

Maine Coastal News

Volume 34 Issue 4

April 2021

FREE

Boatbuilder & Boat Yards Scrambling to Get Work Done



Hylan & Brown of Brooklin are completely rebuilding this Robert "Chummy" Rich built wooden 43-footer, which they hope to have done later this summer.

Belmont Boat Works Belmont

There are numerous projects underway at the yard. The 30-foot sailboat ALBA is undergoing a major refit. They have replaced most of the woodwork, upgraded many of the systems and new paint. Like many projects, this one continues to grow as the owner adds more to the to-do list.

Chuck Paine designed a 16-foot sailboat called the "Levant," which they are building the hull skins for. A year ago, the did a few of these and now there are orders for two more.

A project just getting underway is building an electric boat called SOLAR SOUTH. This is an open runabout with an electric motor, big battery bank and a canopy covered with solar panels. The designer is working out the details and the first one will determine the cost of the build. The pieces will be made in Florida and they will be shipped to Belmont Boat to be assembled. The first shipment is expected sometime early summer.

A number of the boats they store all need some degree of attention. One currently in the shop is a Pacific Seacraft Flicka, which is in for some system work. Out in the paint by is an aluminum boat called WHISTLER, which was designed by Geerd N. Hendel of Boothbay Harbor. Her hull has been repaired and faired and was getting a primer coat when I visited. Also, in the paint shop

was "Falconstein," which is a Ford Falcon drag car. One can see her most weekends at Winterport Dragway.

Farrin's Boat Shop Walpole

In the front shop they have a Wayne Beal 36, which is being finished off as a cruiser for a California customer. All the major components are done forward and it has been primed. They have one more primer coat to go before the finish coat goes on.

For accommodations there is a queen size berth in the forepeak. Going aft there is a head with separate shower and a small stateroom with a single berth to starboard. Up in the main salon there is a helm and companion seat at the bulkhead, a galley (Force 10 three-burner stove with oven and drawer type refrigerator) on the portside and on the starboard side a settee that can be made into a double berth. In the cockpit there is a drop-in freezer.

This boat is powered with a 550-hp Cummins.

They are currently fairing and painting and it is thought she is about two-thirds done. They were also informed that the Diamond Sea-Glaze windows are on the way, which will keep the project on schedule. She is scheduled to go over early summer and it is thought that her owners will cruise her down the East Coast. The thought is to load her on a truck in the Carolinas and ship her across

country to her home in California.

In the back shop they are finishing off a Calvin Beal 42 as a patrol boat for the Maine Department of Marine Resources.

For accommodations down below she has a V-berth with a head and a wet hanging locker to starboard and a galley (microwave, refrigerator, and coffee maker) to port. Up in the pilothouse there are two seats, each side of the companionway at the bulkhead, an L-shaped settee with a dinette. In the cockpit she will have a 17-inch hauler, an A-frame davit, open stern, and a cradle for a hard-bottom inflatable. There will also be a hydraulic winch to haul in the inflatable.

This boat is nearing completion and most of the work is fairing, painting, hooking up the systems and minor finish work. She is expected to go over the end of April or early May.

Soon to arrive will be a Mussel Ridge 46, which is being laid up at Hutchinson Composites in Cushing. She going to be finished out as a sportfisherman/family cruiser for a California customer. Bruce Farrin thought that this was the eleventh boat that they have built for a customer from California. This will be a big project.

Also coming in will be a 43-foot lobster boat to be repowered.

Like most yards they need help as they are down to four people. Since October they have hired five people: three worked a day never to return; one worked a week

and two days; and another worked almost three months, but he really wanted to be an electrician so he has moved on.

Feeney's Boat Shop Cutler

In the main shop they have WHITNEY & ASHLEY [Wesmac 42, 2003], of Cutler, in having the starboard side of her bow repaired where she was hit. The exterior was given a quick fixed so she could finish out the season and then she was brought into the shop. They have made a complete repair on the exterior and now are working on the inside where they found radiating cracks where the impact took place. Once they are done grinding, they will lay in some fiberglass. She was scheduled to be out of the shop in early March.

Next to her is a Mitchell Cove 35 powered with 705-hp Caterpillar, which is being finished out as a simple lobster boat for a local fisherman. It was also said we just might see her compete at the lobster boat races this year. They are putting in a composite platform, dash, a partial winter-back and a pot hauler.

