

Maine Coastal News

Volume 34 Issue 3

March 2021

FREE



BEALS ISLAND – There are a number of people, past and present, that have built or are building model boats along the coast of Maine. Some are simple, but others are extremely intricate, especially if they involve “sticks and string,” like a full-rigged ship. Some models come as kits, but others prefer building from scratch, which means nothing but pieces of wood and a set of drawings. Some of the boats that people may want to build are not offered as a kit, especially if it is of their own design.

There are probably a number of people who have seen one of the five-foot lobster boat models that Alvin Beal of Beals Island built. These were constructed just like he built the full-sized ones in every detail. Today, they are well sought after as they have become a collector’s item.

Several years ago, boatbuilder Willis Beal of Beals Island decided to build model lobster boats. When asked how many he has built, Willis said, “I believe this is number five, other than the one I built when I was in high school. I have built two torpedoes, a replica of the STELLA ANN, and last year SPRUCE. I enjoy doing it. It is like everything else if you enjoy doing something it isn’t a job. I have been fortunate in my 77 years that I have been able to do pretty much what I like to do. I was telling someone I would change things somewhat because I think I am a little wiser than I was when I started but as far as my life, I wouldn’t want

to change it much.”

When Willis built STELLA ANN he went right by the design. Willis added, “Of course, Benny Beal was here checking it while I was building it. When the owner came to take it home he had us over to Cliff’s for lunch. I took the boat over there and Benny was there. He said, ‘I have got to say, you got it right. The only thing I’d change about it is those exhausts. I know you think they were stainless and you painted them with an aluminum paint. I said, ‘I figured they were galvanized and they got rusty afterwards.’ He said, ‘Yeah, close enough.’”

Willis builds his models using a jig, which is based on the first model he built when he was a junior in high school. When he built real boats he used the same basic design. He added, “I think this would be close to the 33-footer I built myself back in ‘69. Then I built the 38-footer, the first one was SILVER DOLLAR and of course I just lengthened that 33-footer out, widened her out a little.”

The model now under construction is of SILVER DOLLAR, which was owned by Merle Beal of Beals Island for almost 50 years before he sold her to Randy Durkee of Islesboro several years ago. “SILVER DOLLAR was around most of the races,” said Willis, “and Merle and Regina were known all over the place. He sailed her to Maryland after the 4th of July races here one year. He had a daughter that lived in

Maryland so they sailed down there. They had a wonderful trip. I told him, ‘You need to write a book of your different trips and the history of camping out in the boat, cruising around.’”

When a real boat is set up the stem, keel and transom are in place, stations are set up along the keel for the shape of the hull and then they run ribbands around the outside. The rabbet line is already cut into the stem and keel and where possible there are pockets for the frames. You also have to drill a hole for the shaft. Then they start by putting the frames in on the inside of the ribbands. Now, this is the only difference as Willis runs the frames on the outside and when all the frames are in place he starts planking.

Do you steam the frames in, to which Willis said, “Oh yes. Steam them in a big electric frying pan, took it right off the cupboard. Steaming is the easiest part about it. You just put a little bit of water in there and get it real warm and then I try and see how limber they are. If I get one that is really limber I put it back in the corner where there are quicker bends and work ahead. I usually try to put one in the center of each bay first and that kind of stiffens it up more for the others so that the battens don’t move as much.”

“I plank from the bottom up,” explained Willis. “Most people plank from bottom down but I learned from Freddy Lenfesty it was better to plank bottom up and if you have a timber that didn’t bend correctly, it pulled

one way or another, you could clear it, but if you plank the top down you can’t move it. It is all fastened. I have always planked from the bottom up. I usually scribe a plank that will come up around the turn of the bilge and then I go scribe a different plank to make the adjustment for what the bevel is taking off because you lose ground on your bevel.”

When you look at the model from the bow the plank lines on each side line up perfectly. Willis also leaves the planks long over the transom so if the model moves a bit the planks can still be fit perfectly. “You take a wooden boat that has been used,” said Willis, “she would be smooth when she is launched but lots of times in three or four years you will see they are a little uneven. I thought maybe it was due to the swelling of the wood but I think it’s due to the twisting of the boat.”

Next, comes the deck clamp, which is beveled for the deck beams. Then the sharp-risers or floor timbers, which will go right up to the platform with a deck beam on top of it go in next. They are fitted and screwed in place then the jig is removed. “Some of them didn’t bring their sharp risers clear up to the floor,” said Willis. “They put the deck beams in and some would tack on the timbers. I could see in looking at the older boats that had played out that that hauling side, especially where it gets hit with the

Continued on Page 23.

C o n t e n t s

Publisher's Note	4	<u>Commercial Fishing News</u>	Vendee Glob Race	20
Calendar of Events	4	The "W" Words...	<u>Maritime History</u>	
Surviving the Pandemic	5	Directors Report, DELA	Industrial Journal - 1890	25
America's Cup News	6	ME DMR News	Classified Ads	29
U. S. Coast Guard News	7	Misc. Commercial Fishing News		
U. S. Navy News	8	Boat Yard News		

COMPACT POWER

BIG THINGS DO COME IN SMALL PACKAGES.
The 16 Liter 1000HP has the footprint of a 13 liter giving it the best power to weight ratio in its class without sacrificing reliability or durability.



MSHS
Motor-Services Hugo Stamp, Inc.
Authorized Distributor and Service Center



FPT
POWERTRAIN TECHNOLOGIES

ENGINESALES@MSHS.COM • MSHS.COM • 800-622-6747





BROOKS TRAP MILL & MARINE SUPPLIES

BROOKSTRAPMILL.COM







GP
Green Pin



ECW
EVENSON CORDAGE



SHOWA
HOLIDAY PRODUCTS TRADING CO. LTD.

Jonesboro, ME
(207) 434-5791

Portland, ME
(800) 244-8727

Thomaston, ME
(800) 426-4526

West Bath, ME
(855) 840-6027

Wakefield, RI
(401) 782-4412

Smithwick & Mariners Insurance

Marine Insurance Specialists



1-800-370-1883 (207) 781-5553
www.smithwick-ins.com
366 US Route 1, Falmouth, Maine 04105

EXPERIENCE BILLINGS...

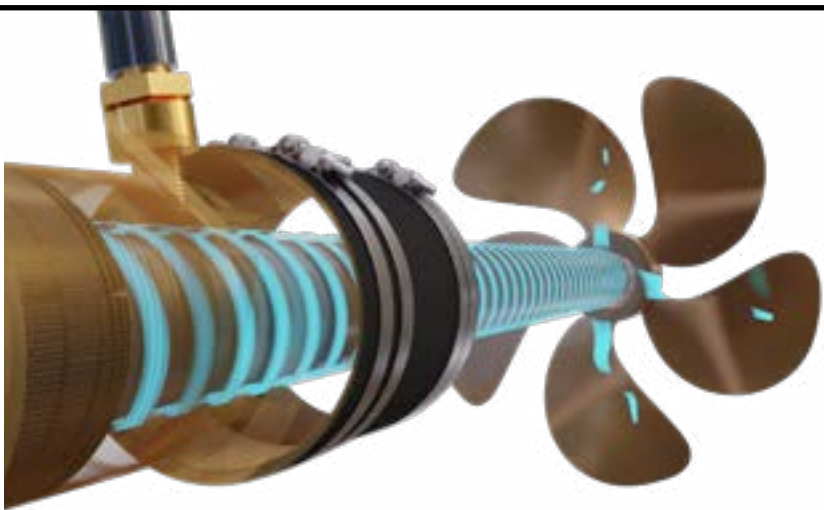
The full-service yard that does it all with expert craftsmen and technicians



- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner) • Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass • Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681
(207) 367-2328 • (207) 367-6559 nights & holidays
office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



HEAVY DUTY MARINE HARDWARE FOR DOWNEAST STYLE BOATS

- Aqualoy™ 22 Propeller Shafts
- Self-aligning Shaft Seals
- Rudder Ports (Gland Style)
- Rudder Stuffing Boxes
- Traditional Stuffing Boxes
- Stern Bearing Housings
- Intermediate Shaft Bearings
- Split and Tapered Couplings
- Custom Shaft Tubes
- Bronze Tiller Arms
- Bronze Deck Plates
- Piranha Dual Line Cutters
- Zinc Mounting Plates
- Rudder Step/Skeg Bearings



(207) 422-6532
www.retmarine.com



Contact Eric at 508-478-0200 for details

Offering Premium Transportation
throughout the East Coast year round!

ROYAL RIVER BOAT

A full service boatyard



FIBERGLASS
Core Repairs
Awlgrip Coatings
Gelcoat Refinishing
Keel Repairs
Blister Repairs

WOOD
All Major Repairs
Cabinetry/Joinery
Paint Stripping
Re-Fastening
Restoration

- 55 Ton & New 75 Ton Travel Lifts
 - Marina
 - Sail Loft
 - Awlgrip & Fiberglass
 - Engine & Electrical
 - Outboard & Stern Drives
- BOAT HAUL-OUT & STORAGE
MECHANICAL SERVICES
ValvTect GAS & DIESEL
AUXILIARY SYSTEMS
FUEL-GAS-DIESEL
DOCK SERVICES
SUPPLIES



We are located two miles from Exit 17 off Interstate 95
307 Bayview St., Yarmouth, Maine 04096
www.royalriverboat.com Fax: 207-846-6571
Email:forinfo@royalriverboat.com

Phone: 207-846-9577



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

—Louisa May Alcott



SURVIVING THE PANDEMIC AS A MARITIME MUSEUM

SEARSPORT – The pandemic has created an incredible challenge for many businesses, not just trying to operate within the guidelines, but survival. Almost a year ago many businesses were forced to close their doors temporarily. After a couple of months some were allowed to open with limited capacity, but for many the number of customers were not enough to sustain them financially. The government offered assistance and some were able to take advantage of this and survive.

The hardest hit industry was tourism and many of these businesses still struggle to survive. We know about the hotels and restaurants, but the maritime museums were also hard hit as they could not safely open within the CDC guidelines. Karen Smith is the Executive Director of the Penobscot Marine Museum in Searsport and she, with the assistance of the Board and staff, has been able to keep the Museum going in the right direction.

Karen explained, “When we initially went into lockdown everyone just had to go home. Obviously, we had concern about our collections and our buildings because a lot of what we do is being good stewards of what we have. So, we quickly looked at all the guidance that was coming out and then as essential workers were able to get back our buildings and grounds person and also our curator. We wanted at least a couple of people on campus to take care of the physical structure of what we had. Everyone else had to figure out ways to work from home. All our year-around full-time staff were able to keep working. Obviously, the big question was funding. We were able to quickly get in on the first round of the SBA PPP loans. That was huge. Even if we did not have admissions and we didn’t have our store open for the season, we didn’t have our fundraising gala, we would at least have several weeks that we knew we could pay our full-time, year-round staff.”

Every business needed to re-think how they did everything and make sure it was viable for the changes that were taking place. “Basically, we had to decide in the spring how to handle the in-person portion of the season. At that point we all thought that the lockdown would be brief. We decided that what we really didn’t want to do is keep changing our plans. So, we reviewed what we would need to do for safety protocols if we opened fully and we knew we did not want to close completely. We wanted to stay active and engaged with the public. Once we realized that we really couldn’t safely have people going through our buildings, even at the low-capacity levels, we decided to open with mostly outdoor campus tours. We then developed some themes so that we could

engage the public and that part worked really well. Before we even opened for the season, we started thinking creatively about how to engage people online, through Zoom and other remote types of programming and we discovered that one of the interesting things about being a maritime museum is that we had a lot of interesting information that people could really relate to in a pandemic. We had historical records of actual quarantines and pandemics, but we also had a lot of parallels with the isolation of life at sea, not being able to travel, not seeing loved ones for long periods of time. So, it was pretty easy to start building really interesting connections to the collections that we have and talking about that.”

Karen continued, “The next big piece was a couple of months in we were starting to get really excited about some of this remote programming that we were able to do and started to think creatively about what we could do remotely that we couldn’t do in-person. So, we wrote a grant that was part of the CARES Act Funding through the National Endowment for the Humanities and then we got one of the very few Federal Grants to help support our remote programming.

“Unfortunately, we were not able to hire back our seasonal interpreters which was one of the hardest decisions that we had to make,” added Karen. “Basically, our admission’s income covers their time and gives them something to do. We were only able to have a couple of them come back to do the guided tours. Then our lead interpreter, we were actually able to hire for more time through the NEH grant. This all was really hard because many of these interpreters have been with us for years and they know so much about our campus and our history.”

The first week of February more Federal assistance arrived. “We just found out yesterday,” explained Karen, “that we had received a second round PPP loan. That will help at least feel some confidence and some security because we still won’t be able to do our fundraising event and that is a big part of our income. We know again we really

want to come up with a plan that we can stick with. Our plan is to be open for our full season which is late May from basically Memorial Day through late October. We will be offering a single household guided tours like we did last season that were very successful. We will also have our store open for the full season and we will have a new exhibit in there that people can see. If things look good and we feel comfortable, for peak season, July and August, we are hoping to be able to be open more broadly.”

With a lower number of visitors on campus the Museum decided to do some upgrading. “We decided to really focus on trying to get some investment in our campus,” stated Karen, “and get some projects done. The sea captain’s home was fully painted. We added a new heating system to the Duncan House, which is currently the Administrative home of the Maine Ocean School. We also are working on heat in some other buildings where we had some antiquated heating systems. In the Merrithew House, where the shipbuilding and maritime industries exhibits are, we are adding new heat pumps, so we can better regulate the conditions for our collections in there.”

The Museum is also going to change their permanent exhibits over the next couple years. “Every summer we put up new temporary exhibits,” added Karen, “and we are going through right now reinterpreting the sea captain’s home. We will be adding a new permanent orientation exhibit that gives people a full sense of the campus. This year we will keep Merrithew House closed where we tell the maritime industry and shipbuilding stories and we will redo those exhibits. By the time we come out of all of this and the campus is fully open again it is going to be quite transformed.”

Karen has been the director of the Museum since April 2018. During that time, a lot of changes has taken place. She explained, “We mostly focused on some of the capital infrastructure. We had also been without an education director for several years and I think that having someone dedicated to that really adds a vibrancy not just through programming but she works with our curatorial stuff and our photo achieves to think about creative ways to bring the work that they do to the public. The focus has just been to think about what our mission is and what is exciting about what we preserve and share that.”

Some feel that Museums could have a tough time surviving in the future. Karen said, “The most successful museums are the ones that really engage with their communities and are thinking about how we learn about the past and our role in the future of our community. Our Museum, one of the coolest things, is that it is not just specifically a history museum. We have a lot of disciplines: we have our photography, we have an amazing fine art collection, interesting things about ecology and we have the history.”

Through solid leadership, a positive difference can be made by re-evaluating everything you do, especially in a fast-changing world. Even if it is working well today, it may not in the near or distant future. If you can identify the changes of interests you can be prepared and that increases your chances of surviving.




SHIP MODELS & KITS



Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567



Your next great
ADVENTURE
at sea starts at



**FRONT STREET
SHIPYARD**

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you're sailing your 30-foot sloop around Maine's islands or navigating your 130-foot trawler around the Caribbean islands, we'll get your vessel ready for your future adventures. We've recently expanded with a new 22,500-sq ft facility.

The Nordhavn TRIXIE in Eleuthera following a refit at Front Street Shipyard.



The NEW ENGLAND REFIT CAPITAL | frontstreetshipyard.com

CHASE, LEAVITT & CO.

The Chart Room
Flags · Books · Chart Kit · Paper Charts · Navigation Tools

Life Raft Service Station
Abandon Ship & Floatation Gear · Distress Signals · Overboard Rescue

Inflatable Boats
*Sales: Achilles, Caribe, & Highfield
Large Supply of Spare Parts
Repair Professionals*

144 Fore St., Portland (207) 772-6383
218 Bucksport Rd., Ellsworth (207) 667-9390
www.chaseleavitt.com

Americans Out of 36th America's Cup Challenge

The first round for the America’s Cup challengers, The Prada Cup, began 15 January. There were three challengers, Great Britain, Italy, and the United States, all hoping to win this Cup and advance to face the defenders, Emirates Team New Zealand on 6 March.

The U. S. entry is PATRIOT of the American Magic challenge from the New York Yacht Club (NYYC). NYYC originally won the America’s Cup in a regatta at the Isle of Wight in 1851. The first defense was held in 1870 and from that time until 1983 they successfully defended The Cup from numerous challengers. Since 1983 when the Australians won The Cup at Newport, Rhode Island, they have challenged, but have not won it back. This is the first time in 18 years that they have made a challenge.

PATRIOT had done well in the America’s Cup World Series, which took place just before Christmas, placing second in the event. Terry Hutchinson, Skipper and Executive Director of the challenge, said that since the World Series the competition has gotten faster. He added that his team had been working on straight line speed and working on keeping PATRIOT up on her foils. The designers also made slight modifications, but Terry added that it was extremely important to sail as much as possible to optimize the crew’s ability to handle these cutting edge 75 footers that will reach speeds over 50 knots in all conditions.

In the first race of the Round Robins, PATRIOT faced off against BRITANNIA (INEOS Team UK), which failed to win a race in the World Series. PATRIOT and BRITANNIA hit the start line at the same time with PATRIOT to leeward. BRITANNIA tacked first and found more wind on the right side of the course. At their next crossing BRITANNIA had the lead and would

round the top mark with an 8 second lead. PATRIOT chose to take the opposite side on the downwind run, but just could not get by. BRITANNIA went on to win by 1 minute 20 seconds.

As PATRIOT headed back to their compound BRITANNIA faced off against LUNA ROSSA PRADA PIRELLI and defeated them.

Even before the racing started the following day Terry Hutchinson said that it was not going to be an easy day due to the light conditions. Due to the very light winds, it was difficult to get the racers up on their foils, so much of the time they were in displacement mode. PATRIOT’s first race was against the Italians. Both boats were up on their foils as they entered the starting box, and when PATRIOT tried to force a penalty on LUNA ROSSA PRADA PIRELLI it caused her to come down off her foils. Then the Italians came off their foils just before the start. The Italians found the wind first and were back foiling, but PATRIOT was still trying to get up and well behind at the start. The bigger foils on the Italian boat seemed to help as PATRIOT wallowed in displacement mode. Then the Italians’ 500 metre lead disappeared when they went into displacement mode. As PATRIOT built up a 500 metre lead, they fell back into the water and LUNA ROSSA PRADA PIRELLI took the lead for good.

PATRIOT’s second race of the day, against BRITANNIA, did not go well either. PATRIOT did not time her entry into the starting box correctly and entered early. She turned sharply and came down off her foils could not get back to foiling until two minutes into the race. Then BRITANNIA came down and PATRIOT worked her way to within 100 metres, but a slow mark rounding and the British kept the lead. With the course shortened from six legs to four the only worry



PATRIOT outside American Magic compound in New Zealand.
Copyright “Sailing Energy”

for BRITANNIA was crossing before the time limit expired.

At the end of the day the British were leading the first Round Robin with 3 wins followed by the Italians with one and the Americans none.

The following day there was plenty of wind and the Americans needed a win to bolster their confidence. Their first race of the day was against LUNA ROSSA PRADA PIRELLI and they were leading at the last mark when disaster struck. As she rounded the mark doing about 47 knots she was hit by a heavy gust of wind. Her bow went up in the air and she came down hard on her portside and ended up on beam ends. A quick count of crewmembers showed that all were accounted for and now their attention turned to the boat. What they did not realize was that when she landed the force of the impact tore a sizeable hole just forward of the port foiling arm. All three other America’s Cup entries were quickly on the scene to help as well as Coastguard New Zealand, harbor master and fire and police. PATRIOT was stabilized and they tried to get her back on an even keel. It was quickly noticed that she was floating low in the water and they knew they had a much bigger problem. When these boats are being righted the wind will get under the mainsail and they will re-right quickly. PATRIOT was not re-righting so the ran a jib under the boat to lessen the amount of water egress and then inflated two large life-rafts, which were placed on either side. Then, very carefully Team New Zealand’s chase boat towed her back to the American compound where she was raised out of the water late that evening.

The big question was could she be repaired in time to race in the second-round robin just 12 days away? They removed the rig and assessed the damaged and figured if they work around the clock, they would be able to get her back racing. Help was offered from the other syndicates and the New Zealand boatbuilding community with the quote “Whatever you need you’ve got.”

The first-round robin concluded with the British moving on to the third round and the Americans facing off against the Italians in a best of seven series.

Two days before PATRIOT was to face LUNA ROSSA PRADA PIRELLI she was finally repaired and, in the water, ready for a test sail. Where the hole was, she now sported two band-aids thanking the other competitors for their help getting them back in the water. She sailed in light air that built to a stronger breeze for seven hours and it seemed that everything went well.

29 January was the first day of racing in the next round with two races scheduled. Conditions were going to be challenging with the wind over 20 knots. Both racers entered the starting box late with neither gaining the upper hand. As the starting clocked ticked under a minute to go both racers tacked for

the line with LUNA ROSA on the inside. This allowed her to force PATRIOT up and both boats came off their foils. The Italians had the position, held the American racer down, and got back to speed. The Italians controlled the race keeping their boat between PATRIOT and the mark. PATRIOT showed good speed, but never enough to threaten the Italian challenger. At one point, PATRIOT rounded the third windward gate, hit a speed of 53.3 knots, but came down off her foils hard when the rudder lost grip. PATRIOT finished 2:43 back of the Italians.

In the second race of the day the Italians got the advantage before the start and led at the starting gun. PATRIOT was back 17 seconds at the first mark and despite an Italian mistake PATRIOT could only get closer, but not make the pass. PATRIOT continued to have issues staying on her foils and was 3:07 behind at the finish line.

