas Troussel - CORUM L'EPARGNE

Maine DMR News

Continued from Page 13.

food writers will drive consumer appreciation and demand for Maine Seafood. Social media accounts will allow foodies across the world to connect around their shared love of Maine Seafood. As the initiative moves forward, assets will be developed to support the industry’s own marketing efforts. For a directory of Maine Seafood suppliers and easy, inspiring holiday and delicious holiday recipe inspiration visit www.Seafoodfrom-Maine.com.

A Final 2020 DMR Update from Commissioner Keliher

As 2020 slowly draws to a close, I’d like to share with you one last monthly update on the work of Maine DMR before we close the books on a year of challenges.

Policy and Management Bureau

The New England Fishery Management Council met on December 1-3 via webinar. Much of the current work of the Council is focused on identifying specifications for fishing year 2021, including catch limits for the federal scallop, whiting, and spiny dogfish fisheries. The Council did take final action on groundfish catch limits for FY2021 as a part of Framework 61. The Council will continue work on Framework 61 in January when it is slated to take final action on a redfish universal sector exemption.

DMR has been auditing the data col-

lected through the CARES Act application process. As we said in a recent email to industry, we received more than 2700 applications and appeals. We have confirmed the eligibility of the majority of applicants and we anticipate that ASMFC will mail checks to this group this week. The arrival of the checks will depend on how the Christmas season impacts the Postal Service. We are also working to resolve errors and other issues that have delayed processing of payments for the remaining 25% of applications. The remaining eligible applications will be advanced to ASMFC as soon as those situations have been resolved. We appreciate everyone’s patience as we work to ensure the accuracy of the applications. DMR will send updates when we know more about the timing of the second round of payments. Calls to check on payments only will slow the process so again, be patient and we will send periodic updates.

Additional coronavirus relief has been approved by Congress however it is much too early to know how NOAA will distribute relief money to the States. We will update the industries on this funding in early 2021.

DMR announced the launch of the Maine Seafood branding and promotion initiative on December 9th and garnered positive press from local and national press as well as trade publications. There will be much more to come as we continue to develop the website, seafoodfrommaine.com, and implement strategies to build consumer

awareness and demand for Maine Seafood by helping people learn about, find and prepare the best seafood on the planet.

DMR recently announced the latest winners of the state’s scallop license lottery. Ten individuals won eligibility to apply for a drag license and four were awarded a chance to apply for a dive license. Each has been notified and is responsible for applying for a license within 30 days of notification. The new licenses are the result of a limited entry system established by the legislature and implemented through regulation in June 2018.

Recently the Atlantic States Marine Fisheries Commission made some adjustments in its striped bass Fishery Management Plan (FMP) that dealt with the use of circle hooks. Circle hooks have been required when fishing with bait for striped bass and bluefish in Maine for seven years. We added an exemption many years ago that allowed worms to be used on a J hook associated with a tube and worm rig. Maine continued to ask for this exemption, but it was caught up in a much larger exemption being pushed by Massachusetts that would have had impacts to the resource. At the end of the day the tube and worm exemption was removed from the FMP. Not only is this a problematic issue for many charter boat captains, it could impact sales of marine worms dug in Maine. We will continue to work on this issue to make sure this proven conservation tool does not have unintended consequences with the worm industry.

As you are likely aware Governor Mills has supported an offshore wind initiative for the Gulf of Maine that involves the state applying for a research lease. We understand the concern and angst from such a discussion and we also recognize that the timing of feedback around siting and the layout of a 12-turbine research lease will be challenging in the face of Covid-19 and the need for social distancing. We will do our very best to work with you and our hope is that we will see some positive news regarding Covid-19 which will allow for some small, socially-distanced meetings after the first of the year. The Governors Energy Office is the lead on this project, and I would encourage you to visit their website for information - <https://www.maine.gov/energy/>. DMR will provide updated information on our website as well - <https://www.maine.gov/dmr/> and will send email notices about any future meetings. DMR’s role in this effort is to ensure the best available science and data is being used. We will also be developing a set of research priorities to help the state better understand the impacts to both the resource and to industries that need to access the areas that will be the focus of a research lease.

Science Bureau

The Fall 2020 Inshore Trawl Survey successfully wrapped up on October 23, 2020. The survey was able to complete 91 out of the 120 scheduled tows. Data from the survey has been entered in our database. Updated data and trends can be viewed on the data portal at: https://mainedmr.shinyapps.io/MaineDMRTrawlSurvey_Portal/.

The final meeting of the DMR Lobster Research Collaborative (LRC) was held virtually on November 9. The meeting featured two-year research project updates, a summary of the 2020 Atlantic States Marine Fisheries Commission stock assessment report, and a group discussion to rank future lobster research priorities. “Foster and provide funding mechanisms for lobstermen-scientists research projects” and Develop collaborations with industry to design information products, future priorities, and strategies for the fishery were selected as the top research priorities. DMR will provide a

summary of the LRC research projects and the full results of the priority voting in early 2021.