Next to her is a lobster boat that is in for a rehab. They said that she needed a lot of attention. They have replaced the dash, platform, and the hydraulics.

In the lay-up bay they have a Mitchell

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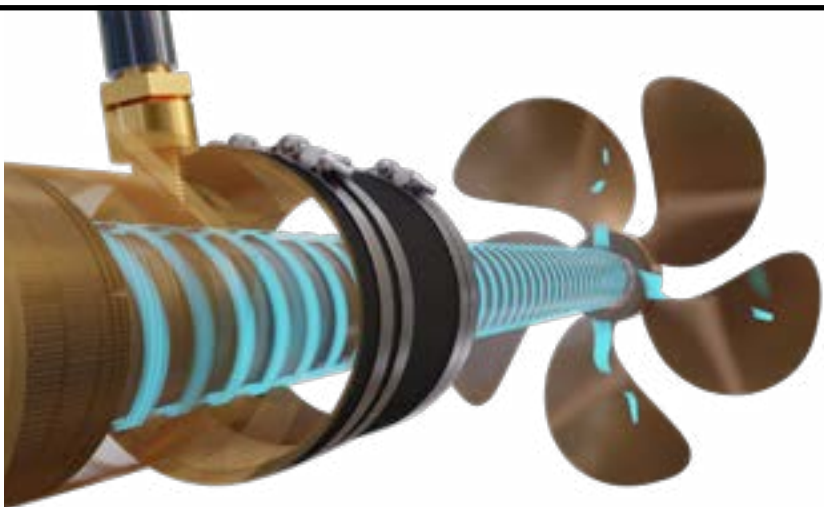
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I am learning to sail my ship."

—Louisa May Alcott



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Advertising Deadlines: The deadline for the May issue is April 9.
The deadline for the June issue is May 7.

Publisher's Note

Still wondering where the time is going. I really missed not going to the Maine Fisherman’s Forum or the Maine Boatbuilder’s Show. Unfortunately, we will have to wait another year for the Forum to happen, but the Maine Boatbuilder’s Show will be happening in July. Everyone I talked with was pleased that they moved it to the waterfront and combined it with the small boat show they were hosting in September. Most people were also happy that it was in the summer. Some of the marine business will find this tough, but there is never a perfect time for all involved. My only worry will be the cost for those that want to spend the weekend being in Portland. Maybe with all the new hotels their rates might be reasonable, but I am not banking on it.

Most of the marine businesses have had a very good year despite the pandemic. When we first shut down last March no one knew how this industry would weather the challenges. The boat yards would be okay as that work was already lined up for the spring and summer. The biggest problem they faced here was finding enough workers to get the work done. One unknown was how many boats would not be going over for the season, especially with everything closed and events being cancelled. As summer approached things opened a bit and there was a glimmer of hope and most boats went in. What we failed to see was boating was an activity that you could easily do while social distant. Those who owned a boat used it a lot more in most cases. Those who did not own a boat went out and bought one. The problem here was that some of them thought they were getting a deal but did not realize how much work the boat they purchased needed. Some who tried it found it was not for them, but at least they tried. What was surprising is all the

good boats have been sold and brokers are now scrambling to find boats to sell. Many of the boats sold were center consoles, but there were also several cruisers sold. I like the people who bought boats not thinking about all the logistics, like where to dock or moor it. I heard about someone who bought a boat that will not fit into the slip he had and that is in a harbor where there is no space available. I hope it is a trailerable boat.

What really surprised me is the number of new lobster boats under construction. The early predictions when the pandemic started was that fishermen would not be able to sell as many lobsters. Many of the fishermen had a very good year in 2020 and they either opted for a new boat, refurbished the old one, or just repowered.

This year is bound to be as good as last year so I expect to see a lot of boats out running around the coast. What did surprise me was a comment made by a cruiser that there were a lot less cruisers in many of the gunk holes he had visited. Were the boats that sold only for day use and not overnighting? The number of cruisers has been falling over the last few decades and it does not seem that the new generation is interested. I am surprised that more do not take advantage of cruising the coast, but I am guessing the biggest enemy is finding the time and getting the rest of the family to go. The pandemic showed many that a slower paced life is much more enjoyable, but will they opt for the slower pace or go back to the rat race?

Most of the summer events should be held unless there is a meltdown. Last year we ran just six of the 11 lobster boat races and at this point all 11 are a go. It was sad that in many of the cases we were the only event that took place in many of the towns last year. I did like the lesser number as it gave me a little more time to enjoy the summer.