The day ended with the Italians winning both races and leading the best of seven event with two wins. The Americans needed to learn from their mistakes as they were now in a hole.

On the second day two more races were scheduled and the Americans needed both of them. However, if they lost them both the challenge was over.

At the start of the first race of the day PATRIOT was already in a vulnerable position, but both hit the line at the same time. PATRIOT tacked first followed by LUNA ROSSA. The Italian boat was to leeward and with her larger foils was able to point higher and forced PATRIOT to tack. The Italians were now in control and kept PATRIOT to the left in less air. LUNA ROSSA gained, but PATRIOT did find some downwind speed, but it was not enough as LUNA ROSSA crossed the finish line 35 seconds ahead.

The Americans were now in a must win situation. Once in the starting box the Italians took control and went to the left, which was favoured. PATRIOT rounded the windward mark and when they went to change foils the Foil Cant System failed. Now they could not tack and were headed beyond the boundary, trying to find a way to override the system. For the rest of the race the system worked intermittently and that was the final nail in the coffin. With that their hopes to challenge for the Cup came to an end.

The biggest issue for the Americans happened when PATRIOT went over on beam ends. The biggest factor was the sailing time lost. The Italians had obviously found more speed between the first and second rounds and that proved to be the advantage. They also seemed to have better starts as PATRIOT seemed to be at a consistent disadvantage. It will be interesting to see how this America’s Cup turns out and hopefully this does not sour the NYYC from issuing a challenge for the next event.

Maine Fishermen's Forum

The Maine Fishermen’s Forum has been working to provide learning opportunities online through collaborative efforts with other marine organizations. Most recently, Zoom sessions were offered covering offshore wind projects, and the Northeast Aquaculture Conference and Exposition Virtual Trade Show (NACE).

Upcoming events include:

Feb 17	Open Forum with GARFO Leadership - an online session
Late Feb/early March	Shellfish Day via radio show or online session
March 5	Seafood Cooking demonstrations online

Planning is under way for upcoming online events which may include a Young Fishermen’s Event, Lobster Science, USCG Safety Session and a Virtual Aquaculture Farm Tour.

**Updates will be available on our website
www.maine fishermen's forum.org, or
on the Forum’s Facebook and Instagram.
Please check there frequently!**

U. S. COAST GUARD NEWS

U.S. Coast Guard commissions first PATFORSWA Sentinel-class cutter
PORTSMOUTH, VA — The USCGC Charles Moulthrop (WPC 1141), Patrol Forces Southwest Asia's first Sentinel-class cutter, was commissioned into service at Coast Guard Base Portsmouth, Thursday.

Adm. Karl Shultz, commandant, U.S. Coast Guard, presided over the 41st Sentinel-class cutter ceremony. Moulthrop is the first of six FRCs to be homeported in Manama, Bahrain.

The cutter's sponsor is Mrs. Dawn Schultz, spouse of Adm. Karl Schultz.

The Charles Moulthrop is the first of six FRCs planned for service in Manama, Bahrain. Stationing FRCs in Bahrain supports PATFORSWA, the Coast Guard's largest unit outside of the U.S., and its mission to train, organize, equip, support and deploy combat-ready Coast Guard forces in support of Central Command and national security objectives.

PATFORSWA works with Naval Forces Central Command to conduct maritime operations to forward U.S. interests, deter, and counter disruptive countries, defeat violent extremism, and strengthen partner nations' maritime capabilities to secure the maritime environment in the Central Command area of responsibility.

The cutter is named after Seaman Charles Moulthrop, remembered for heroic and selfless service as a member of the Revenue Cutter Service cutter Commodore Perry, en route to patrol Alaska, when he rescued multiple shipmates who ended up in the sea. They had attempted to rescue another crewman who was swept overboard during heavy seas. Moulthrop "grabbed a line and leaped over the side" into the freezing water to save the four men. Not long after, he lost his life in the performance of duties in Unalaska, Alaska, in 1896, when he fell from a mast while trying to free a fouled pennant. This ship will be the first modern Coast Guard cutter named for an enlisted man of the Revenue Cutter Service, bringing recognition to the service and sacrifice of hundreds of sailors who served their country aboard the ships of this precursor of the Coast Guard.

The Coast Guard has ordered 64 FRCs to date. Forty are in service: 12 in Florida, seven in Puerto Rico; four in California; three each in Hawaii, Texas, and New Jersey, and two each in Alaska, Mississippi, and North Carolina. Two FRCs arrived in their homeport of Apra Harbor, Guam, in 2020, with one more to come.

The Coast Guard took delivery of Charles Moulthrop on Oct. 22, 2020, in Key West. They will transit to Bahrain later this year with their sister ship, the Robert Goldman (WPC 1142), delivered Dec. 22, 2020, and due to be commissioned in Key West prior to departure.

The fast response cutters were designed to patrol coastal regions and are operating in an increasingly expeditionary manner. They feature advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance equip-

ment, and launch and recover standardized small boats from the stern.

Coast Guard, Navy offload more than \$211 million worth of cocaine, marijuana in San Diego

SAN DIEGO — Coast Guard and Navy personnel offloaded approximately 11,400 pounds of cocaine and 9,000 pounds of marijuana Monday, amounting to more than \$211 million from seizures in international waters of the Eastern Pacific Ocean.

The offload is the result of interdictions made by Coast Guard Law Enforcement Detachment 407 (LEDET) personnel, who operated aboard the USS Gabrielle Giffords, and three separate Coast Guard cutter crews between October and December.

"When you are covering a drug-smuggling transit zone the size of the continental United States, every ship makes a huge difference," said Lt. Jonathan Dietrich. "The seamless integration between our Law Enforcement Detachment and the crew of the USS Gabrielle Giffords was a major reason why we were successful in interdicting such a large amount of drugs and prevent them from reaching our streets."

The total amount of drugs offloaded included the following unit and Coast Guard ships: LEDET 407 was responsible for five cases seizing 10,570 pounds of cocaine and 4,100 pounds of marijuana; The Seneca (WMEC-906) was responsible for one case seizing 350 pounds of cocaine; The Legare (WMEC-912) was responsible for one case seizing 53 pounds of cocaine and 3,400 pounds of marijuana; and The Spencer (WMEC-905) was responsible for one case seizing 420 pounds of cocaine and 1,450 pounds of marijuana.

"The impressive results of the USS Gabrielle Giffords deployment and drug offload represent more than just a local victory of keeping drugs off our streets," said Rear Admiral Brian Penoyer. "The Coast Guard and the Navy have worked together for years to keep our waters and shores safe from a number of maritime threats, and we are honored to continue that tradition as we look toward the future."

The Coast Guard narcotics interdiction efforts are aimed at thwarting transnational criminal organizations, which are fueled by drug trafficking money. Operations like these attack supply networks in Central and South America. The offload highlights the joint impacts that a Coast Guard unit along with the Navy can have, when working together.

On April 1, U.S. Southern Command increased counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs. Numerous U.S. agencies from the Departments of Defense, Justice, and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, play a role

in counter-drug operations.

The fight against drug cartels in the Eastern Pacific Ocean and the Caribbean Sea requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions for these interdictions by United States Attorney's Offices from the Middle District of Florida, the Southern District of Florida, and the Southern District of California. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the 11th Coast Guard District, headquartered in Alameda. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

LEDET 407 is part of Tactical Law Enforcement Team-South based in Miami. The Seneca is a 270-foot medium endurance cutter homeported in Boston. The Legare is a 270-foot medium endurance cutter homeported in Portsmouth, Virginia. The Spencer is a 270-foot medium endurance cutter homeported in Boston.

United States and Russia sign Joint Contingency Plan for pollution response in the Bering and Chukchi Seas.

WASHINGTON — The U.S. Coast Guard and the Russian Federation's Marine Rescue Service recently signed the 2020 *Joint Contingency Plan of the United States of America & the Russian Federation in Combating Pollution on the Bering & Chukchi Seas*.

On Feb. 1, 2021, the Acting Director Andrey Khaustov of the Russian Federation's Marine Rescue Service (MRS) and the U.S. Coast Guard's Deputy Commandant for Operations, Vice Adm. Scott Buschman signed the 2020 update to the Joint Contingency Plan (JCP), which is a bilateral agreement focused on preparing for and responding to transboundary maritime pollution incidents. The updated JCP promotes a coordinated system for planning, preparing and responding to pollutant substance incidents in the waters between the U.S. and Russia. The U.S. and Russian Federation have shared a cooperative bilateral agreement on trans-boundary marine pollution preparedness and response in this area since 1989. The newest JCP revision requires joint planning and trans-boundary exercise efforts to be coordinated by a Joint Planning Group led by Coast Guard District Seventeen and is guided by a non-binding two-year work plan. In addition, the updated JCP creates the new International Coordinating Officer role to help facilitate the critical sharing of information during coordinated response efforts.

"This is an important agreement between the U.S and the Russian Federation

that ensures coordination between respective authorities and actively promotes the protection of our shared interests in these environmentally and culturally significant trans-boundary waters," said Vice Adm. Scott Buschman, U.S. Coast Guard Deputy Commandant for Operations. "We look forward to continuing our necessary and productive relationship with the Marine Rescue Service and the opportunity to conduct joint training and exercises in the near future in order to ensure the protection of our nations' critical natural resources."

The shared maritime boundary between the U.S. and Russia in the Bering and Chukchi seas has notoriously poor weather conditions and limited resources to respond to pollution incidents. This plan primarily addresses international collaboration matters and as such is meant to augment each Country's national response system as well as state, regional, and sub-regional (local) plans. In the United States, the operational aspects of the plan fall under the responsibility of the U.S. Coast Guard's Seventeenth District Commander and Sector Anchorage.

CGC Steadfast returns home after 45-day counter-narcotics patrol

ASTORIA, OR — The Coast Guard Cutter Steadfast returned to its homeport of Astoria Saturday following a 45-day counter-narcotics patrol, where the crew transited more than 10,000 miles conducting law enforcement operations in the Eastern Pacific Ocean.

During the deployment, the Steadfast's crew interdicted four vessels suspected of smuggling illicit narcotics. Steadfast boarding teams discovered and seized 1,675 pounds of cocaine, worth more than \$28 million, and detained seven suspected narco-traffickers.

Steadfast also completed biennial Aviation Standardization Training, certifying the cutter for Aerial Use of Force, and served as a training platform for tactical law enforcement units from Maritime Security Response Team-West.

The Steadfast crew celebrated Christmas and rang in the New Year while on patrol. The Steadfast's ombudsman coordinated gifts and a compilation video with holiday wishes from crewmembers' families. Crewmembers were surprised on Christmas morning when Santa visited and shared the personalized messages and gifts.

"The Steadfast crew, families, and friends really came together to keep spirits high while deployed over the holidays," said Cmdr. Craig Allen, Jr., commanding officer of the Steadfast. "During the patrol, the crew

Continued on Page 9.

Come to Jonesport for Superb Service Best Rates

- Expert Repair - Wood & Fiberglass
- Haul out/Storage
- Moorings • DIY Space
- Showers/Laundry • Cove-side Cottage



(207) 497-2701

info@jonesportshipyard.com

285 Main St., PO Box 214, Jonesport, ME 04649



Jonesport Shipyard provides meticulous, experienced maintenance and repair. Storage is convenient, affordable and secure.

Join our Shipyard family.

JonesportShipyard.com

SEAL COVE BOATYARD, INC.

STORAGE • MAINTENANCE • RESTORATION



If it has to do with the care of boats, we do it here and we do it better than most.

124 Horseshoe Cove Road • Harborside, ME 04642

Tel: (207) 326-4422 • Fax: (207) 326-4411

Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



U. S. NAVY NEWS

USS Mount Whitney Celebrates 50 Years of Excellence From Mass Communication Specialist 2nd Class Scott Barnes, USS Mount Whitney Public Affairs

The U.S. Sixth Fleet flag ship, Blue Ridge-class command and control ship USS Mount Whitney (LCC 20), celebrated its 50th birthday with a small ceremony in Gaeta, Italy, Jan. 14.

“This ship’s history and accomplishments are truly remarkable,” said Black. “You’ve enabled operations at sea, participated in joint service and multi-national exercises, and provided humanitarian assistance to our partners in need.”

Over the years, Mount Whitney was on the scene for many major world events including Operation Uphold Democracy, Operation Enduring Freedom, Operation Assured Delivery, and Operation Odyssey Dawn.

“From Trident Juncture to Trident Jupiter, from Juniper Cobra to BALTOPS, Mount Whitney has been the lynchpin of our fleet from the Arctic to the Mediterranean,” said Adm. Robert P. Burke, commander, U.S. Naval Forces Europe, and Africa and commander, Allied Joint Force Command-Naples, via virtual remarks. “From routine operations to the enforcement of United Nations Security Council Resolution 1973 against Libya and then directing kinetic operations as Flagship during Odyssey Dawn and NATO’s Unified Protector, Mount Whitney is our enduring ‘Vox Maris,’ our ‘Voice of the Sea.’”

As one of two Blue Ridge-class command ships in the United States Navy, Mount Whitney also serves as the afloat command ship for Naval Striking and Support Forces NATO (STRIKFORNATO), which Black

also commands.

“Here on Mount Whitney, I know you’re fond of saying your ‘comms are bombs,’ and these comms are incredible, ensuring that I, or any embarked commander, can confidently and effectively command and control widely-dispersed air, ground, and maritime units in an integrated fashion,” said Black. “These accomplishments do not happen without your collective knowledge, skill, and expertise.”

Capt. David Pollard, commanding officer of Mount Whitney, also provided remarks on the capabilities of his ship.

“Mount Whitney is the most sophisticated Command, Control, Communications, Computer, Combat Systems, and Intelligence (C5I) ship in the world, and the hybrid crew of Military Sealift Command Civilian Mariners and United States Navy Sailors are phenomenal, ready to support operations across all domains,” said Pollard.

The Mount Whitney has hosted countless distinguished visitors, ambassadors, military leaders, and heads of state, including the Prince of Monaco and the presidents of Lithuania and Ukraine.

“Today, Mount Whitney continues the legacy of the Sailors and Civilian Mariners of our great nation that have come before us as warriors, teachers, leaders, and ambassadors,” said Pollard. “We stand ready to demonstrate ‘Power for Peace’ across 20 million square nautical miles of ocean, from the Barents to the Baltic, to the Mediterranean to the Black Sea, to the waters surrounding the African continent.”

The ship is named for Mount Whitney, a peak in the Sierra Nevada mountain range of California. Mount Whitney is the highest summit in the contiguous United States with an elevation of 14,505 feet. She is the first

Navy ship to bear the name.

The ship’s unit awards include two Navy Unit Commendations, three Meritorious Unit Commendations, 10 Battle “E” Awards, and a Humanitarian Service Medal. Mount Whitney was the first U.S. naval combatant to permanently accommodate female Sailors and has the distinct accomplishment of being the only commissioned U.S. warship to operate south of the equator and north of the Arctic Circle in the same year.

Mount Whitney was commissioned as a unit of Commander, Amphibious Forces, U.S. Atlantic Fleet, homeported in Norfolk, Virginia. The ship served for years as the Commander, Striking Fleet Atlantic and U.S. Second Fleet flagship. In 2005, Mount Whitney was forward-deployed to Gaeta and assumed her current role as the U.S. Sixth Fleet flagship.

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

Navy Names Future Vessel to Honor Muscogee Creek Nation From Secretary of the Navy Public Affairs

The Navy announced Jan. 15 that a future Navajo-class towing, salvage, and rescue ship will be named USNS Muscogee Creek Nation (T-ATS 10) to honor the self-governed Native American tribe located in Okmulgee, Oklahoma.

The Honorable Gregory J. Slavonic, Performing the Duties of the Under Secretary of the Navy and Oklahoma native, announced the name selection during a ceremony at the First Americans Museum in Oklahoma City.

“I am sincerely honored, on behalf of the Secretary of the Navy, to announce that this future naval vessel will carry the proud legacy of the people of the Muscogee Creek Nation, and be cemented as part of Navy and Marine Corps history,” said Slavonic. “The future towing, salvage, and rescue ship honors the culturally distinct people of the state of Oklahoma, and will join the fleet as a symbol of appreciation for the contributions of American Indians and the Muscogee Creek citizens to the defense of our nation.”

The Muscogee people are descendants of not just one tribe, but a union of several. Muscogee Creek Nation is the largest of the federally recognized Muscogee tribes, which is the fourth largest tribe in the U.S. with more than 86,000 citizens - some of which have or continue to serve across the U.S. Armed Forces.

This will be the first Navy vessel to carry the name Muscogee Creek Nation.

“Despite a complex and sometimes challenging history with the U.S., no race has answered the call of duty and served more than Native Americans, per capita,” said David Hill, Principal Chief of the Muscogee Creek Nation. “Today, we are joined together to once again strengthen our ties and recognize those efforts with this wonderful gesture by the Navy to respect that commitment. Myself, along with our tribal leadership, employees and citizens are so thrilled that for the first time, a United States Navy Ship will be named after the Muscogee Creek Nation.”

In early 2019, the Navy announced that T-ATS ships would be known as the Navajo-class of ships to honor the contributions of the Navajo people to the armed forces. Vessels in this class are named for prominent Native Americans or Native American tribes.

The Navajo-class T-ATS ships are de-

signed to combine and replace the current capabilities of the Powhatan-class ocean tugs and Safeguard-class rescue and salvage ships in service with the Military Sealift Command. They will be capable of towing U.S. Navy ships and have 6,000 square feet of deck space for embarked systems. The platform will be 263 feet long, have a beam of 59 feet, and carry a load of nearly 2,000 tons.

The future USNS Muscogee Creek Nation will join USNS Navajo (T-ATS 6), USNS Cherokee Nation (T-ATS 7), and USNS Saginaw Ojibwe Anishinabek (T-ATS 8) providing a wide range of missions including open ocean towing, oil spill response, humanitarian assistance and wide area search and surveillance.

SECNAV Names Future Vessels while aboard Historic Navy Ship From Secretary of the Navy Public Affairs

Braithwaite detailed the announcement Jan. 8 during a visit to one of the Navy’s first heavy frigates and oldest commissioned ship afloat – USS Constitution.

“The decks and lines of this proud ship speak to our storied past, and the Sailors who operate her reveal the strength of our future,” said Braithwaite. “We must always look to our wake to help chart our future course. Together, these future ships will strengthen our Navy and carry on our sacred mission to secure the sea lanes, stand by our allies, and protect our nation against all adversaries.”

The future ships will bear the names and hull numbers: USS Chesapeake (FFG 64); USS Silversides (SSN 807); USS Pittsburgh (LPD 31); USNS Lenni Lenape (T-ATS 9); and USS Robert E. Simanek (ESB 7)

The future Constellation-class frigate USS Chesapeake (FFG 64) will be named for one of the first six Navy frigates authorized by the Naval Act of 1794. The first USS Chesapeake served with honor against the Barbary Pirates in the early 1800. Following an at-sea battle with HMS Shannon in 1813, the ship was captured by the Royal Navy and commissioned her HMS Chesapeake. Braithwaite recently travelled to England where he retrieved a piece of the original frigate from the Chesapeake Mill in Hampshire.

“Like *Constitution* and *Constellation*, the first *Chesapeake* was a mighty sailing ship that declared our nation a maritime power,” said Braithwaite. “The new USS Chesapeake, FFG-64, will proudly carry on the legacy of that name into the new era of great power competition.”

Last year, Braithwaite named future Constellation-class frigates USS Constellation (FFG 62) and USS Congress (FFG 63) to honor the first six heavy frigates.


To honor the Silent Service, the future Virginia-class attack submarine USS Silversides (SSN 807) will carry the name of a WWII Gato-class submarine. The first *Silversides* (SS 236) completed 14 tours beneath the Pacific Ocean spanning the entire length of WWII. She inflicted heavy damage on enemy shipping, saved downed aviators, and even drew enemy fire to protect a fellow submarine. A second *Silversides* (SSN 679) was a Sturgeon-class submarine that served during the Cold War. This will be the third naval vessel to carry the name Silversides. The name comes from a small fish marked with a silvery stripe along each side of its body.

“Those who run silent and deep in this new attack submarine will inherit a proud legacy, and the capabilities to forge a strong future for our nation and our allies,” said Braithwaite.

The future San Antonio-class amphibious transport dock USS Pittsburgh (LPD

**THE BRIGHT RED COLOR
GETS YOUR HEART PUMPING.
THE GENERATOR RUNS
EVERYTHING ELSE.**

11.0 Egtd
Diesel Generator



WESTERBEKE DIESEL AND GASOLINE GENSETS.
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.

HANSEN

32 Tioga Way • Marblehead, MA 01945
(781) 631-3282 (800) 343-0480
www.hansenmarine.com

U. S. NAVY NEWS

31) will be the fifth Navy vessel to bear the name. The first was an ironclad gunboat that served during the American Civil War. The second USS *Pittsburgh* (CA 4) was an armored cruiser that served during WWI, and a third USS *Pittsburgh* (CA 72) was a Baltimore-class cruiser that served during WWII – supporting the landing at Iwo Jima. The fourth USS *Pittsburgh* (SSN 720) was a Los Angeles-class submarine that served the Navy from December 1984 to August 2019.

To honor the Lenape Nation of Pennsylvania, a future Navajo-class towing, salvage, and rescue ship will be named USNS Lenni Lenape (T-ATS 9). This will be the first naval vessel to carry the name of the Lenni Lenape tribe who are indigenous people of the Northeastern Woodlands, and the first tribe to sign a treaty with the United States in 1778.