Maine DMR secured a National Fish and Wildlife Foundation award for \$1,548,528 for the Increasing Access to Fish Habitat and Aquatic Connectivity through Stream Restoration (ME) project on the Sabattus River. This project will remove two dams on the Sabattus River in Lisbon Maine, opening up 25 miles of habitat for sea-run fish, and facilitate a multi-million dollar stream cleanup of mercury and linoleum in coordination with DEP. Once fully restored, the Sabattus River should support a commercial alewife fishery with over 1 million fish annually returning.

Maine DMR has joined forces with the Rhode Island Department of Environmental Management, the Massachusetts Division of Marine Fisheries, the Atlantic White Shark Conservancy, the Center for Coastal Studies, the New Hampshire Department of Natural and Cultural Resources, the University of Massachusetts Amherst, the New England Aquarium, Arizona State University, the University of Maine, the Atlantic Shark Institute, the NOAA Fisheries Apex Predators Program, and Fisheries and Oceans Canada in a collaborative effort to study white sharks within the Northwest Atlantic Ocean. The research will involve hundreds of acoustic receivers throughout the northeast to detect white shark movements from Rhode Island to Canada. Research will also be conducted on multiple life stages using new and innovative tagging technologies, such as acoustic transmitters, data loggers, and satellite-linked tags, as well as tissue analysis.

Marine Patrol

The Bureau of Marine Patrol recently received an FDA grant award of nearly \$15,000 to cover law enforcement certification training costs. This funding provides vital support for the tuition costs associated with required Maine Criminal Justice Academy training as well as required annual Officer training. Employment background investigations for three potential new hires are on-going and expected to be completed before the new year.

MMP currently has an open application process to begin filling eight vacant officer positions along the States vast coastline. Most of our vacant positions are in the Eastern Maine region and it is critically important to both our service model and our operational readiness that we prioritize the hiring and training of new officers. If you know of any interested candidates, they can review employment information on our website at the following location: <https://www.maine.gov/dmr/marine-patrol/employment/marine-employment.html>

A new 42 patrol vessel is currently in production at Farrins Boat Shop in Walpole and we hope to commission the new platform into service this coming Spring. The new 42 Calvin Beal will be stationed in Boothbay Harbor and replace the recently decommissioned P/V MONITOR. MMP has also ordered two new small vessel assets and anticipate their arrival at some point next Summer.

As if 2020 wasn’t enough of a challenge, we sadly responded to an unusually high number of maritime fatalities this year. I want to once again express my deepest condolences to the friends and families who lost loved ones at sea this year.

This has been a long, tough year. Lets hope 2021 brings some positive change for us all. Wishing you all a Merry Christmas, Happy Holiday and a Happy New Year.

Stay Safe, Pat

Boat & Shipyard News

Continued from Page 19.

style on the water. The yacht is easily handled and can be docked single-handed; with the feel of luxury car performance and top speeds of 37.5 knots and cruise at 32 knots--all within the comforts of the plush interior and its 360° views. It is perfect for weekend cruising and entertaining. The Hood 57 LM features custom-designed, bead-blasted, stainless-steel hardware, including a spiral stairway leading to the flybridge. These elements were constructed at Lyman-Morse Fabrication. The yacht’s unique open-format cockpit, providing direct access to the water and dock, and well-founded accommodations for four will ensure fun times on the water for family and friends.

Distinctive form meets function throughout. “With every project we look for a design element that will separate the project from the rest of the market,” said Paul Waring of Stephens Waring Yacht Design. “In this case it is the cabin trunk. That line is echoed in the flybridge coaming, the bowrail, and aft windows.” It’s not the only feature harkening back to the early 60s powerboats. The Corvina Red custom Awlgrip hull color is eye-catching without being flashy.

“Project development with this owner was great fun,” said Chris Hood. “He is a car guy, with a serious eye to sharp design. He also wanted a thoroughly modern yacht in terms of functionality. For instance, the windows are push-button, drop-down units. The aft table is a three-in-one, DaVinci-esque mechanism – a sun bed raises to a cocktail table which then raises to dining height. Electronics are state of the art intuitiveness. Everything you need to monitor is at your fingertips.”

The owner requested a forward seating area and the Hood team felt it should have the feel of an antique car’s rumble seat. Stephens Waring Yacht Design came up with an elegant way for it to appear from the flush deck.

Underway, the twin Volvo IPS 1350 pod drives will deliver speed and maneuverability for smooth owner-operation in any setting. And what about that transom? The transom’s varnished teak grates exhaust heat and noise from the engine room in its wake. And what about access to systems and engines? Chris Hood is a big fan of ease of access and made sure the separate systems room which can be entered through a hatch in the main saloon, will be a joy to work in. As for the engine room, basically the entire cockpit, is hinged and raised to expose the Volvo IPS in their entirety.

The interior accommodates 4 overnight guests. Painted raised panels in the cabins, with fabric headboards provide plush comfort. Granite sinks with mother of pearl inlay, basketweave tiles, towel warmers, and softer than a cloud bedding, will envelop overnight guests in pleasure. In the shared areas, the look is modernized Americana. Pewter counter tops, snappy checked flooring pop the galley. Custom designed leather furniture and molded dash show the expertise of Alfred’s Upholstery & Co. of Alfred, Maine.