Finally finished the book “To Rule the Waves,” by Arthur Herman. I am not sure that he is a fan of giving any credit to the U. S. Navy. For instance, John P. Holland developed a submarine in the late 1800s, which the U. S. Navy initially refused. All he says about him is that he is Irish, nothing about that he was living in the U. S. and that the U. S. Navy did finally purchase his design. There were several other comments or omissions that made me wonder. I was interested in some of his views and comments but would have to do more research to see if they held up.

The next book “Unknown Shore, The Lost History of England’s Arctic Colony,” by Robert Ruby I have almost finished. I have always enjoyed reading about Arctic exploration and this book discussed Martin Frobisher’s three trips to the Arctic in the 1570s for England and American Charles Francis Hall’s visit there in the early 1860s. Frobisher was trying to find a way to the Far East via the Northwest Passage. He discovered a body of water that he thought was a strait and thought that this would allow him to voyage over Canada to China. However, they returned to England with a black rock that some thought contained gold and his next two voyage focused on mining rock and bringing it back to England. Well, this get-rich quick scheme fell through. Hall, who loved reading about the Arctic, got on board a whaler out of New London, CT and headed north. He was smart in that he learned from the Inuit how to survive, which previous explorers failed to do. They also told stories of white men that visited an island nearby and Hall documented this knowing that they were telling of Frobisher’s voyages almost a century ago. Interesting account for those that like reading about the Arctic.

Next, I am thinking of reading a biography of Herman Melville, the writer of “Moby Dick.” He has popped up in several recent books I have read and did have an interesting life.

MCN's Calendar

On-going Exhibits

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

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

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

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

Shipwrecks & Salvage
Maine Maritime Museum
Bath
Info: www.mainemaritimemuseum.org

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

- Voyaging in the Wake of the Whalers
Mystic Seaport
Mystic, CT
Info: mysticseaport.org

JUNE
19 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowrey (207) 808-9230
20 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O’Hara (207) 542-4348
Mike Mayo (207) 542-1879
27 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY
3 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
11 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Cory McDonald (207) 664-4525
Genevieve McDonald (207) 266-5113
18 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

- 23-25 Maine Boatbuilder’s Show
Portland Yacht Service
100 West Commercial St.
Portland
Info: (207) 774-1067

25 Harpswell Lobster Boat Races
Harpswell
Info: Amanda Peacock (207) 756-3104
Kristina York (207) 449-7571

AUGUST
14 Winter Harbor Lobster Boat Races
Town Dock
Winter Harbor
Info: Chris Byers, (207) 963-7139
15 M. Brackett Lobster Boat Races
State Park Restaurant
Pemaquid
Info: Brent Fogg (207) 350-7163/563-6720
Sheila McLain (207) 677-2100
20-22 WoodenBoat Show
Mystic Seaport
Mystic, CT
Info: Andrew Breece (207) 359-7751
21 Long Island Lobster Boat Races
Ferry Dock
Long Island
Info: Lisa Kimball (207) 332-3968
Amy Tierney (207) 317-1576
22 Portland Lobster Boat Races
Portland
Info: Katie Werner (207) 807-1832

SCHOONER HERITAGE Has New Owners

ROCKLAND – A very unique marine business on the coast of Maine is owning and operating a windjammer. There are numerous sailing vessels along the coast who do day sails, from Friendship sloops all the way up to a four-masted schooner. For the serious customer, who really wants to experience life on a coastal schooner, you need to spend several days and nights and there are several schooners that offer this opportunity. One of the most noted on the coast has been the schooner HERITAGE, owned by Captains Doug and Linda Lee of Rockland. She was designed by Capt. Doug Lee and Havilah Hawkins and built at the Northend Shipyard in Rockland in 1982-83.

A number of years ago Capts. Doug and Linda Lee decided that it was time to put HERITAGE up for sale and retire. She had an excellent following and was in meticulously condition, but there was no one willing to step up and take over the business. Understandable, as it takes a very special person to buy a wooden schooner, get her ready for the season and then sail three and half months non-stop. Then, when the sailing season is over, get the boat ready for the winter and maybe a major project to make sure you stay ahead of any problem. Another factor is keeping the number of people sailing on every trip high enough so that it is profitable. In this changing world that might be a challenge.

After ten years on the market, two people, Sean Grimes and Ben Welzenbach, have stepped forward and purchased HERITAGE. Both have sailed on board for the past seven years, love the schooner and knew exactly what was involved to make it work.