“As a resident of the Keystone State, I know that Pittsburgh is a proud city with a strong legacy of service. I am confident that the crew of the future *Pittsburgh* will demonstrate the same excellence in support of amphibious and littoral operations around the world,” said Braithwaite. “And, the future USS Lenni Lenape will carry the legacy of the Lenape people for generations to come.

The future USNS Lenni Lenape will join USNS Muscogee Creek Nation (T-ATS 10), USNS Navajo (T-ATS 6), USNS Cherokee Nation (T-ATS 7), and USNS Saginaw Ojibwe Anishinabek (T-ATS 8) providing a wide range of missions including open

ocean towing, oil spill response, humanitarian assistance and wide area search and surveillance.

Also joining the fleet will be the first Expeditionary Sea Base USS Robert E. Simanek (ESB 7), carrying the name of Marine Corps Medal of Honor recipient Private First Class Robert Ernest Simanek who earned the nation’s highest medal for valor for his actions during the Korean War when he unhesitatingly threw himself on a deadly missile to shield his fellow Marines from serious injury or death.

“Private Simanek stands in the unbroken line of heroes extending from the early Marines who once stood in the fighting tops of our original frigates, to the Marines holding the line around the world today, and those who will deploy from the future USS Robert Simanek for years to come,” said Braithwaite. “This Expeditionary Sea Base continues the honored legacy of warriors from the sea, exemplified by her namesake.”

Simanek, a Detroit, Michigan, native, joined the Marine Corps in August 1951. He was just 22 years old when he sailed for Korea, joining Company F, 2d Battalion, 5th Marines in May 1952 to serve as a rifleman and as a radioman when needed. In addition to the Medal of Honor and Purple Heart, he was also awarded the Korean Service Medal with two bronze stars. Simanek, now 90, lives in Farmington Hills, Michigan.

Along with the ship names, Braithwaite also selected individuals who will be recognized as sponsors for several ships he recent-

ly named. The sponsor plays an important role in the life of each ship and is typically selected because of a relationship to the namesake or to the ship’s current mission. The following individuals were identified as sponsors:

Melissa Braithwaite will sponsor the future USS Constellation (FFG 62).

Barbara Strasser will sponsor the future USS Chesapeake (FFG 64).

Gail Fritsch will sponsor the future USS Barb (SSN 804).

Mimi Donnelly will sponsor the future USS Tang (SSN 805).

Michelle Rogeness will sponsor the future USS Wahoo (SSN 806).

Cindy Foggo will sponsor the future USS Silversides (SSN 807).

Kelly Geurts will sponsor the future USS Wisconsin (SSBN-827).

Nancy Urban will sponsor the future USS Pittsburgh (LPD 31).

Naval Postgraduate School Railgun Lab Propels Tech Leaders, Alumni Into Award-Winning Research From Mass Communication Specialist 2nd Class Tom Tonthat, Naval Postgraduate School Office of University Communications

Since its establishment two years ago, the Naval Postgraduate School’s Railgun Laboratory – the largest of any academic institution – has empowered students and faculty with the facilities to conduct advanced, applied research in hypervelocity projectile (HVP) technology.

But advanced technologies aren’t the only result. The lab has quickly become a critical asset in equipping alumni to be enduring technological leaders in the HVP space, ready to make an immediate impact in the fleet after graduation.

Two of these alumni leaders are Dr.

Ben McGlasson, NPS’ Electric Weapons Advisor and Railgun Laboratory lead, and Lt. Paul Cross, the Naval Strike Missile Lead Military Engineer at Naval Surface Warfare Center Dahlgren Division (NSWCDD).

McGlasson, who just completed his PhD in Applied Physics at NPS furthering railgun research – a technology that uses Gun Launched Guided Projectiles for anti-air and surface missions – also helped commission the NPS Railgun Lab in 2018. He used the lab’s initial research results to establish credibility for its simulations positioning the Railgun Lab today to successfully explore the challenges associated with electric weapons.

“The railgun research that we do here is not only for student projects or learning purposes,” said McGlasson. “We’re executing experiments sponsored by the Office of Naval Research, collaborating with a variety of research labs and universities. The discoveries that we make [at the Railgun Lab] would improve any kind of gun-based defense, which is a new approach to doing shipboard missile defense using guns instead of missiles to defend against missiles.

“Using guns to defend against those kind of threats helps preserve our own missiles for a higher-end threat,” he said. “This would be in addition to the surface strike mission, in which the railguns being tested at Dahlgren and White Sands can reach over 100 nautical miles.”

McGlasson noted that railguns will benefit from continued research and that he hopes the Railgun Lab will continue to help faculty and students conduct that research.

As for Cross, a 2018 NPS alumnus, he put his education to immediate use at NSWCDD and was recently awarded the C.J. Rorie Award for his impact on the

Continued on Page 24.

U. S. COAST GUARD NEWS

Continued from Page 7.

displayed superb skill and professionalism in achieving a perfect detection-to-interdiction record, thus ensuring the holidays were considerably less jolly for narco-traffickers.”

To ensure the safety of Steadfast’s crew during the COVID-19 global pandemic, the crew conducted pre-deployment COVID-19 testing, followed by a 14-day monitoring period.

Throughout their patrol, Steadfast’s crew maintained strict health precautions during all interactions with the public, including wearing face coverings at all times and undergoing intensive health screenings prior to each boarding.

On April 1, U.S. Southern Command increased counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs. Numerous U.S. agencies from the Departments of Defense, Justice, and Homeland Security cooperated in the effort to combat transnational organized crime.

The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, play a role in counter-drug operations.

The fight against drug cartels in the Eastern Pacific Ocean and the Caribbean Sea requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions for these interdictions by United States Attorney’s Offices from the Middle District of Florida, the Southern District of Florida and the Southern District of California. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the 11th Coast Guard District, headquartered in Alameda. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

The Steadfast is a 210-foot medium endurance cutter homeported in Astoria.



**Moose Island
MARINE
853-6058**

Commercial and Recreational Boat Supplies

Boat Storage

**INDOOR · OUTDOOR · POWER · SAIL
16 to 45 ft. Haul out to 40 tons**

Boat Winterization

INBOARD · OUTBOARD · STERNDRIVE

Boat Repair · Restoration

WOOD · FIBERGLASS

Boat Repowering

Save on winter jobs.

Shrink Wrap

**MARITIME
Skiff**

**VOLVO
PENTA**

**TOHATSU
outboards**

Hours: M-F 8:00-5:00 Online store: www.mooseislandmarine.com

RELIABILITY IS A FAMILY TRADITION. MEET THE NEXT GENERATION.

INTRODUCING THE **NEWEST** MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha's next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at YamahaOutboards.com/InLineFour.



BOWDEN
Since 1982

**marine
service**

Bar Harbor, ME
(207) 288-5247
www.bowdenmarine.com

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®



REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement. © 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.®



The "W" Words - Whales and Windmills

By Sheila Dassatt

In most of our conversations these days, we refer to the issues as the “W” words, whales and windmills. Take your pick, which one is the bigger threat to our fishing industry? Last month, I wrote about a fun story, boat racing and good memories. This month, this particular subject is definitely escalating and I know that we need to address it. There has been so much happening in the world this past year, with the Covid Virus, the isolation, the loss of so many loved ones, the elections and changing of the guard, all times of inevitable change. You are familiar with the saying, SSDD, but actually, this isn’t exactly so, things are forever changing and the hard part is the capability to accept change, like it or not. I know that we have all faced something in life that we cannot change and do the best that we can to keep putting one foot in front of the other. Some days, I find myself still dragging one foot, like there’s a lead weight on it!

O.K., back to the story.....let’s start with whales. I don’t know how far back the romance with whales actually goes, I know that Jonah was swallowed up by a whale, way back in Biblical times, with this kind whale spitting him back out and Jonah lived. Then there’s the story of Moby Dick, which was a beautiful white whale, with quite a story that went with him. He was

also pictured as a glorious and mysterious mammal of the sea. More recently, did a lot of this attention of mortality come with the movie “Free Willy?” We all cried over that one. The whale is and has been a highly romanticized mammal.

Now, with the knowledge that the whale is an endangered species, no one wants to hurt the whales, especially the fishermen. We have had Whale Take Teams that taught the fishermen how to deal with entanglement, until it got to be too dangerous and it was turned over to specialized teams doing the detangling. People have actually been quite hurt and even lost their lives trying to save a whale.

I personally have been involved with the fishery in an association status for sixteen years now. There was a lot to learn about representing our fishermen, families and our industry. As far as I can look back, whales have been on the docket for saving. I have two books that are at least three inches thick from 2007, that is the answer to any whale question that there is. All of this is hours and hours of work, composing these rules and booklets that I guess are not useful any longer. Do you ever feel that you have wasted a lot of time and money on your efforts? We are only asking for the allotted time that we have been given to try to prove our efforts as not futile. We all changed our lobster gear

by adding purple sink rope markers at the buoy and halfway down the rope to mark the purple as the State of Maine identification if a whale is entangled. Ok, this took a lot of time and money to do this to each piece of gear. It has only been one season for this ruling and we are already being petitioned to come up with more answers and proposals. Has a whale been entangled with purple rope this year? Enquiring minds would like to know the answer to this. Let’s look at the big picture and then be the judge and jury.

Now, our government is in the midst of change, with a lot of green energy in mind, this brings up the other “W” word, Windmills in the Ocean? Yes, we do need to address our “green” issues in this day and age, but let’s not rush into anything such as windmills in the ocean until it has been well researched and thought out. There is also useful sources of energy, such as solar power, which is also in the experimental stages of development. Let’s look at this possibility as well.

I don’t want to rain on Jack Merrill’s letter that he wrote concerning wind power in the ocean, but he definitely has made

various good points about this. Please read it on Facebook if you haven’t seen it yet. I shared it on the Downeast Lobstermen’s Association site. This proposal involves birds that can be injured, disrupting the bottom with laying cables, which disrupts lobsters and the habitat for other marine organisms that grow and thrive on the ocean bottom. How many of us know that the wind turbines have an auxiliary power source that runs on diesel fuel that operates the turbines as well. This opens the door for leakage or spills of petroleum into the ocean. We also need to think about navigation of large vessels such as ocean tankers that have designated channels that they need to follow to enter their port of destination. This is just the tip of the iceberg for concerns for all of us that work and make a living on the ocean.

I could go on and on, but it is definitely time that we take our fishery into consideration. We can’t take too many blows at once and can also be considered the Endangered Species. We are doing the best that we can to survive and we will survive. Remember, the fisherman has been part of our lives since the beginning of time!

Maine DMR News

Matt Wyman Promoted to Sergeant in Marine Patrol Section Three

ROCKLAND - Matt Wyman has been promoted to Sergeant of the Maine Marine Patrol’s Section 3, which includes the stretch of coast from Waldoboro to Belfast.

Wyman has served in acting capacity as sergeant in Section 3 for the past five months.

Sergeant Wyman graduated from the Maine Criminal Justice Academy in 2006 and began his career with Marine Patrol that year as an Officer in the Vinalhaven/North Haven patrol. He transferred to the St. George Patrol in 2009 and back to the Vinalhaven/North Haven patrol in 2010 where he served until his promotion. In 2019, Wyman began serving as back up Captain on the Patrol Vessel Guardian III.

Wyman was recognized by the US Coast Guard for his participation in the Marine Patrols search for the crew of the fishing vessel No Limits, which sank offshore during the winter of 2014 resulting in the death of two crew members.


Wyman was also honored with the 2017 Northeast Conservation Law Enforcement

Chiefs Award (NECLECA), which recognizes a law enforcement official for professional excellence. Wyman earned the award for his tireless work investigating resource violations and for his consistently high level of professionalism.

Sergeant Wyman holds a US Coast Guard 50-ton Captains License. He is a member of the Maritime Security Team and Whale Disentanglement Team. He has completed numerous training programs during his career, including wilderness first aid, air boat operations, drug identification and street investigations, as well as grant writing and the Reid Technique of Interviewing and Interrogation.

“Sergeant Wyman has a strong record of outstanding work during his career,” said Marine Patrol Major Rob Beal. “His commitment to exceptional work as an Officer and boat captain combined with his continual pursuit of professional development establish him as a strong leader for Marine Patrols busy Section 3.”

Continued on Page 24.



Downeast Lobstermen's Association

By the fishermen - For the fishermen

"We encourage your support and membership!"

Working together, we can speak as one to maintain our fisheries, working families and working waterfronts.

**PO Box 88
Belfast, ME 04915
207-338-1406 207-322-1924 207-322-1928
www.downeastlobstermen.org**

NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

ERIC DOW BOAT SHOP

Builder of Traditional Small Craft. Repair and Restoration.

P.O. Box 7, Brooklin, Maine (207) 359-2277

C&C Machine

- Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair
- Custom Machining Fabrication of Steel, Aluminum, Stainless
- Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

667-6910

Over 20 years in Business

328 Bucksport Rd., Suite 1, Ellsworth
Monday - Friday



A FULL SERVICE YARD

Gasoline • Diesel • Marine Store
Laundry • Showers
Telephone • Ice

**OUTBOARD SALES & SERVICE
ELECTRONICS INSTALLATIONS
FLOAT & MOORING SERVICE**

LOCATED IN CRADLE COVE WITH GREAT ANCHORAGE

**INSIDE STORAGE SPACE AVAILABLE
CALL FOR DETAILS**

700 Acre Island, P.O. Box 25
Lincolnton, ME 04849
207-734-2246 • VHF 09

Commercial Fishing News

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

From the Director -

How has your winter been going so far? Most of us have our boats on the bank and getting ready for the next season, painting buoys, repairing traps and hoping that we don't get too much snow. So far, so good, the snowfall hasn't been too bad yet. A lot of the offshore guys are bringing gear in, as the catch has slowed down for now. It is a good time to rotate that gear, clean it up and focus on the inshore gear again...just saying.

The Legislature has started up once again, but it is much different this year. We need to brush up on our cyberspace knowledge to know how to testify and be heard, let alone, be seen. We are not clear of the Covid restrictions yet, so we must do the best that we can. We are still not meeting in person yet, but trying to do what we can by using the mail service and emails.

DELA wants you to know that we are working on the top issues that we are facing, such as Whales and Wind Power. Actually, it has been consuming quite a bit of our time, which is fine, feeling that we are getting membership participation and seeing the entire Industry working together. I have reached out to you all for your concerns and suggestions and have received some valuable input. Thank you! We have been having group meetings on Zoom concerning the Governor's Wind Power and research location. This group is made up of the Industry Associations and representatives in the Governor's Energy Division. This past Friday, February 5th, there was a complete workshop that explained a lot of the technical aspects of the wind turbines and how it all works. Paul Anderson, Executive Director of Maine Center for Coastal Fisheries volunteered to go in representation of our group. We have a follow-up meeting this week to go over what Paul has learned from the workshop. This is all valuable information for all of us to be taking into consideration.

To be honest with everyone, it is necessary for us to know the facts about the wind power, but representing our fishery, there is not much support for such a project. I totally understand how we all feel about this and this is what I relayed to Gov. Mills office. As an example, scallop fishermen met with Diamond (one of their developers) to talk about the cable coming into Boothbay for the Monhegan project. Fishermen were firm that this cable is going to impact their businesses and should not be put in. The meeting was respectful from both sides as this is the talking table at this point.

Jack Merrill of Islesford and serving on the Cranberry Isle Fishermen's Co-op wrote a very good letter about the concerns of the Wind Power. I have served on the Board of Directors of the Lobster Institute, a division the University of Maine with Jack for many years. I shared his letter on the DELA Facebook site so you can have a chance to read it. I hope that you take the time to read this well composed letter, he hit the nail right on the head. With the support of the entire Industry, we can make a difference. We can't give up on any of this, it involves our heritage and livelihoods!

This same support goes for the Whale issues that we are also facing. Again, the Associations have joined together in a letter asking for more time for the public comment period, which means going back to the original date for a new proposal, March 1, 2021. It is only fair that we have enough time to prepare out statements for this proposal. Perhaps you'd like to know who is involved with trying to help: Patrice McCarron, Maine Lobstermen's Association; Beth Casoni, MA Lobstermen's Association; David Borden, Atlantic Offshore Lobstermen's Association; Rock Alley, Maine Lobstering Union; Sheila Dassatt, Downeast Lobstermen's Association; Laurin Brooks, Southern Maine Lobstermen's

Association; Annie Tselikis, Maine Lobster Dealer's Association; Paul Anderson, Maine Center for Coastal Fisheries. We have all joined together, knowing that we all share the same concerns for our Fishing Industry. Please, feel free to weigh in on this with your concerns and input. We are getting down to a very crucial point in time and feel that enough is enough! How much more stress do we need to endure?! Fishermen are also the endangered species.

Please don't forget, there will be Zoom Seminars connected with the Maine Fishermen's Forum and the Scholarship Awards are still moving forward this year! If you have any questions about the Forum, please contact Chilloa Young at 207 442-7700 or via e-mail: coordinator@mainefishermens-forum.org.

We will get through all of these challenges. It is not our first rodeo! Take care and stay safe, Sheila

WANTED

MARITIME BOOKS, MAGAZINES, DOCUMENTS POSTCARDS and PHOTOGRAPHS

Maine Coastal News
P.O. Box 710
Winterport, Maine 04496
(207) 223-8846



- C16 @ 815 hp and 1,000 hp
- New I6 MAN 800 hp
- FPT 6.7 hp 500 hp
- Cummins repower and recon rebates

Boat Shop Rentals Available

917 US Rt. 1, Steuben, ME 04680
207-546-7139
harnessthepower@kennedymarine.net

We're here to ensure that the only thing keeping you off the ocean ...is the weather!



P. O. Box 88
Belfast, Maine 04915 — dassatt711@yahoo.com

2020 - "Working together"

NAME: _____

ADDRESS: _____

TOWN/CITY: _____ ZIP: _____

PHONE NUMBER: _____ E-MAIL ADDRESS _____

Type of membership:

- () Lobsterman/stern man (\$100) yearly License no. _____
- () Lobsterman - age 70 & over (\$50)
- () Student (\$56) yearly
- () Business associate (\$113) yearly
- () Avid supporter (\$132) yearly
- () Friend of DELA (\$100)

() I wish to support DELA's legal fund _____

() I wish to support DELA's Scholarship Fund _____

We also take Master Card and Visa

Card _____ Expiration date ____/____ Security code ____

Card holder's name (print) _____

Card Holder's signature _____

*Downeast Lobstermen's Association is a qualified tax exempt organization under section 501 (c) (6) of the Internal Revenue Code

JOHANSON BOATWORKS
Full Service Yacht Yard

Rockland, Maine • 207-596-7060
info@jboatworks.com • jboatworks.com

Marine Insurance
An employee-owned company serving Maine people and their boats since 1866.

Allen Insurance Financial
NAVIGATING LIFE'S RISKS & REWARDS
Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.
AllenIF.com/marine (800) 439-4311
OWNER, VESSEL, FLEET OR CREW

Commercial Fishing News

SUMMARY OF ASMFC WINTER MEETINGS

AMERICAN LOBSTER MANAGEMENT BOARD Meeting Summary

The American Lobster Management Board met to consider a number of items: the Proposed Rule and Draft Environmental Impact Statement (DEIS) for proposed modifications to the Atlantic Large Whale Take Reduction Plan for 2021 and Draft Biological Opinion for Atlantic fisheries; management responses to the 2020 American Lobster Benchmark Stock Assessment and Peer Review; the potential for conducting a management strategy evaluation for the lobster fishery; the recent Executive Order on the Northeast Canyons and Seamounts Marine National Monument; a nomination to the Jonah Crab Advisory Panel; and the election of a Board Vice Chair.

NOAA Fisheries staff presented a summary of proposed modifications to federal lobster fishery regulations being considered for 2021 along with a DEIS. The proposed changes to the Plan would (1) modify gear marking to introduce state-specific colors for gear marks and increase the number of gear markings and areas requiring marked lines; (2) modify gear configurations to reduce the number of vertical lines by requiring more traps between buoy lines; (3) introduce weak insertions or weak rope into buoy lines; (4) modify existing seasonal restricted areas to allow ropeless fishing; and (5) add one or two new seasonal restricted areas closed to buoy lines but open to ropeless gear. The Board discussed some concerns with the changes related to the timeline of federal rulemaking and conservation equivalency for state management programs.

Additionally, NOAA Fisheries staff summarized the Draft Batch Fisheries Biological Opinion (Opinion) for several federally-permitted fisheries including lobster. The Opinion analyzed the impacts of the proposed fisheries on protected species, along with a Conservation Framework that intends to reduce mortality and serious injury to North Atlantic Right Whales by

95% over ten years. The Opinion determined that the proposed action is not likely to jeopardize any listed species or destroy or adversely modify any critical habitat. The Board made a recommendation to the Interstate Fisheries Management Program (ISFMP) Policy Board to send letters to NOAA Fisheries including comments on both the proposed rule and the Biological Opinion.

The Board reviewed the results and recommendations from the 2020 American Lobster Benchmark Stock Assessment and Peer Review, which was accepted for management use in October 2020. While the Gulf of Maine/Georges Bank (GOM/GBK) stock is near time-series high abundance and not experiencing overfishing, the Board felt that proactively addressing stock resiliency is essential. As such, the Board directed the Plan Development Team to continue work on Addendum XXVII with a focus on developing a trigger mechanism that would automatically implement management measures to improve the biological resiliency of the GOM/GBK stock if the trigger is reached. For the Southern New England (SNE) stock, the assessment and peer review recommended substantial measures, such as a moratorium, to improve the declining trend in abundance. Even so, improvements are likely to be limited as a result of unfavorable environmental conditions and declining recruitment.