Inside and out the Hood 57 LM is a timeless masterpiece.

Chris Hood has partnered with Lyman-Morse to build the Hood 35 LM. Hull #1 is currently under construction in Thomaston.

Lyman-Morse Technologies

Time was literally of the essence when Lyman-Morse Technologies was contracted by Knollmeyer Construction Corporation in September 2020 to build a set of clock hands for Boston’s iconic landmark Custom House Tower by December. It was never going to be a straightforward job. Among other things, the timing was dependent on the clock tower’s residents – a pair of nesting Peregrine falcons who have made the clock their home for more than 20 years. The four-sided clock is part of the large tower atop the Financial District’s Custom House

Continued on Page 25.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

4 April
Page 1.

The Round Pond Oil & Guano Company, Bristol, has been organized with the following officers: President, Captain James B. Church, Vice President, James E. Nichols; Secretary, H. H. Chamberlain; Treasurer and Agent, Captain Wm. C. Thompson; Directors, Captain Daniel Mason, Thomas Couch, Charles F. Norris, and the other officers ex-officio. The capital stock \$25,000. The company will be ready for work in season for this year's business.

The Portland Paper Company, is building a patent locomotive that is expected to revolutionize the system of combination of fuel as used in all boilers. The most notable feature of the boiler is that it has a downward draught instead of up as is the universal method, and the fire burns downward, consuming all the gas and cinders in the combustion chamber just below the grate, and consequently a much slower consumption of fuel results. The locomotive will be finished by the first of June and will be the first locomotive ever fitted with a complete combustion arrangement, and its trial will be watched with eager interest all over the country.

Page 4.

A largely attended meeting of the Gloucester Board of Trade was held on Wednesday to take action relative to Senator Paddock's proposition to be introduced in the United States Senate to place the Fish Commission under the Department of Agriculture. A resolution was unanimously adopted strongly in opposition to such a measure and calling upon the representative in Congress from that district to work for its defeat. A committee was also appointed to forward a request that some clause be inserted in the tariff bill, providing against collecting duties on fresh fish landed from

American vessels.

With the return of spring interest is again awakened in salmon fishing. The Penobscot is the only river on the Atlantic seaboard of the United States frequented to any considerable extent by this noble fish and Bangor is about the only city on the globe where the magnificent sport of salmon-fly-fishing can be successfully practiced within the city's limits. Reports from down river are that L. A. Dow has the present week taken one in his weir at Brigadier's Island and already persons passing in the vicinity of the Bangor salmon pool have seen salmon jumping out of the water. The fish are running in the rivers in large numbers and it will be only a few days before the enthusiastic sportsmen of this city and vicinity will be seeking the seductive salmon pool and there await the coming of the wily fish. The first fish last season was taken about April 12th and the season will probably begin as early this year.

The Camden Mountains On the Coast of Maine.

(Correspondence of The Journal.)

The above is the title of a news illustrated book just published by Messrs. Lee and Shephard of Boston. It contains sixty illustrations of scenery in Camden, sketched by William Goodrich Beal, including some half tone photogravures. The following are some of the illustrations:

Lord Camden, from whom the town was named in 1791; Mt. Megunticook, from Sherman's Point; Boston and Bangor Steamboat leaving Boston; Boston & Bangor steamboat arriving at Camden; Owl's Head at the Portals of Penobscot Bay; Camden Mountains, from Rockland Harbor; Steamer PENOBSCOT at Negro Island; Bald Peak, from Negro Island; The Camden Mountains from the ocean; The village and Mt. Battie, from Dillingham's Point; The sweep of the

mountains from Ogler's Hill; The climb up the Mountain; The Harbor and Mountains; The Turnpike Cliff; Mt. Hosmer and Turnpike Cliff, from Mt. Battie; Bald Mountain and Hosmer Pond; Lake Megunticook, with Lake City in the distance; Bald Mountain, from Megunticook Lake; Maiden Cliff; Megunticook Lake at Lake City; A Quiet Cove near Lake City; the Lake Narrows; Mount Battie, from the Lake; Hosmer's Pond; Mirror Lake and Ragged Mountain; Grassy Pond & Lily Pond; View from Norumbega; Hon. J. B. Stearns' residence, Norumbega; View from Selborne; Residence of W. A. French; Residence of D. C. Smith; View from summer residence of W. A. French and Chas. S. Dennison; View of Sherman's Point; from Mountain Arrow; Bath Beach, on Sherman's Point; Mouse Island, a part of Sherman's Point; Yachting off Sherman's Point; Looking West from Sherman's Point; View of shore at Glenmont; View of H. M. Bean's Shipyard; Looking towards Owl's Head; Mountains from Rockport; View of Beauchamp Point; View of Rockport Lime Kilns and Quarries Bits from the Turnpike Road; Evening in the harbor; Looking Seaward; Beautiful Camden, in a fair Country; Turnpike Road and Cliffs.