Sean added, “I worked at a restaurant, the Common Man Restaurant in New Hampshire. A co-worker and I were on the back line prepping and he, just in conversation, said, ‘Well, what did you do before you got here?’ He said, ‘I worked on schooners.’ I said, ‘What in God’s name is a schooner?’ He showed me a picture, I said, ‘That is cool.’ The next summer he came back up here and needed a ride to Rockport. I gave him a ride and hung out with the crew and the next season I was up here on HERITAGE. I just thought it was so cool, the galley everything made out of wood. Just the old-time simplicity of it all, warm and inviting.

“When I got hired on HERITAGE,” continued Sean, “I was hired to work in the galley as well as work on deck. All of our crew members cross-train back and forth. I pretty much kicked Linda out of the galley and said, ‘I am the cook now.’ I had the experience and she loved it as she got to be up on deck more.”

Sean grew up in Merrimac, New Hamp-

shire and during his freshman year in high school he started working in restaurants. During the summers, when he was younger, he would go to his step-father’s in Florida. His step-father ran a charter deep-sea fishing business in the Gulf of Mexico, which is where he developed a love for the ocean. He added, “I was the kind of kid that was running out in the ocean and coming out with a robe of seaweed and all the other kids would gathering around while I was pulling out creatures from under rocks and stuff. It was always really in my blood, but as far as actually sailing...HERITAGE was my first experience and I just loved it.”

If you have never sailed a schooner there is a lot to learn and Sean said, “I was happy with my teachers, Doug and Linda. They have just so much experience under their belt, never mind designing and building the vessel. I don’t know if anybody can have as much love for the history as Doug does. It is something that interests me and I try to learn more and more as it is something that I would like to keep alive, but it is certainly a learning curve.”

Learning all about sailing a windjammer and then the history of schooners and Penobscot Bay takes a vast amount of time. It might have been a little easier years ago as there were still people around who had sailed the old schooners and knew their history and Capts. Doug and Linda Lee gained a lot of knowledge from them.

Ben learned about the schooners through his family when he came as a passenger. He grew up in the Chicago area near Lake Michigan, but not with boats. There are sailing vessels on the Great Lakes, but nothing like a windjammer. Early on Ben was involved with photography and music. His father was a photographer and covered the motor racing scene all over the country. Ben worked with his father beginning when he made him a fake pass at 12 years old passing him off as 16. His real claim to fame was when he got a photograph of Danica Patrick.

Ben added, “I came out as a passenger on HERITAGE and it just seemed like a good fit. That trip I just kind of observed



Ben Welzenbach and Sean Grimes, the new owners of the schooner HERITAGE of Rockland.

and learned as much as I could about it and decided that winter that I wanted to give it a shot. I sent them an email and got hired. My first year the whole crew was green. I came out in April and was able to do the outfitting. Through that whole process they decided I was going to be mate and that is what I have been doing for the past seven years.”

Ben is responsible for running the crew. “On deck if a snap decision needs to be made not by the captain, I’d be that level of command,” explained Ben. “Just keeping operations running smoothly as you learn more and more throughout the years and that takes more off the captain’s plate.”

When both Ben and Sean arrived on HERITAGE she was already for sale. They said, “It was always something that we both kind of looked at each other and said, ‘We would like to do this,’ but figuring out how to do it was the real question. There was so much money involved never mind just purchasing the vessel, the maintenance and

getting started. It really came down to this final year and we figured out how we were going to get the money together and then Doug said, ‘You know it’s something we would really like you to take over and we would like you to think about it.’ We pretty much looked at him and said, ‘Doug we have had plenty of time to think about this, let’s do it.’ It wasn’t spur of the moment, it was years of us looking at each other and saying, ‘Hey, this is something we should do.’”

Capt. Doug and Linda Lee made the decision that 2020 was going to be their last year. Unfortunately, Covid hit and the season came to an abrupt end before it even got started. However, they are booked for a handful of trips this year. Ben and Sean said, “We put them on some of the more challenging ones, logistically or sailing wise, just to kind of have that backup support. So, they will be joining us to see familiar passengers

Continued on Page 6.


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Pete Haskell of Rockport, MA

ROCKPORT, MA – There are a lot of people on the coast of New England that have interesting stories. Some claim they do not have a story, but then they turn around and describe their time growing up, events they were part of, the people they knew and the changes they have seen over the years. Some may think they have led a non-exciting life, but everyone adds to preserving certain aspects of our history.