Staff also presented the Board with a prospective work plan to outline potential focal areas, resource needs, and associated workload tradeoffs for a management strategy evaluation (MSE) of the lobster fishery. The Commission's Management and Science Committee identified American lobster as a potential priority species for which an MSE could be developed to inform management decisions. The Board agreed an MSE could allow environmental and economic factors to be more effectively incorporated into management. The Board tasked staff and the Technical Committee

to identify timelines and cost estimates for developing an MSE for both stocks with several potential focal areas, including recommendations from the SNE stock assessment. This information will be presented at the Commission's Spring Meeting.

The Board discussed a recent Executive Order from President Biden, which requires a review of a 2020 proclamation that modified the Northeast Canyons and Seamounts Marine National Monument by returning commercial fishery management authority to the Magnuson-Stevens Act. The Interior Secretary shall report his/her findings to the President by March 21, 2021. The Board forwarded a recommendation to the ISFMP Policy Board to send a letter to the Secretary of the Interior during the review period to restate the Commission's position that management authority over commercial fisheries in the area should remain with the New England Fishery Management Council.

The Board also approved the nomination of Jon Williams, an offshore commercial trap fisherman representing Rhode Island, to the Jonah Crab Advisory Panel. Finally, Dr. Jason McNamee was named Vice Chair of the Lobster Board.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to recommend to the ISFMP Policy Board that the Commission send letters to NOAA Fisheries with comments on the proposed rule to amend the regulations implementing the Atlantic Large Whale Take Reduction Plan and the draft biological opinion. The letter should include the following: The rule and bi-op should be completed by the end of May to ensure the court does not intervene. Implementation timeline recommendations that address practical start dates. Supporting trawl equivalency such that 8 traps with 2 endlines = 4 traps with 1 endline. Support enforcement and coordination with state agencies. Conservation Equivalencies that would allow for modifications related to trawl lengths. (specific to the bi-op) A statement that address the burden the US Fishery could bear based on the actions of Canada.

Motion made by Mr Keliher and seconded by Mr Borden. Motion carries without objection with one abstention (NOAA Fisheries).

Move to task the TC and staff with the

development of a set of prioritized options, timelines and a draft budget to assist the Board in considering if MSE could be of use for management, for the GOM and SNE stocks, in as timely a manner as possible. This information shall be presented to the Board at the spring meeting. Motion made by Mr Keliher and seconded by Dr McNamee. Passed by unanimous consent.

Move to re-initiate PDT and TC work on the Gulf of Maine resiliency addendum. The addendum should focus on a trigger mechanism such that, upon reaching of the trigger, measures would be automatically implemented to improve the biological resiliency of the GOM/GBK stock. Motion made by Mr Keliher and seconded by Ms. Patterson. Passed by unanimous consent. Move to recommend to the ISFMP Policy Board that the Commission send a letter to the Secretary of the Interior restating the Commission's position on modifying the Northeast Canyons and Seamounts Marine National Monument.

Motion made by Mr Reid and seconded by Ms. Patterson. Passed by majority with one abstention (NOAA Fisheries).

Move to approve the nomination to the Jonah Crab Advisory Panel for Jon Williams of RI.

Motion made by Mr Reid and seconded by Mr Hasbrouck. Passes by unanimous consent.

Move to elect Dr. Jason McNamee as Vice Chair of the American Lobster Management Board.

Motion made by Mr Reid and seconded by Ms. Patterson. Passed by unanimous consent.

ATLANTIC MENHADEN MANAGEMENT BOARD

The Atlantic Management Board met to review landings as required by Amendment 3 and as part of an initial discussion on revisiting commercial allocations. Landings data from 2016-2019 and quota transfers from 2018-2020 were presented to highlight recent trends. Maine's proportion of coastwide landings has increased in recent years and the states of Maine, New Hampshire, and Massachusetts have received the majority of quota transfers over the past three years. The Board discussed further evaluating the current allocations based on additional

Continued on Page 23.



www.mainebuiltboats.com

Boattalk

The call-in radio show for people contemplating things naval

on WERU-fm Blue Hill 89.9 streaming and podcasting at weru.org and on the WERU app. live every second Tuesday of each month 4-5pm

Local boating news, interesting guests, and your input too. Call-in live and join the conversation or just roll with the flow on the nautical radio show without piers. Non-commercial community supported radio. Thanks for your support.



Luke's Boatyard

Storage/Repair * Feathering Propellers * Storm Anchors

Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544

(207) 633-4971

www.PELuke.com

Otis Enterprises Marine



World-Class Finish - DownEast Dependability
www.otisenterprisesmarine.com



Robust Finishes for every Condition

ALEXSEAL® yacht coating systems are ready to take on any challenge, delivering long-lasting protection against saltwater abrasion or UV exposure even in harshest environments.

We are proud to see 7 **ALEXSEALed** racing yachts at the Vendée Globe 2020, the toughest race around the world — among them the winning teams of MAÎTRE COQ IV and APIVIA.

instagram.com/alexsealpaint
fb.com/AlexsealYachtCoatings

WWW.ALEXSEAL.COM



Kate's
Custom Sewing

207-289-2102
Owls Head, ME



Cushions Covers

Marine Canvas

Other design ideas or projects? Let's talk!

www.KatesCustomSewing.com
kate@katescustomsewing.com

/katescustomsewing /katescustomsew

FINESTKIND BOATYARD
14 Bristol Way, Harpwell, Maine

- ★ Full Service Boatyard
- ★ Indoor/Outdoor Storage
- ★ Custom Finish Work
- ★ Carpentry & Machine Shop
- ★ Transport Service

MEMBER
ABYC
Setting Standards for Safe Boating

WWW.FKBY.COM (207) 833-6885 (800) 889-6885

Maine's Propeller & Fabrication Experts are
Now Your Source for Marine Hardware!

Nautilus Marine Hardware
2317 US HWY 1, SULLIVAN, ME
14 miles east of Ellsworth opposite Chester's Pike

Everyday low prices!

Commercial Fishing &
Boatbuilding Supplies Including:

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
- OIL GEAR • GLOVES
- ROPE & BUOYS • BILGE PUMPS

NAUTILUS
MARINE HARDWARE

207-460-6778

2317 US Hwy 1 - Sullivan, ME 04664

LOOK FOR THE CROW'S NEST!

163 Orion St.
Brunswick, ME 04011
Phone 207-729-3303
Fax 207-729-0027

www.bamforthmarine.com email: salesandservice@bamforthmarine.com

Gary Favreau - Scott Favreau

DYSART'S
GREAT HARBOR MARINA

Full service marina in the heart of the Acadia National Park

West Marine • Maine Point Embroidery • WiFi • Hinckley Yacht Service
Little Notch Bakery & Cafe • Diesel • Ethanol Free Gas • Mail and Fedex •
Yacht Provisioning • Alongside Floating Docks • Inside/Outside Boat
Storage • Shoreside Accommodations • Upper Deck Seafood Restaurant

Tel: (207) 244 0117 • www.dysartsmarina.com • VHF Channel 9
No. 11 Apple Lane • PO Box 1503 • Southwest Harbor • Maine • 04679

Boat And Ship Yard News



This Haven 12 1/2 was started by one person, but just ran out of time to finish it. She is now owned by another person who is having her finished off by Eric Dow in Brooklin.

Eric Dow Boatbuilder Brooklin

In the original shop Eric is working on a Haven 12½, which was started about 30 years ago. The builder went to the WoodenBoat School and took several classes. Unfortunately, Eric thought they got too old to complete the project and he sold it. The next owner had it several years thinking that he would finish it. Then he bought a Triad Trailer and dropped it off during the Christmas holidays and was told it would get done when they found the time. Well, Eric

looked at that the other projects and thought this would be a lot more fun to do. He said that he will not be able to complete it, as other projects are more pressing. Over the last month he as framed up the front end and lazarette, bolted the lead keel on and then he will finish up the bottom.

He then has several other 12½s that need to come in for various issues, many with leaky centerboard trunks.

In the other shop they have a 34-foot Bunker & Ellis cruiser, which has had a top-sides wooded, seams routered and filled with



This is the transom of the 34-foot Bunker & Ellis being replaced at Eric Dow's boat shop in Brooklin. It was single planked, but they decided to double plank it so it was more stable.

Microlite and then repainted. They are also replacing the transom. They have removed the single planks and will double plank so it is more stable.

The plane is on hold, while they work on the Bunker & Ellis. Once the Bunker & Ellis done and gone they will start again on the plane. The wing assembly is done they will start on the fuselage next.

The new paint and vanish shop, with radiant heat, is working well. Eric's daughter works in there and has been doing a lot of cosmetic work on 12½s and other storage boats getting them ready for the upcoming season.

Besides all the regular spring work that is ongoing, they have a couple of peapods and 10-foot rowboats to finish off. Eric has a partially finished Shellback he purchased to finish. He also has a Nutshell framed out and partially planked.

John Williams Boat Yard Hall's Quarry

They are repowering two boats this winter, the first boat is a Wesmac 38. She is having her old 6 cylinder Yanmar replaced with a C71 Catepillar diesel engine with a full sound package and new propeller. The second boat is a Wilbur 34. She is currently powered with an old Volvo engine and this will be replaced with a new 440-hp Yanmar diesel. This is a bigger job because she has a flybridge and an enclosed pilot house. They have taken apart the aft end of the pilot house and are now redoing the exhaust system as

well as some wiring.

A Newman 32 had constant use 365 days a year, by the now owner's father. The son had a lot of work done last year making her a day cruiser. This year they are doing full deck and pilothouse paint, replacing toe rails, new platform decking, replace all port lights and hardware.

A Stanley 36 has new owners and this winter they are having all her exterior varnish redone. They will also add a new stainless steel bow pulpit, stanchions and lifelines, removable davits, new dinghy with a lifting system, mechanical and carpentry upgrades, and maybe opt to have the hull Awlgrippied.

A Stanley 38 is in having her main engine rebuilt, installing a pullout freezer/refrigerator, electric hatch over the V-berth, and extensive interior varnish.

There are three or four boats that will have their bottoms soda blasted and an epoxy barrier coat applied.

A Hinckley 40 is receiving a completely new electronics package. They are also doing mechanical upgrades that includes: all the waterlines, pumps.

A Morgan 45 came from the Great Lakes and they are making changes to make her more comfortable in Maine waters. They are adding a dodger, windlass and other amenities.

There are dozen wooden International One-Designs in one of the storage sheds and they all have spring maintenance to do.

The brokerage has been very active as they have closed on three boats just in January and put another under contract. The problem here is that the good inventory is shrinking not just with them, but around the country. With few good quality boats on the market is there more interest in new boats? They said that they have had people inquire, but no one has signed a contract yet. One was interested in a 42 or 44 and the other was looking for a one-off.

Sargent Boats Milbridge

In the left bay of the shop they have a Dixon 45, which is being finished off as a lobster boat for a fisherman from Vinalhaven. She has a split-wheelhouse, berths for four below with simple galley, work bench and a couple of cabinets and room under the platform for 40 crates. She is powered with an 800-hp V8 MAN. She will be ready to go over mid-spring.

In the other bay they are putting the final touches on a sportfisherman for a customer from Newburyport, MA. She is well-appointed with a berth forward, galley and head below. Up in the shelter she sports a settee with a drop down table that makes into another berth. She also sports a hydraulic bow thruster, hydraulic pot hauler, twin helm

Boricua Custom Boats
917 US Route 1, Steuben, Maine (at Kennedy Marine)
(207) 540-5025

www.boricuacustomboats.com

From winning races to
cruising or power boating
use Hallett Canvas & Sails
to get you there. **Made in the USA.**

Still time to winterize
your canvas and sails

- **Wash, Check & Repair** (In house)
- **Clean & Waterproof** (Canvas)
- **Repair & Store Only**
- **Wash & Store Only**

HALLETT CANVAS & SAILS
215 Foreside Rd, Falmouth, Maine
(207) 781-7070 (800) 639-9907
www.hallettcanvasandsails.com
www.h2ube.com

Photo Anne Blanchard

Photo Anne Blanchard

Boat And Ship Yard News



At Sargent Boat in Milbridge they are almost done finishing this Mitchell Cove 35 out as a sportfisherman for a customer from Newburyport, MA.

stations, bait well built into the transom, and storage and fish box under the cockpit floor. She will be launched this spring.

Next, they have a Mussel Ridge 42 coming in to be finished off as a lobster boat.

Outside they have a South Shore 38 lobster boat that will come in and be gutted and rebuilt.

A Calvin Beal 36 is coming in to be lengthened four feet. Joe said that he has been looking forward to this project, saying that a Calvin 36 goes nice, but I thought adding another four feet should make her go even better. He said, "I will cut the stern

off, move it back 4 feet and follow the angle of the horn timber so it doesn't make a big trim tab."

Their 33 mould is at Front Street where they are being laid up. They are currently laying up one for a customer from Gloucester. Joe also purchased the Crowley 23 mould and he is having Don Crowley and Jim Beal laying them up this winter. They sent one out the end of January and are now laying up another, which they will be finishing out.

Continued on Page 19.



This is a well-done homebuilt outboard boat sitting at Bamforth Marine in Brunswick. She was there getting her engine installed.

Newman Marine Brokerage

Looking for a boat to enjoy summers on the water?

Call Newman Marine Brokerage to look for a boat to suit your needs!



We have been selling sail and power boats for over 30 years

254 Main Street, Southwest Harbor, Maine
207-244-5560 www.jarvisnewman.us info@jarvisnewman.us



The only boatyard you'll ever need

- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- 300-ton Travelift • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- NEW online parts shopping www.shopportlandyacht.com

WESTERBEKE
Engines & Generators

PLATINUM
CERTIFIED

SUZUKI
MARINE

YANMAR

VOLVO
PENTA

PORTLAND
SHIP
YARD



PORTLAND
YACHT
SERVICES

100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com



HEWES & COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine
www.hewesco.com gardner@hewesco.com

CNC machined bulkheads and moulds
Cabinetry, varnish, & Corian
for the marine industry



PowerProducts

"THE POWER SOURCE"

SYSTEMS, LLC

Complete engine packages for new builds and repowers



VOLVO PENTA

Portland, ME Wakefield, MA Cranston, RI

Drew Weaver (978) 821-9826 dweaver@powerprodsys.com

Joel Rumelhart (207) 632-6868 jrumelhart@nedda.com

MARINE FINANCING

New Boat Construction • Used Boat Loans
Traps & Gear Loans • Refinancing & Repowering



MAINE
FINANCIAL GROUP

A Katahdin Trust Company Affiliate

CONTACT: Jim Amabile • 1.800.974.9995

144 US Route One • Scarborough, Maine 04074

MEMBER FDIC EQUAL HOUSING LENDER

Maine's Boatbuilders & Repairers

HOLLAND'S BOAT SHOP, INC.



Mill Lane, Belfast, Maine 04915 • (207) 338-3155

CUSTOM WOODEN BOATBUILDING & REPAIR
SINCE 1973



 **Richard Stanley** 
CUSTOM BOATS

PO Box 275
13 Little Island Way
Bass Harbor, ME 04653

207.244.3795
www.RichardStanleyBoats.com
richard@richardstanleyboats.com



- 24'x24'x85' Professional Spray Booth
- 50 & 75 Ton Travelift
- Mobile Crane Service
- Complete Fabrication/Fiberglass Repair Facility
- Slips - Mooring - Fuel
- Certified Diesel/Outboard Sales & Service
- Local and Long Distance Boat Transport

120 Tillson Ave Rockland, Maine
(207) 594-0400 www.journeysendmarina.com
info@journeysendmarina.com



The Stanley 38

 **John Williams**
Boat Company
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.
207.244.7854 / info@jwboatco.com / www.jwboatco.com
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660

**Home of the Calvin Beal
and Young Brothers Boats**



CALVIN BEAL
30 - 34 - 36 - 38 -
42 - 44 - 46

**SW Boatworks™**
MADE IN MAINE
207-667-7427
www.swboatworks.com
swboatworks@gmail.com

YOUNG BROTHERS
30 - 33 - 35 - 38 -
40 - 42 - 45 - 46

**YOUR FUTURE
STARTS HERE**
at The Landing School

Diploma & Degree Programs, plus Short Courses
Wooden Boat Building, Composite Boat Building,
Yacht Design and Marine Systems

OPEN FOR APPLICATIONS NOW



Email brian@landingschool.edu or text 207 467 5012
or call The Landing School at 207 985 7976
to start talking about your future with boats today

THE LANDING SCHOOL 

www.landingschool.edu



INTRODUCING THE ALL NEW COMMERCIALLY RATED
YANMAR 6LF & 6LT ENGINE SERIES!



YANMAR 6LF SERIES
(UP TO 550 HP @ 3000 RPM)

6LF485
6LF530

6LF550 *(Recreational Only)*



YANMAR 6LT SERIES
(UP TO 640 HP @ 2530 RPM)

6LT500
6LT580

6LT640 *(Recreational Only)*

CONTACT YOUR LOCAL DEALER FOR MORE INFORMATION

Moose Island Marine Inc.
Eastport, ME 04631
(207) 853-6058

Front Street Shipyard
Belfast, ME 04915
(207) 930-3740

Hodgdon Yacht Services Llc
Southport, ME 04576
(207) 633-2970

Yankee Marina & Boatyard
Yarmouth, ME 04096
(207) 846-4326

Toppin's Diesel & Marine
Columbia Falls, ME 04623
(207) 483-2382

Lyman -Morse Wayfarer
Camden, ME 04843
(207) 236-4378

Gillespie Marine
Wiscasset, ME 04578
(207) 504-2652

Portland Yacht Services
Portland, ME 04101
(207) 774-1067

Billings Diesel & Marine
Stonington, ME 04681
(207) 367-2328

Journeys End Marina
Rockland, ME 04841
(207) 594-4444

Derecktor Robinhood
Georgetown, ME 04548
(207) 371-2525

Casco Bay Diesel
Portland, ME 04103
(207) 878-9377

Seal Cove Boatyard
Harborside, ME 04642
(207) 371-2525

Gamage Shipyard
South Bristol, ME 04568
(207) 644-8181

Safe Harbor Great Island
Harpwell, ME 04079
(207) 729-1639

Kittery Point Yacht Yard
Kittery, ME 03904
(207) 439-9582


Downeast Diesel
Southwest Harbor, ME 04679
(207) 244-5145

MACK
BORING & PARTS CO.

mackboring.com | 800-MACK-ENG

Or contact JAY PERROTTA directly for more information.
(207) 233-6516 • jay@mackboring.com

The Power To Go There



Samoset Boatworks

Building boats in the Maine tradition

Matt Sledge Custom Finisher

Current Project: 48' Mussel Ridge Sportfishermen

(207) 633-8350 106 Industrial Park Rd., Boothbay, Maine matt@samosetboatworks.com

H & H MARINE INC.





H&H Marine Inc. builds quality working craft from 25 to 47 feet. Custom layouts are available. Come visit us at our shop, and see first hand the quality we build with "Downeast Pride"!

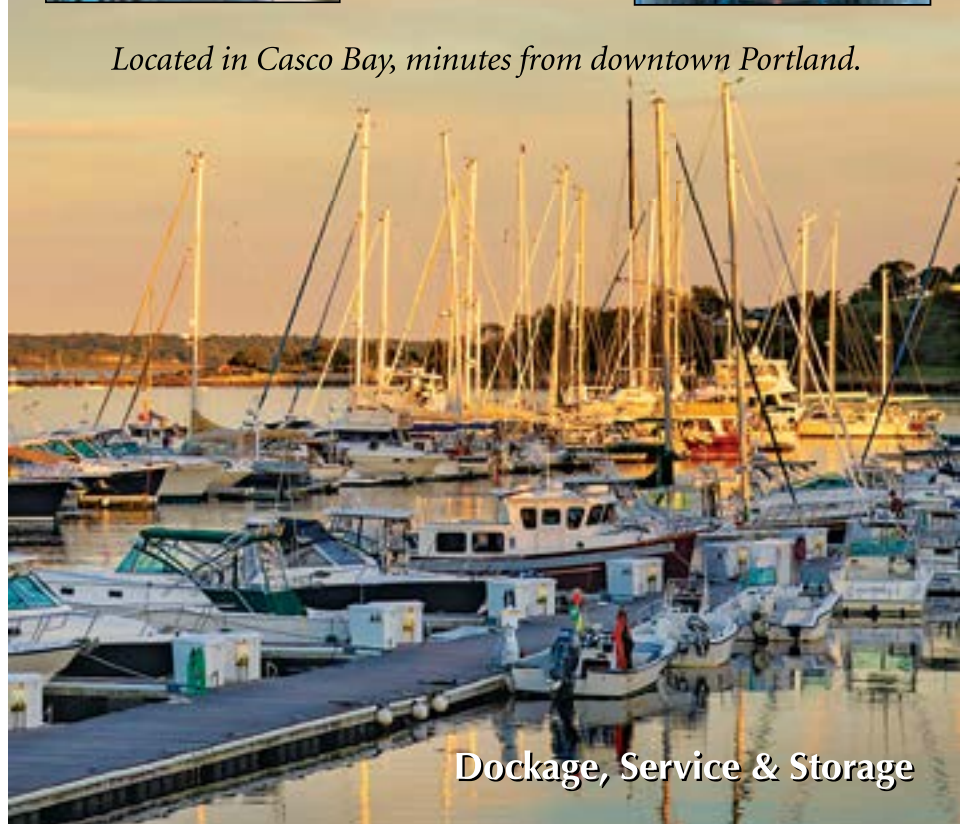
P.O. Box 932, Steuben, Maine 04680 (207) 546-7477 www.hhmarineinc.com

MAINE YACHT CENTER

A Perfect Place to Refuel, Refit, and Relax



Located in Casco Bay, minutes from downtown Portland.