The first edition of this attractive book is for 10,000 copies, which will doubtless be followed in a few months by a second edition.

Earl Attees.

Camden, March 30, 1890.

Page 5.

The new hotel at Dark Harbor, Islesboro, which is being constructed by Chas. B. Brown, of this city, is approaching completion and will be opened at an early date.

Carver Brothers have constructed to land one hundred and seventy-five tons of ice at Dark Harbor, Islesboro, for the new hotel that is being built at that place for next summer's use.

Work on several new cottages on Heron Island, on Boothbay, is progressing rapidly. Mr. Rogers, landord of the Madocawanda, reports the prospects good for a large season's business.

The Lobster Boat and Canoe Club, Kennebunkport, has let the contract for the erection of a boat-house to Meserve & Nason. The building will be about 40 x 60 feet

and will be set on piles.

S. Pennington, of Boothbay harbor, has contracted to build a fine cottage, costing about \$2000, at Southport, for Edward Stanwood, Esq., a member of the staff of the Youth's Companion, Boston, MA.

The Samoset House, on Mouse Island, off Southport, will again be in charge of Landord R. B. Haynes, of Hotel Coburn, Skowhegan, the coming season, and will doubtless be liberally patronized as heretofore.

Thomas J. Emerson, of Southport, has plans for a cottage to be built this season on Squirrel Island for C. B. Emerson, a druggist of Haverhill, Mass. With the new hall and several other improvements to be made, Squirrel will soon be booming with business.

The Sullivan Harbor Land Co. has 3,155,500 square feet of land devoted to roads and 21,984,500 square feet of other land, a total of 25,140,000 feet of which 2,865,500 feet is at Sullivan Harbor and 290,000 feet at Sorrento. The general manager says about \$75,000 has been spent upon the property in two years; that there are now within the company's precincts 18 cottages, costing from \$2,000 to \$15,000 each and two hotels. Treasurer Howard says there will be additional facilities by rail and water for reaching Bar Harbor this season. It is proposed to run a six-horse tally-ho coach from Sullivan Harbor to Sorrento during the season, and more frequent steamer trips will be run between Bar Harbor and Sullivan Harbor and Sorrento. "Manor Inn" will be in charge of an experienced hotel man, in connection with the Swiss café. Two new cottages will be built at Sullivan Harbor early this season, and an effort will be made to market several lots.

Cape Rozier.

A Romantic and Beautiful Place.—Some early History.—Superior Advantages as a Summer Resort.

(Correspondence of The Journal.)

There has been quite an amount of land purchased here during the last two yeas by parties from abroad, and extensive improvements have been made upon the lots. A granite wharf has been built at high head opposite Castine, and a good road to it, and at the head of the Cape an artificial

Boat & Shipyard News

Continued from Page 24.

building, which was completed in 1847. The 495-foot tower and clock were added to the building in 1915-16. The skyscraper was the city's tallest, before it was eventually surpassed by the Prudential Tower in 1964.

In addition to timing, requirements for the project included weight restrictions, stiffness, weather-resistance and it needed to be historically accurate, requiring a Boston Landmark Commission approved gold finish. The new hands (five sets were made of the minute and hour hands – 4 sets for each of the clock's faces, plus a spare set) weigh 25lbs each and are made of carbon fiber laminates infused with epoxy resin. "To be sure we were dialing in the correct elements and fabrication techniques, we conducted a Finite Element Analysis to make sure the hands would meet the requirements," said Andy Smith, Vice President of Lyman-Morse Technologies.

Once the fabrication technique and materials were determined, the LMT team copied the original wooden hands geometry to make the molds. Due to the tight production window, two sets of molds were created to speed up the production process. The Lyman-Morse team added some innovative new features by incorporating the balancing weights into the hands themselves which improved the overall aesthetic appearance. "Lyman-Morse Technologies used the state-of-the-art capabilities of composite construction, design accuracies, and weight tolerances to produce a high-tech replica

for this iconic project," said Drew Lyman, President of Lyman-Morse. "Every time we drive through Boston, we can look at clock and be reminded of the work of our team." The hands were delivered December 10th. For more information contact: Andrew Smith: asmith@lymanmorse.com or 207-354-6904.

Nautical Books For Sale



Wiscasset Antiques Mall 536 Bath Road, Route 1, Wiscasset

Not just a great collection of nautical books, but also nautical prints and models by Nautical Scribe of Stockton Springs and Maine Coastal News. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music.

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

pond has been made together with a mile or more of road. A crew of men are now at work building a log wharf at Blake’s point, a very exposed bleak place for a steamboat landing. The only safe and convenient place for a steamboat wharf on the Cape is at the harbor near Goosfalls in the Centre of the Cape. And of this central part which is still in the hands of inhabitants of the place I wish more particular to speak, as being the most pleasant sightly and romantic part of the Cape.