I met Pete Haskell at Rose’s Marine in Gloucester several years ago and we have been friends ever since. He is one that has had an interesting life around the waters of Rockport, Massachusetts and has helped me document some of the history of the North Shore.

Pete started by telling of Solomon Haskell, who was born in 1810, and who married Nancy Brown of South Bristol in 1839. He added, “He had a boat called EMERALD, and with his five sons, they fished out of Rockport. She was probably built in Essex and then it went to Maine. I am thinking that is when he got married. He may have bought it there and brought it back to Rockport. I don’t know.”

Pete’s great grandfather was Emerson Haskell born in Rockport in 1851. At some point a person at Snug Harbor in New York made a model of EMERALD for him and that model, with a square stern, has been in the family ever since. “The only thing is that one list says it was a pinkie, but a pinkie has a tombstone stern,” said Pete. “I believe this is a Chebacco dog boat. So, this is kind of where it started with me and boats and every boat I have ever owned has been named EMERALD.”

Very little is known about Edward Haskell, but Emerson married Naomi Barton and they had seven children. Pete added, “He fished on his father’s boat the EMERALD and then he worked for U. S. Life Saving Service and I guess he lobstered a little bit. He was also a pilot for the stone sloops that came into Rockport. He’d go down by Loblolly Cove, which is adjacent to Thacher’s Island, and see the schooners coming up the coast. He’d take his dory and row out and they called him “Foghorn” Haskell because he would yell out to the boat and he’d bring them in. It is a pretty rocky area out here if you are not familiar with these waters. He’d bring the schooners into the different harbors and he made his living doing that. Down Loblolly there was a Humane Society building for people who were shipwrecked where they could get shelter and some food. He took the shack over and started cooking lobsters up in seaweed. He did it for a few of his friends, well, it got very popular so he bought the shack. It was just a little shack and they had sails over the thing. It was made out of driftwood as there was something like 45 wrecks off of Loblolly Cove in at that time period. So, they started a little restaurant and they

ran this restaurant up into the 1920s, but it survived up until 1940s. People started coming, wealthy people, like Haze Hammond of Hammond Castle and Charlie Chaplin. The most famous person was President Taft, he ate there a couple of times. His summer home was in Beverly.”

Francis Haskell, is Pete’s father, who was born in 1922 and married Gladys Kerr in 1948. He would help his father and grandfather at Loblolly Cove. When he was about 16 years old he would take people out to Thacher’s Island in one of the dories. James Allison had married one of Emerson’s daughters and they lived at Thacher’s Island in the early 1900s where he was second in charge of the two lighthouses. The whole family was out there and since there were a number of children on the island they had to start a school. Due to the difficulty of raising children on the island, the Allison’s moved to Chatham on Cape Cod and ran that twin lighthouses there. Pete added, “A funny story that goes with that, my father’s cousin Jim Allison that lived down there, he was in his 80s when I was a kid. He used to say that he came to Cape Cod on the MAYFLOWER and he wasn’t lying, because when they transferred him from Thacher’s Island to Chatham they had a buoy tender at the time, named the MAYFLOWER and that is what brought him to Cape Cod.”

Pete’s grandfather was Frank and he married Annie Goodridge and they worked at Loblolly Cove running the restaurant. “My grandma Annie was actually a young lady that came with her family from Melrose to have dinner down there and fell in love with Frank,” explained Pete. “She became part of the cooking staff and a lot of the donuts and puddings and things like that. In the winter they lived in Melrose some of the times, I think at her parent’s house. He did a few different things. He worked on barges in New York City. He later got a job as a police officer at MIT, Cambridge so he would do that during the school year. My Dad was an only child and my mother was an only child. My Dad went to Burma during World War II and they made him a cook and a medic so he did double duty. Quite a thing to think about from growing up around here in a little peaceful seaside town and all of a sudden you are in the jungles of Burma. While he was in Burma my grandfather, Frank was sick and he lived long enough to see my Dad came home and died soon after that. My Grandparents were elderly, and there’s a lot of rich people and they basically forced them out. They hired a bunch of lawyers and they didn’t have enough money to fight it. So, they ended up losing the property.”