Dockage, Service & Storage

100 Kensington Street • Portland, Maine
207.842.9000 • www.maine yacht.com

Boat And Ship Yard News



This is a Mussel Ridge 28 (ex-Wayne Beal 28), which was finished off as a lobster boat for a local fisherman by Wayne Beal Boat Shop in Jonesport.



After striking a ledge off Jonesport DEBBIE D. was brought into Wayne Beal Boat Shop in Jonesport for repairs. They have removed 16 1/2 feet of her keel and repaired other damage inside the hull. She will be done late this winter.

Continued from Page 15.

Wayne Beal's Boat Shop Jonesport

There is always something interesting going on at this shop.

In the back they have DEBBIE D., which struck a ledge and did significant damage to her keel in early January. She came in the shop the end of January and they cut away 16½ feet of her keel including the skeg. To make this repair they are going to bring the Wayne Beal 42 mould in and lay up the section of keel. Right now they were putting layers of glass inside the keel. Once this is repaired they will glass on the new keel section. There was also some other damage around the hauling side where the bulkhead is attached and in the lazarette.

Right next to DEBBIE D. is the brand new CHRISTY ANN, which is a Mussel Ridge 28 (ex-Wayne Beal 28), which they finished out as a lobster boat for a local fisherman. She is powered with a 420-hp Iveco and is now ready to go over to Dennis' Welding on Beals Island to have her electronics and hydraulics installed.

On the right side of the shop they are laying up a Wayne Beal 32, which is Jeremy Beal's new race boat. They also have the top mould inside and they have the top almost done and ready to lift up on the 32. The engine, an 800-hp Nanni, should be here in early February that should push her along pretty well.

Next they have a Wayne Beal 42, powered with a 450-hp Cummins, to lay up for

a local fisherman. Jeremy thought she would be going to Kennedy Marine Engineering in Steuben to be finished.

Outside they have a Calvin Beal 38, which will be coming for repairs after the owner found a rock. Next to her is a Repco 37 which is coming in for a new cabin. They also are replacing the cabin on a wooden Calvin Beal lobster boat, which was built in 1984. A fisherman from Perkin's Cove Ogunquit is shipping his boat up, a Crowley Beal 35, which they are going to add two feet to and then redo the house and platform. A Young Brothers 'Slippery' 38 is outside and she is probably a summer project. She is getting repowered with a 400-hp John Deere. Then there is an Osmond 29 that needs to be refurbished as well as one of their Wayne Beal 36s.

Not enough, Jeremy also believes he has a Millennium 50 that will be finished out as a lobster boat; two dinghies for local fishermen, and a repair job on the skeg of a Wayne Beal 40.

Call for our catalog, featuring models of historic Maine vessels, like the 1877 schooner CHARLES P. NOTMAN.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567
Online at: www.bluejacketinc.com

Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567

**Fishing access
along the
Kennebunk River**

We supply the bait, tackle & boat
you supply the time to relax!

Saco Bay Tackle supplies on site.
For Rent: Power boats, canoes, and kayaks

Call 207-967-3411
or stop by 67 Ocean Avenue

OCEAN PURSUITS
A Full Service Boat Yard

Specializing in Marine
Electrical Systems
Restorations
Mechanical
Storage
Fiberglassing
Rigging
Moorings

Rockland, Maine
207-596-7357 fax 207-596-9944
www.oceanpursuits.com

ALUMINUM AND STAINLESS STEEL BLOCKS REBUILT

STAINLESS STEEL INSERTS IN YOUR ALUMINUM BLOCKS

IASCO LLC

190 US RTE 1, Columbia, ME 04623
207-483-4300 Steve.iasco@yahoo.com

WE ALSO RECONDITION STAINLESS STEEL BLOCKS

NEED TO MOVE YOUR BOAT?

CALL YORK'S BOAT TRANSPORTATION

YORK'S MARINE

11 Gordon Drive
Rockland, Maine 04841

(207) 596-7400
www.yorkmarineinc.com

Vendee Globe: 14 Finished - 11 to go!



Armel Tripon's L'OCCITANE EN PROVENCE up on her foils.

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 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.

In the last issue Yannick Bestaven on MAITRE COQ IV was in the lead by 212 miles and the top ten boats were all within 600 miles of the leader. Things were going to get interesting as the lead boats worked their way up the Southern Atlantic towards the finish.

8 January, Day 62

Pip Hare (MEDALIA), who had a crack in the rudder shaft, announced that she was

bruised and hurt everywhere, but the new rudder was in place. She put out a drogue, with no sails up, in winds about 16 knots. Pip said there was a lot of pleading with mother nature and the boat, but after an hour and a half the rudder was in place. Due to the rudder issue she had lost two spots but was back in the race with about 900 miles to go to Cape Horn.

Manuel Cousin's (GROUPE SETIN) did an unwanted gybe causing damage. The biggest issue was a tear in the mainsail, which he was forced to drop and make repairs to.

The weather forecast shows that the lead group will get more bunched up as they head up the Atlantic.

9 January, Day 63

Three boats are nearing Cape Horn, Alan Roura (LA FABRIQUE), followed by Arnaud Boissières (LA MIE CALINE-ARTISANS ARTIPOLE) and Pip. They are in the midst of a low-pressure system with heavy air, which will follow them around the Horn. A couple of boats further back are in 50 knots of wind and one was knocked almost down.

Bestaven's lead has shrunk as Charlie Dalin's APIVIA makes up miles in great conditions (flat seas and 15-20 knots of wind) for a foiler. Dalin said of the new foilers that the sea conditions in the Southern Ocean were the biggest issue, however, he added that winds were gusting and that was not helpful either. Looking ahead, he said the high-pressure system was going to be hard to judge.

10 January, Day 64

Bestaven's lead is still shrinking with five competitors within 345 of the leaders. Who gets through the cold front and to the easterly trade winds first will benefit greatly.

Isabelle Joschke (MACSF) is nursing her boat a long after losing the ram that was holding the keel in the centre position. She also had water coming in, which she hopes to have stopped. She was disappointed with having to withdraw but pleased at what she was able to accomplish.

Bestaven will be the first to the cold front, but he still has to stay out of the light areas as four competitors are in the hunt for the top spot.

11 January, Day 65

Bestaven, who has led for 17 days and is further to the west, now has just a 38-mile lead with Charlie Dalin second.

Arnaud Boissières rounds Cape Horn at 1135hrs UTC. An hour and a half later Roura rounds, followed by Jérémie Beyou (CHARAL) at 1534 hrs UTC. Jérémie was the fastest Cape to Cape with a time of 30 days 14 hours 27 minutes.

12 January, Day 66

New leader, Charlie Dalin over comes a 435-mile deficient and passes Bestaven. They are followed by Damien Seguin (GROUPE APICIL), Thomas Ruyant (LINKEDOUT) and Louis Burton (BUREAU VALLÉE 2). It is a guessing game trying to figure out what will be the best course to reach the easterly trade winds. Once into the trade winds the way to the best way to the finish will not be easily identified. To others the bigger question was how is their boats? Nobody was offering this information, but some suspect that they were less than perfect.

At 0156 Pip Hare rounded close to Cape Horn where she found a nice breeze and a flat sea. She even called and talked to the lighthouse keeper.

13 January, Day 67

The leaders are reaching up the Brazilian coast to Recife with Dalin in the lead over Bestaven by a mere 10 miles. In sixth place Boris Herrmann (SEAEXPLORER

YACHT CLUB DE MONACO) was feeling good that his larger foils would help him gain on those in front of him, but he cautioned that this would come down to the weather conditions. Anyone with an advantage can make up a lot of distances in long races.

Stephane Le Diraison and Didac Costa round Cape Horn and following later in the day was Kojiro Shiraishi.

14 January, Day 68

Dalin still held a 20-mile lead over second place Louis Burton (BUREAU VALLEE 2). They are on starboard tack, which should last a long time. However, there are conditions ahead, which will mean sail changes, reefing and tacking.

Herrmann is still gaining on the leaders, due to good foiling conditions. He felt good about his progress and thought it would be incredible if the lead pack all finished on the same day.

The weather looks like there could be a problem with a high-pressure system around the Azores. Despite this, many feel that it is going to be a quick run to the finish at Les Sables d'Olonne.

Pip Hare has made a repair to a boot seal on the rudder she replaced, which was leaking. She also lost her life raft and the two combined for a penalty of 150 minutes.

15 January, Day 69

At Cape Horn Herrmann was 10th and 805 miles back of the leader. His main advantage is the larger foils his boat has. He also gained staying to the east in more consistent conditions.

Bestaven is now 105 miles back of the leader in 6th place.

Isabelle Joschke (MACSF) is nursing her damaged racer to Brazil, about 1,000 miles away.

16 January, Day 70

The front group of six racers are pouring over the weather data and trying to make the right decision as to the best course to the finish. Weather forecasting has gotten better and these racers are using real-time satellite images. They also must take into account the warmer currents as they cause convection.

Dalin and Burton are still in a very close battle at the front of the leading pack. They are in the southeasterly trade winds, which are propelling them at speeds around 20 knots. Herrmann changed his course in the overnight and is going more than 20 knots.

Sébastien Destremau (MERCY) announced he was retiring from the race. He has had problems with his autopilots and steering system. He said he was sailing to New Zealand where the repairs could be made.

Sam Davies (INITIATIVES COEUR) was forced to retire after hitting something in the water off South Africa. She and her team made repairs at Cape Town and she opted to continue round the world. She was not pleased being so far behind but knew that she was still helping a lot of children with health issues. Go on her website or Facebook page and her sponsors donate money to the cause.

17 January, Day 71

Dalin was benefitting from a more easterly course, while Herrmann was slowed further to the west. Herrmann has been in confused conditions but hoped that would change during the night.

Miranda Merron rounds Cape Horn in 22nd place.

Pip had another issue when a controlling line on her keel canting system snapped and needed to be replaced.

18 January, Day 71

Dalin and Burton were the first to come out of the Doldrums, with Dalin slightly in the lead by 48 miles. Herrmann lost more miles in the Doldrums during the night.

PENOBSCOT MARINE MUSEUM

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

See the images online:
penobscotmarinemuseum.org/national-fisherman/

THE NATIONAL FISHERMAN COLLECTION

@ PENOBSCOT MARINE MUSEUM

www.penobscotmarinemuseum.org
Route One, Searsport, Maine 04974 ■ 207-548-2529

LB2012.15.8056

Vendee Globe: 14 Finished - 11 to go!

However, he is a good position to the north and this should allow him to regain some of those miles.

The lead pack is now looking to find the best place to cross the high-pressure ridge and then to a low-pressure system coming from Canada.

Due to the closeness of the front nine racers, there is no letting off the gas. At this point many of the boats have some sort of issues and being conservative would be prudent, but when things are this tight that is not how you win.

19 January, Day 72

The weather forecast remained unchanged as did the leader, Dalin still being closely chased by Burton.

20 January, Day 73

New leader as Burton has a very slight lead over Dalin. Burton is also further north and in better conditions giving him a better speed. It is thought he should be able to skirt the high and get into the low first and make the run for the finish. Dalin said that the two would meet off the Azores and battle to the finish.

Herrmann was able to find better sailing conditions and has made back some of the miles he had lost.

The early prediction is that six boats will finish the same day, which is thought to be 27 January.

21 January, Day 74

Thomas Ruyant (LINKEDOUT) was displeased with the fact that he could not push his boat to its potential due to the missing port foil. Bestaven had made repairs to some of the issues he was suffering with and felt that he was near 100 percent now. He did add that he would not be able to use some of his sails, but that should not be much of a handicap.

The lead pack was getting tight and

it was anyone's guess who would find the podium. Some thought it was who get the southwest winds first and who can sail best downwind. One mistake could be disastrous.

Presently Dalin leads second place Herrmann by 77 miles. However, Burton is further to the north and it was thought in a good position to have better sailing conditions.

The Japanese skipper Kojiro, who is 19th, is pleased with his position and says he is the happiest man in the world.

22 January, Day 75

Dalin, Burton and Herrmann emerged from the high-pressure system and into the low and this should allow them to gain separation from the other competitors. It is all about staying in the wind, lose it, you get left behind.

Dalin has a 65-mile lead over Burton, but who would cross the line first was still anyone's guess. Also, remember that there are three racers (Herrmann (6 hours), Bestaven (10 hours and 15 minutes) and Le Cam (16 hours and 15 minutes)) in the lead pack that have redress for their part in the rescue of Kevin Escoffier on 30 November.

23 January, Day 76

Still too close to call – Dalin has a 34-mile lead on Burton with Herrmann 62 miles back. There were some changes to Burton's track and it was wondered if he was having issues. A call from race headquarters went unanswered and they figured he may be changing sails. A little later they noticed his speed was back up.

It is thought that when Dalin gybes off the Azores he should be able to gain separation from Burton, who does not have foils on his racer.

Jean Le Cam is in 8th 492 miles behind the leader, most since his boat is not fitted



Charlie Dalin's APIVIA was first over the line, but ended up second due to redress for Yannick Bestaven's (MAITRE COQ IV) time spent in the rescue of Kevin Escoffier.

with foils. He will still get a very warm welcome at Les Sables d'Olonne due to his rescue of Kevin Escoffier on 30 November.

Sam Davies, though retired from the race, rounds Cape Horn.

24 January, Day 77

Burton now is leading Dalin by a mere 5 miles. Dalin then gybed off the Azores and is now on port, which will allow him to use his foils and this means more speed.

Bestaven has decided to go further north hoping for stronger winds in the oncoming low.

Pip and Leslie Stretch, CEO of Medalia, her sponsor, said that after the race they should go looking for a new boat.

25 January, Day 78

Predictions are for a very close finish and with the redress times the one to cross first may not be the winner.

The winds on the Bay of Biscay had been light but are predicted to strengthen. Dalin is now going well because he can use

the port foil. This gave him back first place with Burton a close second.

26 January, Day 79

Of the top five contenders, who would be first across the finish line? Could it be Dalin, Herrmann, Burton, Ruyant or Bestaven. After 80 days and almost 25,000 miles since the start, just 295 miles separate these top five racers. Dalin has an 85 miles lead over Herrmann and should be the first to cross. However, could Herrmann pull out a miracle and be the first non-French winner?

Dalin and Herrman are on the shortest route to the finish with Burton, Ruyant and Bestaven on the northerly course, which is longer, but faster.

27 January, Day 80

The redress for Bestaven, Le Cam and Herrman will certainly come into play as the top boats near the finish line. Dalin will cross first, Herrmann is expected to finish second

Continued on Page 22.

International Maritime Library

New Version 3 Now Online @ internationalmaritimelibrary.org

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.

To make this happen we need support, please help us do more!

I want to join

- ☐ Admiral of the Fleet \$1,000.00
☐ Admiral \$500.00
☐ Commodore \$250.00

- ☐ Captain \$100.00
☐ Lieutenant \$50.00
☐ Midshipman \$25.00

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Send to:

The International Maritime Library, P.O. Box 710, Winterport, Maine 04496

Dedicated to the Preservation of Maritime Writings

SUMMARY OF ASMFC WINTER MEETINGS

Continued from Page 12.

landings information by category such as from the Episodic Set-Aside Program and incidental catch. Preliminary 2020 landings will be available in the coming months through state compliance reports, due April 1st, and the Board will continue discussions on commercial allocations at the Spring Meeting.

The Board also briefly discussed the management of Atlantic menhaden in the Chesapeake Bay and data needed to expand the stock assessments to include spatial dynamics. The 2020 single-species and ecological reference points (ERP) benchmark stock assessments evaluated Atlantic menhaden coastwide as a single population and described the ecological impacts of its population on key predator and prey species. Currently, the models used to assess Atlantic menhaden do not have spatial or seasonal dynamics although that remains a long-term goal. The Board tasked the Technical Committee and ERP Workgroup with identifying and prioritizing data or data collection programs necessary to develop the ERP models to include spatially explicit information, with particular interest in the Chesapeake Bay, to be considered at their next Meeting.

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

Motions

No motions made.

ATLANTIC HERRING MANAGEMENT BOARD

The Atlantic Herring Management Board met to set 2021-2023 fishery specifications. The New England Fishery Management Council (Council) approved 2021-2023 fishery specifications back in September 2020 through Framework 8. The framework proposes a lower sub-annual catch limit (ACL) for Area 1A in 2021 (1,391 mt) and 2022/2023 (1,184 mt) based on results of the 2020 Management Track Assessment and following the acceptable biological catch (ABC) control rule outlined in Amendment 8.

The Board reviewed the specifications at the 2020 Annual Meeting, and set seasonal allocations for the 2021 fishing year based on the information, but decided to wait to take action on the 2021-2023 specifications until NOAA Fisheries had released a final rule on the framework. While a final rule had not been published at the time of this meeting, the Board approved the specifications as outlined in the Council's framework (see table below) contingent on a final rule being published by NOAA Fisheries.

The Board also received an update on the Council's Amendment 8. Approved in 2018, the Amendment's purpose is to establish a long-term ABC control rule for Atlantic herring that explicitly account for herring's role in the ecosystem. Additionally, the Amendment addresses the biological and ecological requirements of the species by establishing a restricted area prohibiting fishing with midwater trawl gear to prevent potential localized depletion and user group conflicts. The restricted area is inshore of 12 nautical miles U.S./Canada border to the Rhode Island/Connecticut border and inshore of 20 nautical miles off the east coast of Cape Cod. In considering potential impacts of the new restricted area to state waters fisheries, Maine and New Hampshire currently do not allow midwater trawling in their state waters. Massachusetts and Rhode Island are reviewing potential loop holes that allow state only permitted midwater

trawl vessels to fish in the restricted area and addressing them where needed. NOAA Fisheries released a final rule of the Amendment in January 2021 with an effective date of February 10, 2021.

Lastly, the Board received a brief update regarding ongoing discussions between Commission and Council leadership on coordinating state and federal herring management. Following a meeting that occurred between the Executive Directors of the Commission and Council and NOAA attorneys, Commission and Council leadership will reconvene to continue coordination discussions and review the responsibilities of each management body. Further updates on this coordination effort will be provided at the next Board meeting.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at EFranke@asmfc.org or 703.842.0740.

Motions

Move to approve the following Atlantic herring specifications for 2021-2023 as recommended by the New England Fishery Management Council contingent on the final rule being published by NOAA Fisheries:

For 2021: Annual Catch Limit (ACL) = 4,814 mt; Domestic Annual Harvest = 4,814 mt; Border Transfer = 0 mt; Area 1A Sub-ACL = 1,391 mt; Area 1B Sub-ACL = 207 mt; Area 2 Sub-ACL = 1,338 mt; Area 3 Sub-ACL = 1,877 mt; Fixed Gear Set-Aside = 30 mt; Research Set-Aside as % of Sub-ACLs = 3%.

For 2022 and 2023: Annual Catch Limit (ACL) = 4,098 mt; Domestic Annual Harvest = 4,098 mt; Border Transfer = 0 mt; Area 1A Sub-ACL = 1,184 mt; Area 1B Sub-ACL = 176 mt; Area 2 Sub-ACL = 1,139 mt; Area 3 Sub-ACL = 1,598 mt; Fixed Gear Set-Aside = 30 mt; Research Set-Aside as % of Sub-ACLs = 0%

Motion made by Ms. Ware and seconded by Mr. Abbott. Motion passed by unanimous consent.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

The Commission's Atlantic Striped Bass Management Board approved for public comment the Public Information Document (PID) for Draft Amendment 7 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped Bass. As the first step in the amendment process, the PID seeks input from stakeholders and those interested in striped bass about changes observed in the fishery/resource and potential management measures.

The last time a new plan amendment to the Atlantic Striped Bass FMP was adopted was in 2003 (Amendment 6). Since then, the status and understanding of the striped bass stock and fishery has changed considerably which raises concern that the current management program no longer reflects current fishery needs and priorities. The results of the 2018 Benchmark Stock Assessment in particular led the Board to discuss a number of prominent issues facing striped bass management. Consequently, the Board initiated the development of Amendment 7 in August 2020.

The purpose of the PID is to solicit stakeholder input on prioritizing the importance of each topic for continued development and potential inclusion in the Draft Amendment. The PID considers the following management topics: (1) fishery goals and objectives; (2) biological reference points; (3) management triggers; (4) stock rebuilding targets and schedule; (5) regional management; (6) management program equivalency (conservation equivalency); (7) recreational release mortality;

(8) recreational accountability; (9) coastal commercial quota allocation; and (10) other issues raised in public comments.

Stakeholders are encouraged to provide input on the PID either by attending state public hearings or providing written comment. It is anticipated that states from Maine through North Carolina will be conducting public hearings, likely in a virtual format, in March and April 2021. A subsequent press release will provide the details of those hearings. The Atlantic Striped Bass Management Board will meet at the Commission's 2021 Spring Meeting in May to consider public comment and provide direction to staff for items to be included in Draft Amendment 7.

The PID is available at http://www.asmfc.org/files/PublicInput/StripedBassAm7PID_PublicComment_Feb2021.pdf or via the Commission's website, www.asmfc.org, under Public Input. Public comment will be accepted until 5 PM (EST) on April 9, 2021 and should be forwarded to Emilie Franke, Fishery Management Plan Coordinator, 1050 N. Highland St, Suite 200A-N, Arlington, VA 22201; 703.842.0741 (FAX) or at comments@asmfc.org (Subject line: Striped Bass PID). For more information, please contact Emilie Franke, Fishery Man-

agement Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

Meeting Summary

The Atlantic Striped Bass Management Board met to receive a Technical Committee (TC) report on assessment model sensitivity to recreational release mortality assumptions; consider approving for public comment an updated draft of the Public Information Document (PID) for Amendment 7; and consider proposed study collecting information on the tube rig gear and a proposed exemption to the circle hook requirement for this gear.