There is the Bakeman property containing some five or six hundred acres taken up by John Bakeman who came over from Holland long before the Revolutionary war. Here he settled and lived till the breaking out of the war. Being a Whig he was robbed by the Tories and obliged to leave his home till the war was over. On his return he found his house gone, it having been taken down and carried to Castine, and rebuilt for the accommodation of the English officers, who then occupied Castine, where it know stands known by the Dr. Mann huse. On this place is an apple tree bought from Holland; also many reminiscences of other days. There is the brook where the English filled water casks for their ships and here the rock which overlooks the bay on which they kept a guard to see that no Yankee privateers approached. Here, too, are the falls at the outlet of the Bakeman pond. This is one of the best water powers of the kind to be found in the state. Nature has made the dam at the outlet, also a wharf that vessels of a large craft can come to.

This pond is more than two miles in length, much of it having clean, bold shores and for a pleasure pond for sailing and rowing it cannot be excelled. The water is quite deep in some places and fish of various kinds are caught in it. The banks are generally covered with evergreens, making them cool and shady. This pond could easily be converted into an ice pond by stopping out the salt water, which could be done at a very small expense and vessels can come within two hundred feet of the pond at any time of the year. Ice could be handled as cheaply as at any place on the Penobscot, with the advantages of shipping during the winter season. Some one-fourth mile from this pond is a beautiful fresh water pond said to be a mile in circumference. Just above this pond is the famous Backwood Mountain from whose top is obtained the finest view of the Penobscot bay and its beautiful islands that can be found. Talk about Green Mountain, Blue Hill or beautiful Camden by the sea, if you want to see the surrounding country and especially the beautiful Penobscot bay as it can be seen nowhere else, come to Cape Rozier. It will cost you no money and very little fatigue to climb our mountain and when on its top you will exclaim ‘the half has not been told.’

Besides all this, here is one of the finest harbors on the coast of Maine, being entirely landlocked with two entrances, thereby obviating the necessity of vessels beating out or in to it.

M.
Castine, April 2, ’90.

Northport as a Summer Resort. Superior Advantages waiting to be Utilized.—A Hotel site offered free to Builders.

The town of Northport has very generously voted to appropriate for the streets on Northport Camp Gound all the highway taxes collected there this year, less collector’s percentage. This will put the streets in fine condition, and when, in addition to this, the Improvement Association organized last fall expends the money subscribed by its members there will be a marked advance in the beauty and attractiveness of this favorite summer resort.

The town has also voted to exempt from taxation for ten years any hotel built in town this year, costing not less than \$6000. This is the year in which to build the much talked of hotel at the Camp Ground. Near the close of last season a movement was started to raise \$8000, in shares of \$50 each. \$1500 was subscribed at once and \$2000 more offered conditionally. It being the close of the season, the matter was allowed to rest, but the time has now arrived to again agitate the subject. The Association will donate the site of the former hotel, and no more desirable place to build can be found in this part of the State. Any inquiries by mail directed to P. O. box 11, Belfast, will receive prompt attention.

This is not the only good place in Northport to build a hotel. Mt. Percival and the adjoining property, consisting of several hundred acres of land, an extensive shore front, and one of the finest views in the world, can be bought for a reasonable price, and if there is a more eligible site for a large watering place than this, I do not know where to find it. Why capitalists allow that property to stand unimproved is a problem. Not many years hence there will be a marvelous change in this neglected but wonderfully beautiful portion of Northport. If men who are expending hundreds of thousands of dollars in less favored localities, would invest a much smaller sum on Mt. Percival and vicinity, they would have a summer resort with a national reputation. This may seem extravagant to some, but these are cold facts, and time will show their truth.

The town is disposed to be liberal and will meet the advance of capital with a generous spirit in regard to taxes, etc. Among the needs of the near future is an electric railway connecting Northport, Belfast, Searsport and Stockton Springs. During the summer such a road would do a large business and would be of great service to the towns mentioned. To properly present the advantages of other portions of Northport would require a more extended article than this, and must be postponed to some future time; Saturday Cove alone deserving a column. – [M. C. Hill, in Republican Journal]

Page 7.

From the Hub of the Universe. A few Observance of Spring—A Kind of Fishing not often Spoken of, Namely, Suckering.—The Sucker Described.—A Night on the Banks of, “Turner Brook.”—A Trim Pilot Boat.—Personal Notes.

(Correspondence of The Journal.)

The time has arrived when we go forth in the gloaming of the twilight in the fore part of the soft and mellow spring evening, and gather the sere and yellow remains of last year’s crop of pig-weeds in the garden and pile them in heaps and apply the torch. Then it is that our next door neighbor forcibly slams the doors and bangs down the windows and coughs the low, rattling cough of the consumptive in order to show his or her annoyance at the smoke, and the next

night he goes and does likewise.

Spring is among us, as it were.