Pete continued, “I was born in 1949 followed by my sister Karen and two younger brothers, Jim and John. We grew up in this house, which was bought by my mother’s parents, Peter Kerr and his wife. My grand-



Pete Haskell of Rockport, MA with a model of the Chebacco dog boat EMERALD

parents were all gone when I was born except for my father’s mother, Annie and she was living here with us at the time. My mother had been a school teacher but her career was over when I came along. My Dad worked across the street for the Water Department and he was in charge of filtration. When we grew up we had an Amesbury skiff and then we had a couple of dories. My father worked down Loblolly Cove and they needed dories to row people to Thacher’s. They used to get the dories that were on the back of the old Eastern rig draggers. Fresh water would get down into the sterns and rot them out so my grandparents would buy them and they would carve a piece of oak and fit it into the stern. The last one we had dad put an inboard well in it and we had like a 7½-hp Martin in it. I always had my oars with me because you’d get outside the harbor and the Martin had enough and would stop so I would row back. When I got out of high school I was doing the local jobs around here. I worked in a restaurant dishwashing, I worked at a gas station down the street and that is where I got my work ethic. My Dad became an avid rock hound and he would collect rocks and minerals and I would spend a lot of time around Paris, Maine. My whole cellar is full of them.”

Pete went to college for two years at North Shore Community College in Beverly, but he was not getting the marks he should have been. His draft deferment became a 1A and then he received a letter. Pete said, “My father said, ‘I think this was from the draft board’ and he said, ‘I wouldn’t open that if I was you. Why don’t you go and show them down at the Armory. So, I went down to the Armory and the guy took one look and said, ‘Don’t open that letter, put your right hand up here.’ He swore me in and he said ‘Open that on Monday.’ I opened it on Monday and it was orders to report to Parris Island. I had to tell the draft board I had already signed up for the National Guard.”

At the same time Pete went to work for Cape Ann Rope & Twine where he made rope for the lobster fishermen. He added, “It was started by a guy named Woodbury, who bought all this old machinery. We would get remnants, cut it all up and throw it in this carding machine and it would twist up into a really soft rope. We would fill up a container then take the container and put it on this roving-frame machine which would spin the rope and would turn it into a string. The string would fill up these bobbins and when you got all the bobbins done, they would go into a machine that would twist them into a small rope. We used to call it 6 thread, 9 thread and 12 thread and we sold it by the pound. Tucker Trap I think was the biggest buyer of it. A new owner came in and he wasn’t very good to work for. He decided he was going to put all new machinery in and he wouldn’t listen to anybody so all the guys left. It went

along, but the quality of rope wasn’t as good. The place ended up going under.”

Pete worked there for six years and then he went back to Salem State College and graduated with a BS in Social Work. He then became a counselor at Rockport High School teaching a special education class. He left there and went to work for the Department of Youth Services in Danvers. These were real problem youths as were some of the employees and he decided to move on. Pete then went to work for the Cape Ann Tool Company at Pigeon Cove. He said, “I got hired as a night watchman and I was actually cutting steel at nights on these automatic saws. During the course of that I got hurt and lost my right thumb. It took me a couple years of rehab and I was looking for a job. Rose’s Marine was looking for a machinist so I went down, this is 1981, but they had hired a guy. I tried to go lobstering but they wouldn’t let me go because I was missing my thumb. They were scared I would get hurt and I understood it. I went back to Rose’s and they had an opening in the parts counter. I wasn’t really planning on staying there, but they bought this little machine shop and then they started growing by leaps and bounds. Then Rose’s sold the property next door and the new owner put in the drydock facility and railroad tracks so you could pull big boats. Well, he ended up going belly up and Frank Rose bought it back. He took the building and enlarged it, moved the parts counter over there, moved the machine shop downstairs and changed the drydock they just had the big lift, so that is how my career at Rose’s got started.

Pete was at Rose’s for almost 33 years and really enjoyed dealing with the customers. While he was working at Rose’s he tried getting a lobster license and finally the Commonwealth of Massachusetts gave him one in 1987. Donnie Conrad, a lobsterman in Gloucester, had a 16-foot Amesbury Skiff specially built for him. She had one-inch mahogany plank on the bottom, she was rugged. When I got ahold of this skiff I put a 40-hp outboard on and a little Briggs and Stratton for a winch head. I lobstered nights after work and weekends. Later, I had a chance to buy an 18-foot Eastern setup for commercial lobstering and I bought that. I have had it ever since. I always thought I was going to get a bigger boat. I had made arrangements from a guy that was going to retire for a nice little 28-foot boat, but that never came to pass. Most of the time I fished around 40 traps. I gave it up in 2019 when I sold my license to a guy in Gloucester.”