The Board reviewed a TC report on the sensitivity of the stock assessment model to different scenarios of recreational release mortality. This TC task was the result of Board and public concern about the assumption of a coastwide 9% release mortality used in the assessment. The analysis focused on the sensitivity of the model to that assumption and addressed the question of whether model results or stock status would change if a different release mortality rate was used. The report highlighted that significant changes to the release mortality rate as-

Continued on Page 24.

Willis Beal - SILVER DOLLAR



This is a photograph of the jig, which is upside right. You can see the strongback on top with the stations attached and the top ribband would be the position of the top plank. Also, not there are marks on the ribbands and that is where the frames go.

Continued from from Page 1.

trap, it moved it and it would chafe the deck beam, the nails would rust off and when they did, you put weight on it you could shove it down and it would spread your boat. The older boats stood up well, but they would let go around the turn of the bilge. When I was constructing a boat I would put a knee at the bulkhead on each side and that gave you something extra to fasten the bulkhead to. Harold Gower was the first one around here that I know of that put that knee in. I also put a shelf, an extra clamp, in here that went 2/3 of the length of the boat set right up under the deck beams and they were all fastened down into that clamp. That gave it more strength."

Once the sharp-risers are in place the ceiling is next, which is also screwed in place. By adding the ceiling the model is now pretty stiff and should not move much. Then the platform is put down plank by plank followed by the cabin sole.

Then the hull is faired, caulked followed by a coat of paint.

The only thing below is a V-berth and that is built just like the real boat was. Willis was fitting the V-berth and said, "Next, I will start making up deck beams and this clamp is already beveled for the angle of the deck beams. You fit these right down into the clamp. The big boats I didn't do that. I just slotted where I put the beam in and chiseled it out. I put the same crown on my deck as I do on the top of the houses on these. The larger boats I used less crown on the deck,

wash boards and a bigger crown on the houses."

Once the decks are finished Willis will begin on the trunk cabin and the house. He builds these usually out of cedar, which he has from left over wood from the big boats. The planks he made out of laths from Hamilton Marine. He sawed them to the right thickness and then sanded both sides so you would never know they were once a lath.

Then comes lots of sanding and paint.

This model is going to a nine year old boy from Addison who saw it for the first time the end of January. When asked why a model of SILVER DOOLLAR, Willis explained, "He was going over here to the school and SILVER DOLLAR was sitting right across from the shop in the driveway for sale. He loved the looks of that boat. He started saving his money for the boat, but it worked out so he could have a model."

Presently, Willis has several people lined up for a model, he thought at least seven. "I expect after I build Alonzo's next one that I will build one for my brother," said Willis "He ordered one quite a while ago. It will be probably one of these, because he used MELANIE JEAN for 13 years."

There is no question Willis loves building these models. He must because after the last one he figured that he was working for about \$1.25 an hour. Once this model is done he has 400 traps to get ready for the season and his cruiser EIGHT BELLS needs paint and vanish before she goes over in June, but he loves doing it all.

SUMMARY OF ASMFC WINTER MEETINGS

Continued from Page 23.

sumption in the model resulted in significant changes to the scale of the population, but did not affect the final stock status determination. While having a more refined estimate of recreational release mortality may not change the assessment model performance for past years, the TC emphasized that reducing release mortality through management measures and angler education and outreach continues to be important for the recovery of the stock. In response to questions from Board members, the TC noted that it is important to understand and track how changes in recreational management (e.g. circle hook requirements) affect the stock trends in the future. The Board reiterated the importance of hearing from the public on the issue of recreational release mortality which is included in the PID as part of the Amendment 7 development process.

The Board also heard from the TC on the timeline for the next stock assessment update for striped bass, which is currently scheduled for 2021. Due to the impacts of COVID-19 on data collection and considering that 2020 is only the first year of Addendum VI implementation, the TC recommended that the stock assessment update be

postponed until 2022. The Board noted that COVID-19 may also impact data collection in 2021 and they may have to consider this issue again next year. The Board agreed by consensus to forward this recommendation to postpone the striped bass stock assessment to 2022 to the ISFMP Policy Board.

The Board then considered a proposed study by Maine and Massachusetts to collect information on the striped bass baited tube rig fishery and an accompanying request for a two-year exemption to the circle hook requirements for the tube rig gear. Addendum VI requires the mandatory use of circle hooks when fishing for striped bass with bait to reduce discard mortality in recreational striped bass fisheries. At their October 2020 meeting, the Board approved Addendum VI state implementation plans for circle hook requirements with the caveat that no exemptions to mandatory circle hook requirements will be permitted. Since then, the Commission and several states have received request to consider exemptions for tube rig gear. The Board heard from Maine and Massachusetts on their proposed study to assess the prevalence of baited tube rigs in the fishery and to assess the incidence of deep hooking (i.e. gut hooking). Some Board members expressed support for this

study and the need to re-consider this exemption considering the anecdotally low incidence of gut hooking with this gear. Some Board members reiterated concern that this exemption may lead to requests for other exemptions, making enforceability difficult and potentially undermining the intent of the provision. The Board accepted the Maine/Massachusetts proposal to study the tube rig fishery and approved a delayed implementation of the circle hook requirement for tube rig gear coastwide through 2022. Other states interested in participating in the study should submit a letter of intent to the Commission within two weeks.

The Board also discussed the uncertainty around the definition of bait and the differing interpretations of natural bait among states. The Board approved by consensus the creation of an ad hoc committee to develop a definition of bait that would require the use of circle hooks and method of fishing that would require the use of circle hooks as well as how to handle incidental catch. The ad hoc committee will report back to the Striped Bass Board at a special Board meeting to take place early March 2021 or as soon as possible.

Finally, the Board approved the following new members to the Striped Bass Advisory Panel: Andrew Dangelo and Michael Plaia representing Rhode Island; Dennis Fleming representing the Potomac River Fisheries Commission; and Nathaniel Miller representing New York.

For more information, please contact Emilie Franke efranke@asmfc.org, Fishery Management Plan Coordinator, or Toni Kerns tkerns@asmfc.org, ISFMP Director, or at 703.842.0740.

Motions

Move to approve the Public Information Document for Draft Amendment 7 to the Striped Bass Fishery Management Plan for public comment as modified today. Motion made by Mr. Fote and seconded by Mr. Gary. Motion approved by consensus.

Move to accept the Maine/Massachusetts proposal to study the tube rig fishery and, for the duration of the study, delay implementation of the circle hook requirement for tube rig gear through 2022 for all states in the striped bass management unit. Other states wishing to participate in a study on the tube rig fishery should submit a letter of intent to ASMFC within two weeks to ensure consistency in data collection. Motion made by Ms. Ware and seconded by Mr. Armstrong. Motion passes (11 in favor, 4 opposed).

Main Motion

Create an ad hoc committee established by the chair to develop a definition of bait that would require the use of circle hooks. This committee will report back to the Striped Bass Board at a special Board meeting to take place early March 2021.

Motion made by Mr. Hasbrouck and seconded by Dr. McNamee

Motion to Amend

Move to amend to add method of fishing that would require the use of circle hooks and how to handle incidental catch.

Motion made by Mr. Cimino and seconded by Dr. Davis. Motion passes (15 in favor).

Main Motion as Amended

Create an ad hoc committee established by the chair to develop a definition of bait that would require the use of circle hooks and method of fishing that would require the use of circle hooks and how to handle incidental catch. This committee will report back to the Striped Bass Board at a special Board meeting to take place early March 2021 or as soon as possible.

Motion passes by consent.

Move to approve Andrew Dangelo and Michael Plaia representing Rhode Island, Dennis Fleming representing the Potomac River Fisheries Commission, and Nathaniel Miller representing New York to the Striped Bass Advisory Panel.

Motion made by Mr. Gary and seconded by



Moving the lobster boat MICHELLE D. into the shop at Webhannet Boat Yard in Wells.

U. S. NAVY NEWS

Continued from Page 9.

Navy’s Gun Launched Guided Projectile program at the warfare center in Dahlgren, Virginia. The Rorie Award – named in honor of retired Rear Adm. C.J. Rorie, a former warfare center commander and NPS alumnus– recognizes excellence in performance of military personnel who contribute significantly to the effectiveness of the division’s operations.

According to command officials, Cross was recognized for outstanding leadership in the Gun Launched Guided Projectile effort leading a successful fielding of a guided projectile.

“I was able to work with some amazing scientists and engineers at Dahlgren,” said Cross. “The people and technology that are present here [in Dahlgren] are definitely world class. My time at NPS and my thesis research there made for an easier transition to the work at Dahlgren.”

Prior to being a technological leader at NSWCDD, Cross’ NPS research focused on how electromagnetic contacts coated with carbon nanotubes (CNT) could be applied to modern day weapon technology. Cross conducted his NPS thesis research at the NPS Railgun Lab, albeit while it was still under construction.

While the burgeoning Railgun Lab enabled Cross’ research, NPS’ multidisciplinary education prepared him to apply it, and to be a critical thinker and leader in the field.

“NPS prepared me by educating me into the science, technology, and real-world applications for which I have been working,”

said Cross. “In addition to a fundamental grasp of the scientific principles, I also received a bedrock foundation of how federal acquisition regulations work, and the systems engineering courses also taught me the fundamental principles of how the ‘system of systems’ work together to bring a new capability to the fleet and warfighter.

“All of this enabled me to hit the ground running in [Dahlgren] and understand the avenues a program can take to get capability to the warfighters as fast as possible,” continued Cross.

Whether developing railgun technology at NPS or NSWCDD, Cross agreed with McGlasson that railguns are appearing to be a more cost-efficient warfighting capability.

“Railgun and HVP technology would allow for far cheaper options to counter adversarial threats,” said Cross. “When you look at engagements, the cost per engagement becomes an issue that must be addressed for protracted conflicts. The logistics of having the depth of fire with HVPs, operating at their maximum capability, on shooting platforms starts to become extremely attractive.”

From the new Railgun Lab to the traditional classroom, Cross expressed that he’s the perfect example of how NPS can transform its military officer students into innovative leaders who can respond to emerging military needs.

“The science, curriculum and personal experiences [at NPS] are unmatched,” said Cross. “What I learned via the curricula, faculty and my fellow students positioned me to lead, excel, and make an immediate impact after graduation.”

Maine DMR News

Continued from Page 10.

Maine DMR Seeks Industry Input on Fishing Activity in Proposed Offshore Wind Site

Dear Industry Member,

Today, Governor Mills issued a letter to all commercial fishing license-holders outlining a series of actions to protect coastal fisheries from the impacts of offshore wind development.

These actions include a proposal for a 10-year moratorium on new wind projects for state-controlled waters, a review of offshore wind regulations, and an extension of the permitting timeline for the Gulf of Maine Floating Offshore Wind Research Array.

The Maine Department of Marine Resources is also seeking feedback from commercial and recreational fishermen on how and where fishing activities occur within the area of interest for a proposed offshore wind research array.

Please complete the following brief survey to provide your input which will be used in decisions around locating the proposed site: <https://arcg.is/LLfWj>

Upon completion of the survey, DMR staff may reach out for additional follow up and information as the process evolves.

A map of the proposed area is attached to this notice. The State is seeking information to narrow down the site to 16 square miles or less. Additional information on the proposed research array can be found at: <https://www.maine.gov/energy/initiatives/offshorewind/researcharray>

We are interested in how your fishing activity can help better define the research array and associated research plan. We intend to work with commercial and recreational fishermen to better understand the impacts of wind development in the Gulf of Maine. Ultimately the selected site will not exceed 16 square statute miles and will be connected to the electrical grid by an undersea cable to Wiscasset (Maine Yankee) or Yarmouth (Wyman Station).

First and foremost, the State seeks to avoid displacement of fishing activity, or if that is not possible, to minimize it. We intend to work with the fishing industry to evaluate available data that shows fishing activity, but we know that most of this data is either incomplete (limited in years) or does not include critical fisheries (lobster and tuna). Furthermore, fishing is very dynamic, and we know that areas that have been important historically or may be in the future may not be reflected in the data for areas with high current use.

The survey can be found at <https://arcg.is/LLfWj>

If you are in need of assistance completing this survey, or know someone who would like to participate but is unable to complete the survey online, please contact Carl Wilson, Director Bureau of Marine Science, at carl.wilson@maine.gov or (207)633-9538.

We estimate this survey will take 5-10 minutes to complete. If you choose to do so, we will follow up directly with you for additional comments.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

4 April
Page 8.
**From The Shipbuilding City.
Great Activity Prevailing in Bath
Shipyards and A Prosperous Season
Assured.—Vessel now on the Stocks.—
Some Recent Launches.—Big Ship-
ments of Ice.**
(Correspondence of The Journal.)

At the present time the shipbuilding outlook is very promising. All of the yards are filled with timber and vessels are rapidly going up. Crosby has the keel for a 600-ton three-masted schooner laid and timber in the yard for a four-masted vessel of 1150 tons which he is to build. At Rogers yard a three-masted schooner is framed, and Thursday afternoon he launched the big four-masted schooner R. F. PETTIGREW, for Jacob S. Winslow and Co. of Portland. She measures 183.7 feet long, 37.3 feet wide, and 18 feet deep. Her tonnage is 884.67 net.

Kelley, Spear & Co. are building a four-masted schooner for Captain Lavender on which the plankers have commenced work, and have the frames all in position for the Kimball schooner which is owned in Trevett. Their firm will build a large four-masted schooner for Joseph Church of Taunton. She will measure 230 feet keel, 46 feet beam, and 21 feet deep. She will ton about 1600 and has the largest measurements of any four-master ever built here. She is modelled more like a yacht than is the custom on such big vessels and will be a fast sailer. The New England Co. has a four-masted schooner all framed for Captain George C. Warren, of Barnegat, NJ, and the frames up for three others of their class, all over 1000 tons each and the ceilers have begun work on the Drake 500-ton schooner. This company have contracted for four other large four-masted vessels.

The Sewalls have their 800-ton schooner ceiled. This firm has recently purchased the Moses yard which adjoins theirs. The Morse Transportation Co. have the big 1600-ton schooner at their yard all ceiled and partly planked. G. G. Deering has the keelson in his 1100-ton four-master. Hawley will launch the next vessel. She is a small coaster for Boothbay parties. Donnell's schooner is being ceiled. John McDonald has commenced work on a yacht of the Burgess design. She will measure 105 feet long, 22 feet wide, and 13 feet deep. She will be a handsome boat and built for pleasure. New York parties are the owners. Houghton Brothers will soon commence work on their ship. The big coal barge INDEPENDENT which was built by the Morses last season is to be duplicated. Timber has already begun to arrive for its construction.

Men are busy day and night loading into vessels the ice which come now in freight cars from Livermore Fall, Farmington, Maranacook and several other places. The Farmington ice is very clear and measures 28 inches in thickness. The big coal barge INDEPENDENT load 5000 tons of this ice to a cargo. Wednesday afternoon Morse Brothers launched their three-masted schooner the EUNICE L. CROCKER. She measures 172.4 feet long, 37.3 feet wide and 13.4 feet deep. Her tonnage is 643.70. Captain J. B. Crocker of Franklin, MA, will command her. She is named for his daughter. This is the first vessel built by Morse Brothers, Maine's youngest ship builders, and is a credit to them. They will soon lay the keel for one of about 450 tons.

The frames for the new office at the Bath Iron Works are going up. A pile driver has been at work this week making a foundation for the new shops. The steamer COTTAGE CITY is rapidly being put in condition for sea. The iron works men are putting in her

engine and machinery. She will be ready to go on the route by May 1 the time specified in the contract.
HARRY C. WEBBER, Bath
March 29, 1890.

11 April
Page 1.
Hovey & Fickett, Milbridge, are doing a large business in their paving quarry this season. At present they have twenty-five cutters employed.
* * * * *

F. L. Osgood, yacht engine builder, Bangor, is having a busy season. He is now making a 15 hp yacht engine for Captain Hadlock of Islesford to replace a kerosene engine in one of his boats and is also to furnish a boiler for the same. He has recently shipped a 5 hp yacht engine to George A. Oliver of Gardiner and one of 5 hp to Boston.

Page 2.
**The Maritime Conference Report.
Congressional Action Recommended
upon many useful Regulations Concern-
ing Navigation on the High seas.**

The U. S. Delegates to the International Maritime Conference have completed their report, the following synopsis of which afford an idea of its scope. The recommendations made are in conformity with the views of the delegates from the other principal nations, and Congress will be asked to sanction them, in conformity with similar enactments by the other maritime powers. Congressional action is asked, at as early a date as possible, on regulations for preventing collisions at sea, for the navigation of all vessels of the United States upon the high seas, and in all waters connected therewith navigable by sea-going vessels, except where local rules are necessary, and it is earnestly recommended that such local rules be made to conform as nearly as possible to the international rules. The act to go into effect upon a date set by the President, such date depending upon acceptance of these regulations by the principal Maritime Powers represented at the Conference.

In regard to the series of resolutions about lights, lanterns, color of the glasses, etc., fourteen in number; the delegates recommend that resolutions 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11, be enacted as laws and embodied at once in the instructions now issued to inspectors of steam vessels, with the recommendatory clause changed to a man-

datory one, and that the subject of the better enforcement of the regulations, as embodied in Resolution No. 10, be also provided for by law. Resolution 13, recommending that single vessels be prevented from crossing the bows of leaders of squadrons of three or more ships of war in regular formation, was taken out of the regulations and place in the appendix thereto, to be brought to the attention of the various Powers, owing to its being an entirely new rule and one which would not result in benefit unless adopted and enforced by all maritime governments. Regarding Resolution 14, which relates to standing by a vessel with which there has been a collision, the Conference recommended that this be called to the special attention of the Governments. But the United States delegates recommend that it be enacted as a law by Congress, changing the recommendatory clause to a mandatory one, with the provision that in case of failure so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect or default. Under General Division 2, of Regulations to determine the seaworthiness of vessels it is recommended in regard to construction of vessels, that a Board of Experts be appointed to consider the recommendations made by the Conference, with the view of determining the practicability of establishing suitable rules for the construction of vessels.

The U. S. delegates recommend the revision and the better enforcement of the laws now in existence and the enactment of new ones covering all necessities, especially as to the inspection of sailing vessels, their equipment and appliance. Under the division of uniform regulations regarding the designating and marking of vessels the Conference agreed to the following: The name of every registered merchant vessel shall be marked upon each bow and upon the stern, and the port of registry of every such vessel shall be marked upon the stern. These names shall be marked in Roman letters in a light color on a dark ground, or in a dark color on a light ground, and to be distinctly visible. The smallest letters used shall not be less than four inches. The draft of every registered vessel shall be marked upon the stem and sternpost in English feet or decimetres in either Arabic or Roman numerals. The bottom of each numeral shall indicate the draft to that line. The U. S. delegates recommend

that section 4,505 Revised Statutes be made to apply to sailing vessels as well as to steam vessels. In saving life and property from shipwrecks it is recommended that appropriate legislation be had by this government for carrying into effect the recommendations contained in resolutions two and three of this general division. It is also recommended that the following paragraph be added to section 4,290 Revised Statutes: "In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log book."

General division 6 relates to the necessary qualifications for officers and seamen, including tests for sight and color blindness; and it is recommended that no man or boy shall be permitted to serve on board any vessel in the capacity of seaman whose visual power is below one-half normal, or who is red or green color blind. With reference to resolutions 2 and 3, it is recommended that they be enacted as law, and that they be made to apply to enrolled as well as registered vessels. It is also recommended that the present system of examination of masters, officers, engineers and pilots of steam vessels be revised, and that examinations as to competency be extended to masters and officers of sailing vessels. General division 7 relates to lanes for steamers on frequented routes, and in regard to the conclusion reached by the Conference the delegates give their approval and recommend that the fishermen on the Grand Banks be required to use more powerful lights, do away with the old mouth foghorn and provide their vessels with the modern mechanical ones, which are more powerful and can be sounded by every man or boy employed on board. These vessels should be inspected to see that they comply with the above recommended requirements.

As to the conclusion reached on night signals for communicating at sea, our delegates recommend the adoption of them, and that when uniform signals for transmitting information between stranded vessels and the shore are adopted they be inserted in the revised international code book to be published by the Hydrographic Office, Navy Department. It is also recommended that the "supplementary code of limited scope to convey information of special importance to passing vessels," and the "uniform signals for transmitting information between

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.
Open seven days a week - Hours 9 AM to 5 PM

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

stranded vessels and the shore” be printed in the official log book. General division 9 is on warnings of approaching storms. Our delegates recommend the use for off-shore signals of shapes alone—ball, cylinder and cone. Should no conclusion regarding the subject be internationally agreed upon before the meeting of the heads of the meteorological offices of all nations, which it is understood will take place in Europe during the coming summer, it can very properly be left for their decision as well as that portion dealing with establishment of a uniform system of indicating storm warnings. General division 10 relates to reporting, marking and removing dangerous wrecks or obstructions to navigation. Our delegates recommend the adoption of resolutions 1, 2, 3, 4 and 5, relating to the duties of masters and mariners, and their enactment into law, and that they be printed for the instruction of such masters and mariners with other navigation laws in the official log book. It is recommended that correspondence be entered into with the maritime powers referred to relative to carrying out the provisions of resolution 6.