It reminds me very forcibly of the time away back in the eighteen seventies when we boys used to go a-suckering. The sucker is a gay and festive fish. It delights to meander up all the little brooklets and rivulets there to construct its nest and rear its young. The sucker is a curious fish with a mouth resembling that of a man in receipt of a gas bill. It is about this shape, O. The sucker is a pensive fish and takes everything coolly. It strikes up the brook as soon as the ice is out, and does not stop until the first dam is reached, which comes usually when the head of the sucker brings up against the planking of some abandoned old mill. The sucker deposits its eggs on the cool and clammy bottom of the brook and the brook does the setting. The sucker then returns to the pond--Sabattis, or some other pond—and is thereafter not responsible for the acts of her family. How well I remember the sucker as he shut up the brook beneath the deep shadows of the pussy willow tree. About the last of April or the first of May, we boys used to consider it the proper caper to go a-suckering. Not only boys but men as well would go, and more than one rural resident has a decided fondness for that lazy, handsome fish.


Let me describe a party out for an evening of this interesting kind of fishing. But first imagine one of those balmy evenings in April. The snow of the long, rugged winter has nearly all melted beneath the warm spring sun, and only here and there, in places sheltered from the warm rays of Old Sol, can a cap of snow be seen. The reeking earth is beginning to send forth green blades of grass, and already the pussy willows have begun to burst forth from the horny covering which has sheltered them from the winter’s cold and ice. The western sky is yet illuminated with the soft, mellow rays of the already departed sun, and the lingering twilight hangs deliciously over and around the farmhouse. From the fields now being ploughed for the summer’s crop, a delicious odor of mother earth is wafted far and near. This is just the kind of a night for the suckers to “run,” as their coming up from the pond into the brook to spawn, or lay their eggs, is called. About this time, every year, regularly, the fish in some localities come far up into the little streams in countless thousands. The sucker is a curious fish, and desperately lazy, which makes its capture extremely easy. As a rule, it measures from eight inches to a foot long, and the most curious part of it is its mouth, which is as round as finger ring, and is without either teeth of jaws. But it is delicious eating when it comes up into the cold waters of the brooks; and, after depositing its spawn, the operation lasting about two weeks, it retires to the pond or lake into which the brook empties.

I well remember the old “Turner Brook,” which flowed through the farm whereon I spend my boyhood days. Just at the edge of a piece of wood, near the highway, the water of the brook tumbled over a rotten and crumbling old dam, where there had once been a mill. This was about ten miles from its mouth, where it emptied into Sabattis pond—down in Maine. This dam prevented the suckers from going further up the stream, and here the boys, men and girls for miles around used to come after suckers. From the moment it began to grow dusky, crowds could be seen crossing the fields and pastures or travelling along the roads with shouts and laughter, which echoed and reverberated from the hills and woodland far away. Some carried lanterns, some baskets of pine knots, while others had long handled spears, with from three to half a dozen tines. By dark there would often be gathered along

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MARINA

Used Boats

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

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

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

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

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

the banks of the brook, several hundreds of boys and men. The first thing would be to build a huge bonfire. And for this purpose the company would separate into small squads, and go in search of pine stumps which they broke up with the axes which they brought with them, and brought near the bank of the brook, where a huge fire was soon streaming skyward, lighting up the banks of the brook and the bushes and trees for several rods around. Soon the party would leave the fire, and scatter along the banks of the brook, and then the sport began.

The methods employed to secure the suckers were numerous and varied. Some, with the aid of a lantern or a pine flameau which they held near the surface of the water, which was generally quite shallow, looked for the fish which they could plainly see lying upon the bottom, and spear them, often securing two or three big fellows at a single thrust of the spear. Oftener, and what used to seem to me to be not only the most humane, but the best sport, the fishermen would go along the bank, and lying flat upon their breast, with sleeves rolled up to the elbow, reach into every cavity and hole under the edge of the bank where the fish were lying. How well I remember it. With arm run down into the almost ice-cold water, cautiously feeling about the rasp-like tail of a dozing sucker, gently waving, either from the motion of the current, or be the sucker in order to steady itself. Feeling the tail of the fish, the hand is softly moved along in the direction of the head, where a firm hold is taken around its body just back of the gills. Strange to say the sucker will neither flop nor struggle until after it is out of the water and upon the bank. Often half a dozen, or a dozen suckers will be lying together, side by side, with their heads all pointing the same way, and so indolent are these fish, that every one of them can be secured, one at a time, without disturbing the rest. In slipping the hand from the tail to the head, the fish probably thinks it is only another sucker coming up to join the school. But, alas, how sadly mistaken they find themselves when they bring up upon the bank—with a whack.

Another method that we often employed, was to sew a short, or bran sack to a barrel hoop, thus fashioning a rude net. Then we would build a dam of rocks placed near enough together to prevent the fish from passing through, across a narrow place in the brook, leaving in the middle, however, an open space just a little narrower than the barrel hoop that formed the frame of the net. We could then place the hoop across the aperture, with the sack pointing down stream, and the force of the water flowing into the sack would hold the whole firmly in place. We would then go into the water and splash about with rocks and sticks which frightened the fish who immediately started down stream, and finding themselves stopped by the dam, were guided into the sack. Once there, they would make no attempt to leave, and their numbers were constantly increased by new arrivals. In this way I have seen fish enough taken at one setting of the net, to feed every family in the neighborhood; and often it would take the united strength of both myself and my brother to drag the net ashore.