It is also earnestly recommended that a steam vessel of about eight hundred tons displacement be built, which shall be especially fitted for and adapted to the service of taking the ocean in bad weather for the purpose of blowing upon or otherwise destroying wrecks and derelicts, or bringing them into port. It is recommended that the provisions of resolution 7 be included in the instructions furnished the diplomatic representatives of the United States. It is

also recommended that a suitable vessel be built and especially fitted for the purpose of searching for a doubtful dangers with a view of removing them from the charts. General division 11 relates to the notice of dangers to navigation, and our delegates recommend the adoption of all the resolutions agreed to by the Conference, and that proper measures be taken to put in effect such as are not now in use or in force. General division 12 relates to a uniform system of buoys and beacons. Our delegates agree with the findings of the Conference and call attention to the recommendations of the Conference in regard to the principles submitted as a basis on which to build up a uniform international system of buoyage.

Page 3.

An old Belfast sea captain has improvised a unique barometer which he believes to be most accurate. It consists of a thin strip of white pine with a number of cross pieces upon it. This is hung on the side of the building, and when damp weather is approaching the barometer bulges out in the centre, while in dry weather the center sinks in and the ends come out. The captain claims it to be correct, and would not exchange it for the most valuable patent weather indicator.

Page 4.

Congressman Turner, of New York, recently introduced in the House a preamble and joint resolution for the better protection of human life on the Atlantic Ocean. He holds that this can best be done by a sys-

tem of ocean patrol maintained by nations rather than by private enterprise, and says that the co-operation of the several nations chiefly interested in trans-Atlantic travel is necessary to the establishment and maintenance of the service. The nations chiefly interested are, he says, the United States, England, France, Italy, Norway and Sweden, and his resolution requests the President to communicate with these powers with a view of securing their co-operation “in the establishment of an efficient system of ocean patrol, which shall include the employment for the said service of war vessels or such other suitable vessels as may be available for the purpose.”

Page 6.

Domestic Seal Raising.
A Possible New Industry.—The Fur Bearers would thrive in the Great Lakes.

“The time is not far distant,” said John Farrent to a reporter of the Toledo Blade, “when a new industry will be inaugurated in this country, and that is the raising of seals. A seal is not alone valuable as a fur-producing animal, but it will yield from eight to twelve gallons of oil. The seal has great confidence in man. It may be readily tamed, and is a very docile animal. It exhibits much affection for its keeper, and is more intelligent than a dog.

“You look as though you doubted the practicability of such an enterprise,” he remarked to a reporter. “Well, you will remember a few years go some men in California determined to go into the ostrich business. People all over the United States thought they were visionaries, but nevertheless they expended a good deal of money in sending to Africa for ostriches and bringing them to California. Several of them died while being transported, but there was a sufficient number of them left to give the industry a fair trial. Even after the birds began to lay eggs, people in California said the projectors of the enterprise had thrown their money away. But the incubation went on satisfactorily, and the young ostriches come out in a healthy condition, and it was not long until all admitted that it was a success. More ostriches were brought form Africa, and the industry flourished to such a degree that the authorities in Africa issued an order preventing the taking of any more ostriches out of the country. There are plenty of these birds in California now, as large and fine as the best specimens found in Africa.

“The seal industry promises as good results as ostrich farming. They may be successfully raised in any of the western lakes. They would do well in Lake Erie. The small islands and rocky prominences in the lake would be just the places for them to come out and bask in the sun. They are very fond of getting out on a rock and warming themselves in the sun. The difficulty in the way of securing the full benefit of the increase of seals after they had been placed in a lake, would be that as they are a migratory animal many of them would make their way to Canadian waters, and this fact would make it unprofitable for those who would go into the enterprise. But there are many good sized lakes in Michigan which would be suitable for the introduction of seals and their rapid increase. Rocky prominences might be made about the centre of anyone of the lakes as basking places and the industry would flourish from the start. They would soon learn to go regularly to a given place for their food. It would be an immensely profitable enterprise.

“Some people have an idea that a seal will not thrive excepting in a very cold climate. This is a mistake. They will thrive in any fresh lake. In the Pacific ocean, off the

coast of California, there is a rocky prominence and there are many seals there. They are protected by law. It must be remembered that it is warm there. During the winter months a cheap house for protection could be built on the edge of the lake, to which the seals could come for air as they must have this. Then houses would be necessary when the lake was frozen over. A seal can stay under water from fifteen to twenty minutes, when it must come to the surface for air. Please remember what I tell you, that within the next few years the seal industry will be inaugurated in Michigan, and it will come to stay and make big money for the men who invest in it, and you need not live many years to see Toledo ladies wearing sealskin sacques from seals raised in Michigan lakes.”

* * * * *

One day last week our good friend Captain L. D. Remick came into this office, says the Ellsworth American, and related to us the very interesting story of how he once captured a whale in a most remarkable manner. One fine morning, about thirty years ago, the good schooner LEJOK of which Captain Remick was master, lay at anchor just inside of the bar of St. John’s River, entrance to Jacksonville, Florida. It was the hour of breakfast when they discovered a huge whale outside evidently bewildered, heading directly for the bar. Knowing the shoalness of the water and that an ordinary schooner could not pass over without a pilot to keep her in the best water they watched the whale with a great deal of interest. On he came and when he reached the bar he ran aground, but after much floundering he got over and passed on, headed up river. When he was nearly up to the vessel Captain Remick cried out excitedly “Man the boat” and all hand jumping in the Captain threw a harpoon which took effect. The whale towed them a furious rate, Captain Remick standing in the bow and holding on to the line which was partially made fast. When about abreast of the little hamlet at which the pilots reside, the whale grounded on a shoal in ten feet of water. Then Captain Remick harpooned the huge creature with deadly effect and immediately jumped upon his back. The whale was seventy feet long and fourteen feet deep. They took off a little of the blubber which they tried out on the stove, and afterwards sold in Boston a port barrel full of the oil, for \$22. Captain Remick was in so much of a hurry to make a quick trip that he abandoned the carcass; which abandonment, he says, was a great mistake, as it would have paid him well to have gone to Jacksonville to obtain the means of getting the full benefit of the oil, etc., for he afterwards learned that the whale was worth fully \$3,000.

Page 8.

COMMERCE AND TRADE.

The bark WOODSIDE, of Portalnd, has been sold to Boston parties for use as a coal barge. The WOODSIDE is of 578 tons burden, and was built in 1866. She has been engaged in the lumber traffic of late years.


In the Bangor produce market jobbing prices are as follows: Apples, \$2.00 to \$4.00 per bbls; butter, 20c per lb; yellow eye beans, \$2.50 to \$2.65 per bush; cheese, 11 to 12 ½c per lb; eggs 14 to 15c per doz; fowl, 18c per lb; chicken 20c per lb; potatoes, 75 to 85c. per bushel; and hay \$9 to \$10 per ton.

A petition to the lighthouse board is in circulation for a whistling buoy to be placed on the mile rock, off Cape Arundel, Kennebenkport. This rock is much dreaded by mariners who have occasion to enter Kennebunk River by night. As there is no lighthouse at the mouth of the river it is

Maine Coastal News

Check out our website:
mainescoast.com

Read the current issue of MCN
Lobster Boat Racing News
Photo Galleries
Boat Yard News
Feature Articles



NEW MEADOWS
MARINA

Used Boats

16.5’ Larson Dual Console 1985 w/ Evinrude 90 hp 2 stroke 1998, Galvanized Bunk Trailer Updates: New seats, lights, bilge pump, engine recently tuned up.	SALE \$3,200
18’ Pioneer Islander Center Console 2016 w/ F115 Yamaha and EZ Loader Galvanized Trailer Includes: Garmin GPS/Depth sounder, Bimini Top, etc.	SALE \$22,500
21’ Mako Center Console w/ T-Top 1987 Yamaha 2 stroke 225 hp 1997, Galvanized Roller Trailer, Updates: New fuel tank, Garmin GPS/depth, Yamaha controls, Seastar hydraulic steering, etc.	SALE \$11,900
24’ Robalo Walkaround 1999 New in 2017 F350 Yamaha; 3 Years of warranty still available! Gal. tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.	SALE \$35,900

207-443-6277

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

impossible to get the bearings of this rock after darkness comes in.

The three-masted schooner ANNA E. J. MORSE, Captain Merritt, Norfolk for Portland, with a cargo of coal, was driven ashore near the Petunk life saving station, Long Island, during Tuesday’s storm. The Captain and crew were taken off by the life savers. The vessel and cargo will be a total loss. The ANNA E. J. MORSE was built in Bath in 1886, and hails from that port. She is 696.39 net tonnage.

J. H. Grant and wife have resigned their respective positions as keeper and assistant keeper of White Head Light, Portland Harbor, to take effect April 30. They have been there fifteen years. Captain Grant was assistant keeper of Martinicus Rock light 13 years, making 28 yeas in the light-house service. Mrs. Grant has been in the lighthouse service 35 years. Both Captain and Mrs. Grant have received highly complimentary letters from the secretary of the lighthouse board.

The ice having left the river the steamer PENOBSCOT of the Boston & Bangor S. S. Line came to Bangor on Monday, morning. The boat did not remain long, however, but at eleven o’clock left on her return to Boston. The steamer was at Winterport, Sunday, but at noon, owing to the floating ice, left for Bucksport, where she remained until time to start for Bangor. Steamer LEWISTON will go into commission on Monday, April 14, 1890, leaving Boston in the afternoon, of that day at 5 P. M., and thereafter on Mondays and Thursdays at the same hour. The KATAHDIN will be withdrawn from the route, upon her arrival in Boston on Thursday to be thoroughly overhauled, repainted, and put in complete condition for her summer business.

The Portland Press says: “The Portland Grocers’ Association will undoubtedly join in the Boston movement for limited selling prices, and will use every inducement to get the grocers of Bangor and Rockland in the movement too. As it is simply for their interest they will not probably hesitate. The movement is simply to procure the wholesale grocers a fair profit on goods which at present do not yield it, and will be allowed by the manufacturers, not disturbing the prices to the retailers and consumers. The Boston board are arranging prices now with the various manufacturers and find them perfectly willing to acede to their requests. The movement is destined to be of value to every grocer and it is hoped that every member of the trade in Maine will join.”

The Penobscot and Kennebec are now open to navigation and the shipment of ice from the river ports has already commenced. Ice freights from Maine to New York are from \$1.35 to \$1.50 by the trip, and \$1.25 to \$1.50 by the season. Lumber freights to the River Plate and Brazil as yet betray no indication of an early revival, and rates remain nominally the same as quoted last week. West India freights outwards and homewards, have been subject to little or no change during the week, if we except slightly better rates on coal to Cuba. Sugar to the Antilles continues to be held above the views of refiners, and as a consequence the movement of the crop is uncommonly slow. Coastwise lumber, coal and other long-shore freights are quiet and unchanged.

Among recent charters are the following: bark COLLINS, Portland to Buenos Ayres, oil and lumber; brig MARY C. MARLINER, St. Andrews to New York, ice \$2, free wharfage, quick dispatch; schooners WM. MARSHALL, and J. M. MORALES, Portland to South Norwalk, CT, ice \$1.50; schooner RICHARD VAUX, St. John to New York, ice \$2; schooner ABBIE E.

WILLARD, Portland to New York, paving \$20; schooner A. B. PERRY, St. John to New York, ice \$2, free wharfage; brig GEO. E. DALE, St. John to New York, lumber, \$3.37 ½; schooner ALFARETTA SNARE, Darien to Damariscotta, lumber, \$8.50; schooner LUCY, Clark’s Island to New York, paving, \$25; schooners C. H. VENNER, SPARTON, and J. M. HAYNES, Kennebec to Washington, ice \$1.50; schooner R. R. NICKERSON, Kennebec to Philadelphia, ice, \$1.25, with privilege of Wilmington, DE, at \$1.50; schooner NELLIE F. SAWYER, Portland to Oyster Bay, ice \$1.50; schooner HELENA. CHASE, Charleston to Portland, lumber \$7.50; schooner E. A. ANDERSON, Weehawken to Bangor, coal 70c; schooner BILLOW, Rondout to Bangor, cement, 22c; schooner COX & GRENE, Bangor to New York, ice, \$1.25.

THE FISHERIES.

Several of the Lamoine Grand Bankers will fish with trawls the coming season. It is believed that this will be a great improvement over the hand-lines which have been used in past years.

A large business is done in Lewiston and Auburn in eels. A French fish-market man says that he has sold thus far this season about 1200 pounds of eels, and has about 1000 pounds now in stock. They are caught mostly at River de Loup, in Canada. They are salted and packed in barrels. A duty of 1 cent per pound is charged upon them.

A meeting of the sardine packers of the vicinity to take into consideration the proposition of an English syndicate to buy all the factories, was held at the Eastport Board of Trade rooms. The industry was largely represented and the matter before the meeting freely discussed. The Sentinel says the sentiment of the packers appeared to be strongly in favor of the proposed sale, and opinion is expressed that the sale will be consummated. A committee was appointed to take the matter in hand and report at a subsequent meeting.

A suit will be tried in the Supreme court of Hancock county, at Ellsworth, this week, which will be of great interest to all lobster fishermen and others interested in this branch of industry, as it involves a question of the constitutionality of an important provision of the lobster law. The action was brought by J. O. Robinson, Esq., of Rockland, in behalf of Mr. E. M. Staples and others of Swan’s Island, against Jesse W. Peabody of Thomaston, fish and game warden. Warden Peabody seized and sold a quantity of lobsters belonging to the plaintiffs, acting under that section of the law which authorizes warden to examine lobsters in transit and to seize, confiscate and sell all of any barrel of lobsters which shall be found to contain one or more lobsters below the legal length, without any reference of the matter to a court or any judicial process, and without any opportunity for the owner to appeal from the judgment and dictate of the warden. Plaintiffs hold that the provision of the law is unconstitutional, being in contravention of the guarantee that no citizen shall be deprived of his property “without due process of law.” They bring a suit against Warden Peabody for trespass, and he will justify his proceeding citing the law, then they will set forth that the law is unconstitutional and therefore void, and the issue will be joined.

SHIPBUILDING NOTES.

Washburn Brothers & Co., of Thomaston, have leased J. O. Cushing & Co.’s shipyard, and will build a large schooner there.

Work in Pope, Harris & Co.’s ship yard

at East Machias, has commenced on a vessel of 250 or 300 tons for Captain A. P. Smith of Jonesboro.

The three-masted schooner CELIA F. built in Brewer by Captain S. H. Barbour, and which will be launched early the coming week, has been chartered by Messrs. Hincks & Company, to take a cargo of ice to Norfolk.

Our Bath correspondent, Harry C. Webber, writes Tuesday afternoon George Hawley launched the three-master schooner HENRY G. MILLIKEN. Her measurements are as follows: 103 feet long, 20.1 feet wide, 8.2 feet deep and 170.77 net tonnage. S. C. Kimball will command her. She will be used for coasting purposes. Captain James F. Murphy of Bath, will command the ship SHENANDOAH, which the Sewalls are to build here.

Captain H. M. Bean, of Camden, has the keel laid for another four-masted schooner for W. B. Bowne, of West Dennis, MA, for whom the MILLIE G. BOWNE was built. She will probably be launched about the last of June. The vessel now on the stocks for Captain Smith will be launched about the last of April, when the keel will be laid for another vessel for Mr. Bowne, to be launched in the fall.

The Machias Union says: About 9000 tons of shipping is now under contract and in progress of building in Washington County, all but 1,400 tons in the Machias district, representing a money value of about \$300,000. Nearly \$150,000 of this will be expended for labor in and about the yards, board of men, &c., and thus go into local circulation. The above with the ice trade, the lumber, granite, fish and produce ought to make labor in demand and give impulse to every line of trade and business.

“What brig is that?” was asked of several sailors, Moanday, who were standing in Carter’s ship yard and looking out where was anchored a vessel with two masts, while across the foremast stretched four yards. “That isn’t a brig,” said one of the sailors, who proved to be the captain of the craft in question “that’s a top-sail schooner, or square rigged schooner, either one. He name is the ANNA ELIZABETH, and probably there is not another like her in America. She was built in 1853 and is mostly owned in Bangor.” [Belfast Age]

The St. John, N. B., Telegraph noting that only two new square-rigged vessels have been added to the St. John shipping list during the past two or three years, and that the average age of square-riggers is 13 years, does not think the outlook very promising. The largest total amount of tonnage on the St. John registry books at any one time appears to have been in the year 1876, when it was 280,073 tons. Since then there has been a steady decline, until know the amount is only 179,740 tons. This large decrease was caused, of course, by the great decline in square-rigged tonnage. The situations in connection with the “fore-and-aft” rigged vessels appear much more satisfactory, the number of new vessels having been well sustained during the past five years.

18 April

Page 1.

Three new machines have been purchased by the Portland Company to facilitate the work of filling large orders recently received for boilers. One is a large pair of shears for cutting boiler steel. The machine is the largest in the State and its power is such that it will shear through a plate of steel and an inch and one a half thick. It has a 43 inch stoke and cuts 12 inches at a firoke. Another is a riveting machine, the only one in the state and the largest ever built. As it is set up the boiler can be lowered between the jaws,

which are worked by hydraulic force. The red hot bolt is inserted and the ponderous jaws close with a force equal to a weight of 75 tons, riveting the bolt faster and better than can be done by hand. Another machine is one to shape the heads of a boiler. This will be 16 ½ feet in height with a piston eight inches in diameter. The die which shapes the heads is eight feet in diameter and quickly crushes the iron into shape. It is operated by steam, the cylinder being 24x48 inches, and it is being constructed for the making of the sulphite pulp boilers.

Page 4.

James D. Leary, of Joggins raft fame, has transferred his operations to the St. John River, between St. John, New Brunswick, and Fredericton. In the early part of the winter cribs were built on the ice at Georgetown, and this work is being carried on with vigor at other places, a large number of men being engaged. His plan differs materially from that adopted in the construction of the Joggins raft. This tow will be made up of a number of piling each. Each crib has a strong chain lengthwise in the centre of the timber, the whole being firmly secured on the outside by binders of heavy wire rigging. When completed a number of those cribs, sufficient to make up the tow, will be coupled together much the same as a railway train. Mr. Leary expects to have his first raft ready as soon as Grand Lake opens, when it it expected that a powerful tug or two will be on hand to tow it to New York.

* * * * *

Salmon fly fishing has been inaugurated on the Penobscot this season auspiciously. The river had not long been free of ice before the sportsmen began to give attention to the Bangor pool, and on Monday, shortly after noon, the first fish was captured. E. A. Buck, the moccasin and wigwam slipper manufacturer, has the honor of making the first catch this season. The absense of F. W. Ayer, who has been high line among the Penobscot salmon fly fishermen in previous years, but who was called away to New York a few days since on business, left an open field to this competitors. Mr. Buck’s salmon weighed twelve pounds and has since been served at a city restaurant. The season of 1890 opens two days later than last year. The Penobscot River Salmon Club House is now open and visiting sportsmen are expected daily. Hopes are entertained of a good run this season and some fine sport is anticipated.

* * * * *

The rumor which is afloat that a syndicate of Boston capitalists is being organized with a view to the construction of twenty first class iron steamships to sail under the American flag as soon as the Farquhar Shipping bill passes Congress suggests the interest with which ship owners and investors await the enactment of this measure, and the beneficial influences likely to follow it. John W. Ryckman, President of the late International Maritime Exhibition, is understood to represent the syndicate. The plan is to build ships of the best type for freight and passenger business; to build them in American shipyards, entirely of American materials, and to sail them under the American flag. If the tonnage bounty bill passes during the present session an effort will be made to have some of thes ships afloat in twelve months, and all of them within two years. Some will engage in the South American trade, sailing from Boston and New York, and others in trans-Atlantic business, and a popular passenger route between Boston and Liverpool is included in the enterprise.

CLASSIFIED

POWER



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



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



20' SMOKERCRAFT 2072 PRO SPORTMAN, 2020. 2020 Mercury 250 hp Pro XS outboard w/under 25 hours and 5 year warranty, tiller with

POWER


full power steering, 5 Lithium 100A batteries, Ionic charger, 2 Garmin 12" GPS units, 2 Garmin Panoptix LS 32 units, pole mount Panoptix, transducer, USB port, Bluetooth stereo, Atlas jack plate, custom cooler seat w/ grab bar, 4 rod holders, Livescope mount trolling motor and custom canvas cover. Asking \$65,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



21' SCOUT 215 DORADO, 2021. Midnight blue hull color, Yamaha F150XB outboard, Seastar hydraulic steering upgrade, bow cover, full canvas enclosure, trim tabs, raw water washdown, Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



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



8 Plait Lines
1 1/2" - 3"
Mooring
Towing

Brooks
800-426-4526

SW BOATWORKS BOATS FOR SALE

47' H & H Passenger/Lobster Boat, 2015	\$420,000
45' Young Brothers, 1986	\$219,500
38' Wesmac Fishing, Pleasure, Picnic	\$CALL
38' Wesmac Cruiser	\$CALL
36' Northern Bay Sedan, 2013	\$110,000
26' Edgerly, 2014	\$220,000

358 Douglas Hwy, Lamoine, ME 04605
207-667-7427 www.swboatworks.com

Boat Hauling
Design

Custom Building
Repair


JOHN'S BAY BOAT COMPANY

www.johnsbayboat.com
jbbco1@gmail.com

Peter Kass, Prop. Box 58
207-644-8261 South Bristol, ME 04568

HARDING'S BOOK SHOP

BOOKS, MAPS & PRINTS



646-8785
1-800-228-1398
2152 Post Rd., Rt. 1, North Wells, ME 04090

HOURS 7 Days, 9-5 · WWW.HARDINGSBOOKS.COM

POWER



29' Master Marine 2001 - True World Marine - YS200056. These hard to come by TWM are built to make fishing sense. Here is an opportunity to purchase one of the most sought after walk around in the charter fleet. This is a diesel powered fishing boat. The boat is in need of general cosmetic work, wiring work, upgraded electronics, and general service. Call Jeff Palmer Phone: (843) 789-0357 - www.YachtSalvage.com



30' CUTWATER 30 CB FLYBRIDGE CRUISER, 2016. With 2016 Volvo D6 435 hp diesel inboard engine, A/C, reverse cycle heat, anchor package, Garmin auto pilot – dual station with remote, generator with sound shield, LED lighting, Macerator discharge solar panel, swim platform rails, bow and stern thruster with remote, Garmin 7612 – 3 units, radar. Clean and well maintained. Asking \$239,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



33' Cruisers Yachts 2003 - 3075 Express - YS200216. A distinctive boat with sweeping lines to mask

POWER/SAIL

her high freeboard, the 3075 Express combines the modern styling and upscale amenities common to all late-model Cruisers yachts. It is reported the donor, in 2015 had installed a new engine and major overhaul on the other. Call Eric Souza, Phone: (508) 478-0200 - www.YachtSalvage.com



RINKER 350, 2007. Loaded, AC/Heat, Central Vac, Genset, Bow Thruster. \$99,000. Pen Bay Yacht Exchange, (207) 702-1065. Call for details. www.penbayyachtexchange.com



60' Bonner Yachts 1985 - Charter Boat - YS200226. This boat was used for a fishing charter business. It is reported this 60' Bonner Yachts partial sank just below the Pilothouse during Hurricane Sally. The hull is fiberglass, superstructure is plywood with fiberglass, and being submerged for nearly 12 days, it soaked up excessive amounts of water. Call Mike Costa Phone: (401) 732-6300 - www.YachtSalvage.com

SAIL

39' YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

ELECT. PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder's logo or boat name. 75 Front St. Rockland, ME 04841 (207) 596-7357.

ELECTRONICS

LARGEST DISCOUNT MARINE STORENORTHOFBOSTON.Deep discounts on major manufacturers. Hamilton Marine, Searsport (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno*, *Raytheon*, *Data Marine*, *Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 cca pressure treated southern yellow pine boards and timber with 20' and 24' lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60' in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

Seine blocks 15" & 20"
Brooks 800-426-4526



ROLLINS BOAT SHOP

2 Scotland Bridge Road
York, Maine 03909
New construction &
Overhauls.
(207) 351-7609

EXHAUST BLANKETS

INFAB

SPECIALTY MARINE
FABRICATOR

(207) 786-0004
Maine Made
Lewiston, ME
www.infabrefractories.com

Soundown Distributor



6 hp 2017 Tohatsue, 4-stroke, s.s.	\$1,299
9.9 hp 2018 Yamaha, 4-stroke, s.s.	\$2,599
15 hp 2013 Suzuki, 4-stroke, s.s.	\$1,599
25 hp 1998 Evinrude, 2-stroke carbureted	\$1,195
25 hp 2016 Evinurde, 2-stroke, l.s.	\$3,900
30 hp 1995 Mercury 2-stroke, l.s.	\$1,200
30 hp 2010 Evinude, 2-strole. l.s.	\$3,995
90 hp 2006 Evinrude, 2-stroke, x.l.s.	\$3,995
115 hp 1999 Evinrude, 2-stroke, x.l.s.	\$1,995
150 hp 2007 Evinrude, 2-stroke, x.l.s.	\$3,495
(2)175 hp '11&'12 Evinrude, 2-stroke, x.l.s.	\$12,000
200 hp 2006 Evinrude, 2-stroke, x.l.s.	\$4,995

163 Orion Street, Brunswick, Maine
207-729-3303 www.bamforthmarine.com

Shipyard Brokerage at Jonesport Shipyard

(207) 497-2701 www.jonesportshipyard.com
info@jonesportshipyard.com

Sail:

17' Herreshoff Buzzards Bay 14 Sloop, 1977. 19,500.

23' San Francisco Super Pelican, 2010, \$7,500.

CLASSIFIED

MARINE SYSTEMS

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

MISC.

DANISH MADE REFLEXS HEAT STOVES. 5500-27, 650 BTUs. Diesel fueled. Largest Discount Marine Store North of Boston. Hamilton Marine, Searsport (207) 548-6302.

MARINE SURVEYORS COURSE – Recreational, commercial. Fishing program available, guidelines, USCG NVCS, regulations, forms. Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

LOWEST PRICE ON CHAIN IN MAINE! By the barrel or by the foot. Made in USA. Rope, buoys, hardware, complete supplies. LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. HAMILTON MARINE, Searsport, Maine. (207) 548-6302 or www.hamiltonmarine.com.

MOORINGS/SLIPS

Call OCEAN PURSUITS on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

RC MODELS

RC MODELS – Lobster boats, Sail

RC MODELS

boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

REPAIRS

SPECIALIZING IN WOOD & FIBERGLASS - Structural, Mechanical, Electrical, Cosmetics - new spray booth for Awlgrip systems, Paint, Varnish - Professional Service. Royal River Boatyard, Yarmouth, (207) 846-9577.

RIGGING

YACHT RIGGING - Full rigging shop: Furlers, Standing and running rigging, Mast repairs, Surveys, Insurance estimates, Custom deck layouts, Fabrication in stainless steel and aluminum. Portland Yacht Service, 400 Commercial Street, Portland. (207) 774-1067.

SCHOOLS

BECOME A MARINE SURVEYOR - USCG Fishing Vessel Inspection. 800-245-4425. NAVTECH US SURVEYORS. Best in Business!

SERVICES

CASCO BAY MARINE SERVICES: From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we've got you covered. Along with being an AUTHORIZED YAMAHA and MERCURISER service center, we have technicians on staff ready to service you HONDA, SUZUKI, MERCURY, EVINRUDE, JOHNSON, TOHATSU outboards, VOLVO, OMC I/O or Diesel Inboard. CASCO BAY MARINE SERVICES

SERVICES

291 US ROUTE 1, FREEPORT, ME 04032 (207) 865-4048; www.cascobayyacht.com

OCEAN PURSUITS Marine Systems & Services. Systems repaired, installed & designed. Complete boat repairs, painting, varnishing and Awlgrip available. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

STORAGE

STORAGE at Royal River Boat Yard with 50-Ton Travel Lift or Haul for Repairs (207) 846-9577.

SUPPLIES

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Fishing, boatbuilding, sail, pleasure. We discount everything. Hamilton Marine, Searsport, (207) 548-6302.

TRAPS

New Lobster Traps – 33 - 4' x 24" x 15" Riverdale Mills Aquamesh with spring green shrimp mesh heads, black, \$74.00 each. 19 - 43 1/2" x 24" x 15" Riverdale Mills Aquamesh, with spring green mesh heads, yellow, \$70.00 each. Surry 207 263-6869

WANTED

NEW LISTINGS. Let Casco Bay Yacht Sales sell your boat. We have over 25 years experience and always have clients in search of the perfect boat. Call or stop by Casco Bay Yacht Sales, Route 1, Freeport, Maine (207) 865.4103.

DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the

International Maritime Library
IML is computerizing maritime information for easy online access, but we need to hire help.
Go to: internationalmaritimelibrary.org

For More Information contact: The library at:
PO Box 710, Winterport, ME 04496
207-223-8846
igmatats@aol.com

MARINE FASTENERS

Bulk Pricing is Available

- * 316 S/S – Highest Grade S/S for Marine Applications.
- * 304 Grade S/S or 18-8 Stainless

All Silicon Bronze is 651 High Grade S/B Alloy – Cut Thread, US Manufactured with Certifications.

- * S/B F/H and Frearson Drive 651 S/B Wood Screws. (Ask about Square Drive W/S)
- * S/B Cut Thread Carriage & Fin Neck Bolts - Meeting Ansi / ASME B18.5 Specs - 655 High Grade S/B Alloy
- * S/B Round Bar 655 High Grade S/B Alloy - Meets ASTM B98 Standards
- * S/B Ring Shank – Threaded Nails

Galvanize Fasteners
Galvanize Carriage – Great for bolting Futtock Sections or other Marine Applications.
Galvanize H/H Bolts – Dimensions of All Sizes.
Galvanized Eye Bolts, Shackles, Swivels, Thimbles, Turnbuckles and More!!!

Call for Quotes - Including Items Not Listed.
Can Quote Smaller Quantities – Bulk provides best price points.
Randy Nichols (207) 322 – 9088 randynbis@gmail.com

Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00
Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# _____ Exp. date _____

Signature: _____

Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496
Charge to a credit card by calling (207) 223-8846

For Classified Ads

Contact us at:

Maine Coastal News

P.O. Box 710, Winterport, Maine 04496

Call: (207) 223-8846 or Email: igmatats@aol.com



Moose Island Marine

Boats for Sale

2013 110 hp Yanmar diesel/Bob Tail \$11,499
2013 19' Grand Laker F/G, with trailer \$1,995

Project Boats:

30' Hunter with Yanmar diesel \$3,995
28' 1975 Silverton with rebuilt 318 Chrysler, new velvet drive \$3,995

207-853-6058
www.mooseislandmarine.com

MORE THAN JUST A BAIT AND TACKLE SHOP

**WEBHANNET RIVER
BAIT & TACKLE**

A FULL SERVICE BOATYARD WITH ALL YOUR FISHING NEEDS!

- Live & Frozen Bait
- Huge Saltwater Tackle Selection
- Rod & Reel Combos
- Surf Rod Rentals & Crab Fishing Kits

Knowledgeable, Friendly Service

Kayak and Paddleboard rentals located on the water • Introduce the kids to fishing!

WWW.WRBY.NET

Located Across From Wells Public Boat Launch w/Plenty Of Free Parking!
345 Harbor Rd. Wells, ME
207-646-6949

CUSTOM FLOAT SERVICES

DESIGN • SUPPLY • BUILD • SERVICE

THE MAIN SOURCE FOR:

FLOTATION

- ACE Roto-Mold Float Drums (58 sizes)
- Capacity to 4,600lbs.
- 15 yr. ltd warranty

HARDWARE

- 1/4" & 3/8" plate
- Hot dipped galv.
- 1" Connecting pin
- Cleats, anchor, chain

LUMBER

- Marine grade PT SYP
- CCA and ACQ
- Duralife Composite Decking
- IPE (ironwood)
- CCA Parallam eng. beams up to 60' lengths

DESIGN FOR

- Marine Contractors
- Homeowners
- Yacht Clubs
- Boatyards
- Marinas
- Towns & Municipalities
- Colleges, Schools & Clubs

You can build it or We can build it for you

Custom Float Services

11 Wallace Ave, South Portland, ME 04106
207-772-3796 • Toll Free 1-888-844-9666
info@customfloat.com

www.customfloat.com

CASCO BAY YACHT SALES

Specializing in Buying, Selling & Trading Quality Pre-owned Boats Since 1987

17' '21 Scout 175 Sport Dorado	\$CALL	23' '21 Scout 235 XSF	\$CALL
17' '21 Scout 175 Sportfish	\$CALL	23' '21 Scout 235 Dorado	\$CALL
19' '21 Scout 195 Sportfish	\$CALL	26' '01 MacGregor 26X	\$12,900
19' '21 Scout 195 Sport Dorado	\$CALL	27' '21 Scout 277 LXF	\$CALL
20' '20 SmokerCraft 2072 Pro	\$65,000	28' '96 Pursuit 2855 2 Diesel IB	\$29,900
21' '21 Scout 215 XSF	\$CALL	28' '86 Bertram FB 2-'10 Merc	\$21,900
21' '20 Scout 215 Dorado	\$CALL	30' '16 Cutwater 30 CB, loaded	\$239,000

21' 2021 Scout 215 Dorado
Midnight Blue Hull, Yamaha F150 outboard. Loaded with options.

We service what we sell. Full service facility. Over 150 boats to choose from. We take trades and arrange financing. Visit us on the web: www.cascobayyacht.com

291 US Route 1 Freeport, Maine (207) 865-4103 Fax (207) 865-0759

**163 Orion St., Brunswick, Maine
207-729-3303
www.bamforthmarine.com**

Used Boats for Sale

2008 12' Brig Inflatable RIB. With '08 50hp Mercury. 2011 Load Rite trailer included.	\$4,500
2003 14' Lowe 1467 WT powered w/'16 25hp Evinrude E-TEC o/b. Trailer included.	\$6,500
1989 16' SeaRay I/O. With 3.0L Mercruiser. Trailer included.	\$2,999
1984 17' Boston Whaler Super Sport. With '88 100 hp Evinrude. Trailer included.	\$6,500
1985 18' Boston Whaler Outrage. With '13 150 hp Evinrude. Trailer included.	\$17,500
1982 19' Alden Appledore rowing shell w/trailer.	\$3,500
2018 19' Tracker Targa V-19 With '18 150 hp Mercury. Trailer included.	\$35,000
1985 20' Wellcraft V-20 Fisherman w/T-Top. With '15 150 hp Evinrude. Trailer included.	\$19,500
1992 21' Mako. With '06 225 hp Evinrude with 497 hours.	\$9,800
1998 21' Aquasport 215 Explorer. With '09 200 hp Evinrude. Trailer included.	\$14,999
1977 22' Starcraft. 4.3L MerCruiser I/O. Trailer included.	\$5,995
1990 22.5' Four Winns 225 Sundowner w/5.8L OMC I/O. Very clean. Trailer included.	\$7,999
1977 25' Mako. Completely rebuilt. With '04 250 hp Suzuki o/b. '06 Venture Trailer.	\$38,500

Some things are better together.

Image: Cindy Fitzmorris

*Like you and the
Maine Lobstermen's Association.*

Join today.

www.mainelobstermen.org
2 Storer St. #203 | Kennebunk, ME 04043 | 207-967-4555

*Perfectly located between the
Pemaquid and Boothbay peninsulas for
all your Mid-Coast Maine activities*

*Water views from every room.
Open year round.*

**MARINE INDUSTRY
TRADE DISCOUNT
10% off**
subject to availability

www.codcoveinn.com | Reservations: 207.882.9586
Corner of US Route 1 and Maine State Route 27 | Edgecomb

WANTED

**MARITIME BOOKS,
MAGAZINES, DOCUMENTS,
POSTCARDS
and PHOTOGRAPHS**

Jon Johansen
P.O. Box 710, Winterport, Maine 04496
(207) 223-8846

207.633.0773 www.boatus.com

Based in East Boothbay, covering Casco Bay to Penobscot Bay

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

Towboat Services

All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.

Repairs

The towing company either has their own dock, or contracts with a third party to provide repair services.

Salvage

The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.

Personal Coverage

Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.

Transportation

The towing company can arrange local transportation to transport you to a hotel or other local destination.

**SPECIAL JUNE OFFER
FOR NEW MEMBERS!**

Unlimited
Towing Membership
\$5000
Rebate

33% SAVINGS!

Use Source Code
WT10898A
On Application

CAT MARINE ENGINES

Mid-Range Tier 3 Commercial Line-up

C7.1



C7.1 Tier 3 Commercial Ratings:

280 HP @ 2300 Heavy Duty "B"
350 HP @ 2500 Maximum Continuous Duty "C"
400 HP @ 2600 Intermittent Duty "D"
425 HP @ 2700 Intermittent Duty "D"

C18



C18 Tier 3 Commercial Ratings:

470 HP @ 1800 Continuous Duty "A"
600 HP @ 1800 Continuous Duty "A"
670 HP @ 1800-2100 Heavy Duty "B"
715 HP @ 1800-2100 Maximum Continuous Duty "C"
803 HP @ 2100 Intermittent Duty "D"

C9.3



C9.3 Tier 3 Commercial Ratings:

375 HP @ 1800 Heavy Duty "B"
416 HP @ 2100 Maximum Continuous Duty "C"
476 HP @ 2300 Intermittent Duty "D"

AUTHORIZED MARINE DEALERS

Billings Diesel & Marine Service

Stonington, ME

Dennis' Welding & Marine

Beals, ME

Front Street Shipyard

Belfast, ME

Lyman Morse at Wafarer Marine Corporation

Camden, ME

Journey's End

Rockland, ME

Fairhaven Shipyard & Marina, Inc.

Fairhaven, MA

Guy Crudele Repair

Gloucester, MA

Sacchetti Marine and Industrial LLC

Plymouth, MA

Windward Power Systems

Fairhaven, MA

Rhode Island Engine Company, Inc.

Narragansett, RI

For more information, contact your local
Authorized Marine Dealer, or

Kevin Hampson at Milton CAT: 508-634-5503; or
email: Kevin_Hampson@miltoncat.com

Milton



miltoncat.com

NORTH ATLANTIC POWER PRODUCTS



AUTHORIZED DISTRIBUTOR

WE PUT HORSEPOWER TO WORK®



The Legendary Twin Disc MGX Quickshift gears controlled by the Twin Disc EC300 control system is unmatched in the fishing industry. With the quickest, smoothest shifts, and superior low-speed maneuverability, it is the upgrade you can't live without on your next repower or new boat build.

QUICKSHIFT®

You've got to feel it to believe it.

Call: (888) 460-7419 or (603) 418-0470 · Fax: (603) 418-0471 · Email: djones@glpower.com

NORTH ATLANTIC POWER PRODUCTS

15 Continental Dr., Exeter, NH 03833

Providing Sales, Parts & Service for New England and the Entire East Coast

HAMILTON

can help!

Many Hamilton Marine employees maintain their own boats. We know and use the products we sell and can tell you what works best for a given application. If you have questions about a simple repair or a daunting project, contact us. We can help.

JOIN US for our Annual
Open House Sale!

APRIL 10 -18 2021

Shop in store, online or by phone for the
lowest prices of the year!

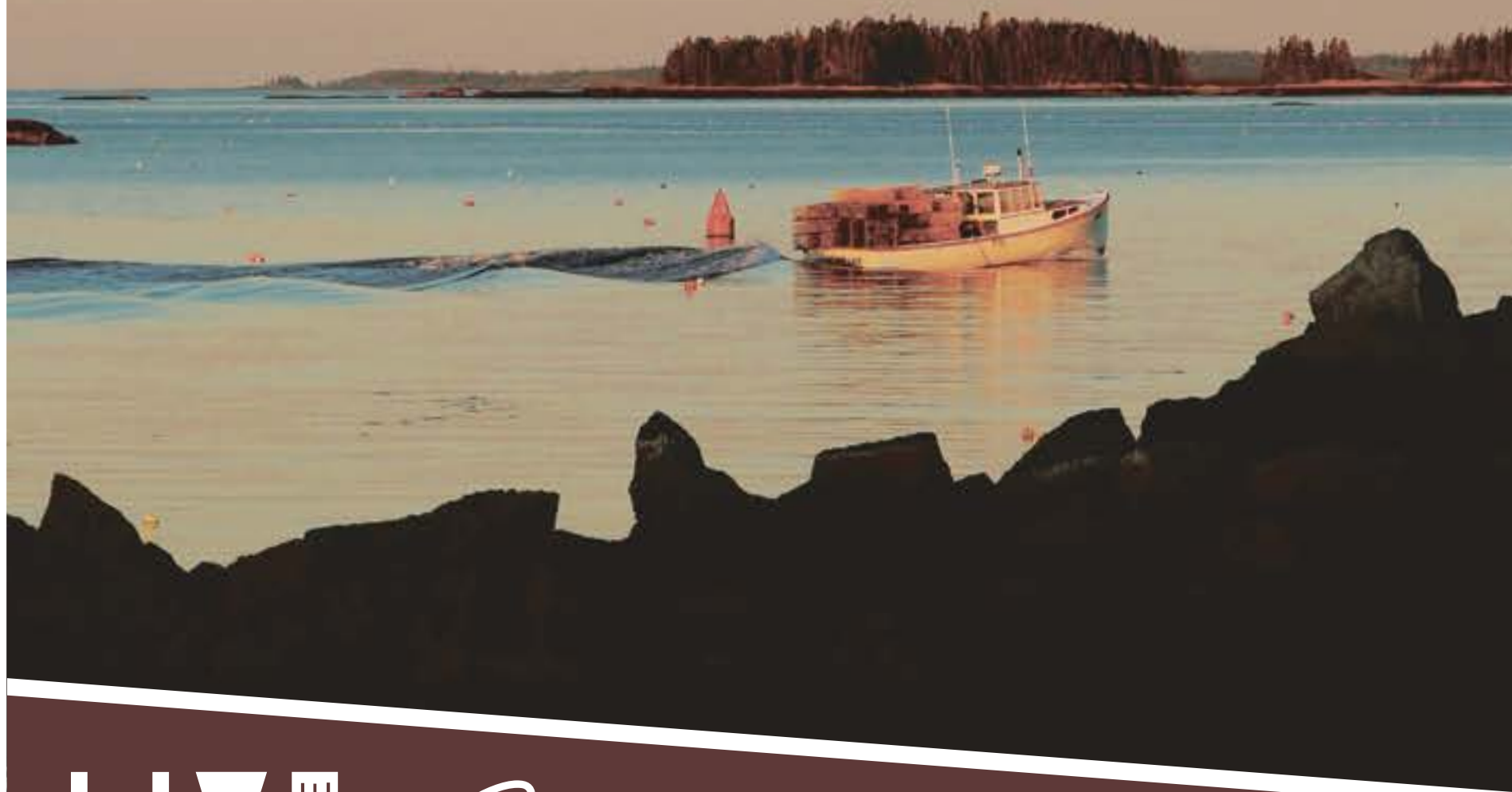


Photo by Wayne Hamilton ©.

HV MAINE

**HAMILTON
MARINE**

BOATERS' STORE!™

800-639-2715

hamiltonmarine.com

KITTERY PORTLAND ROCKLAND
SEARSPORT SW HARBOR JONESPORT

Easy

one-stop shopping!

We have a 16,000 sq. ft. warehouse in
Searsport stocked full of the gear and
supplies Maine fishermen use to earn
their living.