Jolly times those were, and even in these days of manhood I would ask no better sport than to go “suckering” again on the old Turner brook, just as we used to do.

What now promises to be a complete vessel for the piloting business is being built in the Chelsea shipyard by Messrs. Montgomery & Howard. The centre-board schooner, as she is to be, is 85 feet long in the water line, 24 feet beam, and 11 feet draught, and her midship section shows

the medium lines that would even answer for keel vessels or light draft. Hackmatack and white oak are used for her frame, and the former wood for hanging knees abreast the fore and main-mast. Her fastenings are of galvanized iron almost throughout, and only in the parts that need to be most solid, say through stern and apron, scarfs in keel and stern post to dead wood, are long copper bolts used. Her ceiling, which is all in place, is of hard pine, and the oak planking, which has reached the almost imperceptible turn of the bilge, will be finished very shortly. The oak keel is seventeen inches deep, and 18 ½ inches thick, with a five-inch space for the admittance of a twenty-foot centre-board. The box is placed in such a position in the vessel that it will not interfere with the cabin comforts. Stringers are not used in her construction, yet the 18-inch shelf-plate under the water ways will more than make up for the loss of other strengthening pieces. Looking forward from the standing room, the vessel presents a wholesome appearance. A good breadth of beam, not a radical harpen forward of the fore-rigging, but an able though not flaring bow. The vessel has a beautiful forward body and the sailing lines of the schooner are devoid of these so-called “ability lumps” that are often seen in other vessels. Her stem will not suit the eye of the majority of people, but the run of the vessel is almost perfection. A number of tons of cement and punchings have been laid near the keelson, and judging from the compact sail-plan she will be a hard vessel to beat. She will be launched about the 1st of May.

John S. Farlow, an old time Boston merchant, is dead. Many years ago he kept a grocery store on the corner of Federal and High streets, now one of the most splendid business localities in Boston, abounding in huge buildings of marble, granite and brick. The neighborhood was widely unlike its character at the present time, for it was an attractive residential quarter, filled with the homes of the old school Bostonians, who knew how to enjoy the comforts of life and were not spoiled by its luxuries. Summer street, near by, was an embowered avenue of delightful houses, and its attractive gardens gave an air of rural beauty to the surroundings. In the other direction, going up High street, was Pear street, still adorned with stately houses; and Fort Hill, which, from its commanding height, afforded charming views of the harbor near by. The houses in this quarter of the city were near the wharves, and gave an air of coolness in the hottest weather. Mr. Farlow rose from the position of a small grocer to a prosperous East India and China merchant. He was one of the old merchants whose activities ceased on the decline of the Oriental trade.

Mr. John Fowler, the newly appointed United States consul to Ning Po, China, leaves Boston for San Francisco on April 5, from whence he will sail on the steamer OCEANICA, of the Orinetal and Occidental S. S. Line for Shanghai, to his post of duty.

ALLAN ERIC, Boston
March 28, 1890.

Page 8.

COMMERCE AND TRADE.

Fishing schooner BENJAMIN T. CROCKER, seventy tons register, built at Kennebunkport, has been sold to parties at Green’s Landing, Maine, and will be put into the stone trade.

An English syndicate desires to buy the entire sardine business carried on at Eastport, and has made a proposition which is being considered by the factory owners.

The value of Portland’s imports for the past eight months was \$397,664 against \$288,430 for same time the year previ-

ous, and of the export \$2,042,364 against \$1,985,753 in 1888-90.

Arthur Sewall & Co., of Bath, recently purchased in San Francisco the steel shop KENILWORTH for \$55,000. She is of 2243 tons and \$45,000 has been expended on her for repairs. She will fly the American flag.

Portland’s exports last week were valued at \$166,198.00 and comprise 2302 empties, 19614 bushels peas, 1,335,740 lbs. bacon, 482,300 lbs. cheese, 4200 lbs. ham, 1031 sacks flour, 1219 bbls. apples, 748 cases matched splints, 48 cases leather, 133 cases organs, 200 cases meats, 3 cases dry goods, 109 bales wood pulp, 807,925 feet lumber. The imports the past week were 5,093 boxes tinplates, 54 cases of merchandise, and a quantity of molasses.

Among the recent charters are the following: bark ARLINGTON, Rockport and Portland to Demerara, ice, etc., lump sum \$3000; bark ELLA, Boston and Portland to River Plate, general cargo p. t; brig ROCHEMONT, St. John, New Brunswick, to New York, ice, \$2; brig FIDELIA, Bucksport to Philadelphia, ice, \$1.25; brig E. H. WILLIAMS, New York to Havana, lumber, \$5; schooner B. L. BURT, Portland to Brooklyn, ice \$1.50, free of wharfage; schooner H. L. BAKER, Portland to Brooklyn, ice \$1.50, or Philadelphia, \$1.25; schooners R. F. PETTIGREW, and JOHN C. HAYNES, Portland to Philadelphia, ice \$1.25; schooner A. J. YORK, Portland to Sag Harbor, ice \$1.50; schooner WM. E. BEE, Boothbay to Philadelphia, ice \$1.25; schooner MELISSA A. WILLEY, Portland to Cottage City, ice \$1.50; schooner J. H. HOYT, Portland to New York, ice \$1.50; schooner HELEN A. CHASE, Charleston, S. C., to Portland, lumber \$7.50.

THE FISHERIES.

George Wayland caught a thirty-pound codfish with a boat hook from the steamboat wharf in Bucksport, few days ago.

The old fishermen say that smelts have not been so abundant in the Kennebec River for twenty-five years as they have been this winter.

The value of this season’s smelt catch at Patten’s Bay, Surry, is estimated at \$2,000. The fishing ground covers less than two acres of ice.

Smelt fishing on the Narraguages has proved quite a profitable business to several hands this winter, the shipments averaging nearly a ton of fish a week.

A halibut weighing about 40 pounds with the letters V. M. cut on it, was landed at Gloucester, recently, from Schooner LIZZIE M. STNAWOOD, caught on Grand Bank.

The haddock, which not many years ago, had little or no commercial value, is rapidly gaining popularity as a good fish, and the government is now turning its attention to the propogation of this fish. The Cape Ann Advertiser says: “There are 7,000,000 haddock eggs in the hatchery at Ten Pound Island in good condition. About 2,000,000 of them were hatched out a short time ago and will be deposited at the mouth of the harbor in due season.

The Eastport Sentinel says: The prospect for a good season’s business here is excellent, as the factories will commence work the first of next month preparing for packing operations, when the close time on sardine fish is off—April 15th. The herring that are now being taken here are the largest that have been seen for years. Captain Jazeb Matthews, of the schooner SEA SPRAY, now loading with frozen herring, says they are the finest herring he ever saw taken from Quoddy waters.

SHIPBUILDING NOTES.

John G. Morse, of Winnegance, has

concluded not to build his 200-ton schooner this spring, as wages are so high. He has the timber ready and may build next fall.

The three-masted schooner, CELIA F., which is being built in the Barbour yard in Brewer, has had her masts stepped. She is rapidly nearing completion and will soon be launched.

One vessel is building in Damariscotta at the present time, in the yard of T. E. Gay. It is in frame and is a sizable, well built vessel. Eben Haggett is to build another in the Norris yard.

J. H. Dyer, of Portland, completed several weeks since the moulds for a schooner to be built at Kennebunkport by David Clark and she is now in frame. She has 110 feet keel, 30 feet beam and 10½ feet depth of hold.

J. Manchester Haynes, it is currently reported, expects to build a vessel at his yard at Birch Point, Wiscasset. With this addition to the business of the mill there, and the extra quantity of ice to be shipped, things will be lively at the Point this summer.

The Maine Ship Building & Navigation Company, have leased Hobson’s Island, at Wiscasset for a yard. That location is satisfactory to everybody. Subscriptions to the stock continue, as the public are convinced that the investment is both safe and profitable.

Work is progressing expeditiously on the new steamer building by Mr. Leach for use on Chesuncook lake. She is 90 feet over all, 20 feet beam and 6 ½ feet depth of hold. Here engines will be of about 225 hp. She will be completed in ample season for towing the West Branch logs across Chesuncook, this spring.

The Kennebunkport correspondent of the Biddeford Journal says rumor has it that David Clark has a contract for a schooner of 1600 tons, and the moulds have been sent south and the frame ordered. Mr. Clark has a schooner of 200 tons in the frame and George Christenson has one of 600 tons partly framed out.

Giles Loring, of Yarmouth, is to build a schooner for Horace Sargent of Sargent, Lord & Skillings of Portland, and others. She is to be 115 feet keel, 32 feet beam and 10 feet depth of hold. The moulds have been made by J. H. Dyer, Portland’s marine architect. This will be the first craft built in Mr. Loring’s yard for several years.

Captain F. C. Pendleton, of Islesboro, has contracted with A. K. Fletcher, of Monroe, for the bottom frame of a large schooner, and the latter is now at work in getting it out. The proposed schooner, if built, will not be begun before December, or after the launching of the new schooner of Captain G. D. Pendleton now being built in Milbridge.

Isaac Coombs & Co., the new ship-building firm at Camden will start to build their first vessel about June 1st. She will be a three-masted schooner of 550 tons and will be commanded by Captain J. T. Conant, a prominent member of the firm. Messrs. Coombs & Co. intend to build a schooner similar to the one now proposed, every year. They are to build a pier 100 feet long at their yard privilege and intend to have one of the best arranged shipyards in Maine.

J. H. Dyer is making good progress on the schooner yacht building at his yard on Commercial Street, Portland. Her measurements are 80 feet keel, 19 feet beam and 10 feet depth of hold. She is all white oak excepting her deck frame which is of hard pine. Her deck work, skylight and companion ways are to be of quartered oak. She is to be launched about the first of May and will be used as a family pleasure boat by Isaac M. Cate, Esq., of Baltimore, MD.

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