Pete now is retired and enjoying life with his wife Claudia of 20 years. Together they have been collecting and selling antiques at Todd Farm in Rowley on weekends and having a good time doing it. Pete is a little sad that none of his children followed his interest in the sea, but he understands they have their own interests.

Schooner HERITAGE Has New Owners

Continued from Page

again and be out there and offer their stories.”

Past passengers are thrilled that Ben and Sean have taken over HERITAGE. Having sailed on her for seven years they have built up a relationship with many of them. Many of them are seriously looking to come sailing this season. “They are looking for a vacation that they can do that is not around the crowded tourist areas,” said Ben, “Where they can be outside. There are thousands of islands out there where we can go ashore to explore and have our lobster bakes. I have sailed up and down this coast and there is nothing like mid-coast Maine. We go as far down as Boothbay for the Windjammer

Days and even that can get a little rough and a little exciting, but it is a fun trip and we all love it.”

They sent out an announcement to past guests and they were encouraged by the response. Many of whom signed right up.

HERITAGE is part of the Maine Windjammer Association, which consists of the schooners AMERICAN EAGLE, ANGELIQUE, J. & E. RIGGIN; LADONA, LEWIS R. FRENCH; MARY DAY; STEPHEN TABOR and VICTORY CHIMES. Ben and Sean feel that the Association is strong and the good way to promote the industry.

So, if you are interested in getting away this summer sail on HERITAGE. Guaranteed to be a memorable time sailing amongst the islands of Penobscot Bay.

Americans Out of 36th America's Cup Challenge

With the New York Yacht Club challenge for the America's Cup eliminated by the Italian challenger LUNA ROSSA PRADA PIRELLI, in the second round of the Prada Cup, the Italians moved onto to face the British challenger, who had won Round 1, INEOS TEAM UK. The British had done well in the first round, but had they kept pace with the Italians was the question.

Before Round 3 there was a change made to the rules regarding race conditions. As for "Upper Wind Limit" they left this at 21 knots and opted not to increase to 23 knots as originally called for. The also left the "Lower Wind Limit" as was at 6.5 knots.

Rule 15 allows that a competitor can ask for a "15-minute delay" one time in a round for the Prada Cup and they actual America's Cup race. If the race is abandoned that day then the "15-minute delay" would be given back. The "15-minute delay" cannot be used in the last 60-minutes before the start on the final two Reserve Days of the Prada Cup.

13 February: Two races were scheduled between the British and Italian challengers in their first to seven victory rounds. The major issue for both racers was the weather and what it would do on the racecourse for the two races scheduled. The morning forecast was for light air, around 10 knots and should build to 14 knots by the end of the day. With this variation in wind the question was what set up would be best?

The racers headed out to Course A and faced a delay of a couple of minutes as the wind built to the minimum speed. In the lighter air the challenge was staying up on the foils and this may have been why neither competitor engaged the other in a pre-start battle. Just before the start INEOS TEAM UK came off their foils and LUNA ROSSA sped away. When the British finally got up on their foils they received a penalty for going beyond the boundary. The Italians expanded their lead at the first three marks and at that point held a 1 minute and 57 second lead. They would go on to win by 1 minute and 52 seconds.

For the second race the sea breeze had filled in with a speed of between 14 and 17

knots. The British came into the starting box on port tack and the Italians jibed and followed them to the right side. The Brits were leading, but they were early and needed to slow. The start had INEOS TEAM UK with a very slight lead to leeward and due to the dirty air forced LUNA ROSSA to tack. When they came back together, the British were on port and had to give way to the Italians. The British showed good speed, but it was the Italians that added to their lead, albeit just 19 seconds at the third mark. The Brits held their own, but just could not gain much back and the Italians went on for the win with a time of 26 seconds and a 2-0 lead in the round.

The following day, **14 February**, both competitors were back out for another two races. Both entered the start box with a lot of speed. LUNA ROSSA was behind and chasing INEOS TEAM UK, but the Brits looked to gain an advantage, which did not work. LUNA ROSSA won the start, but INEOS TEAM UK was only a few seconds behind. At the end of the first leg the Italians rounded with a 9 second advantage. On the next leg the Brits gained 3 seconds and right after rounding the British boat tacked, but the Italians felt better to stay on the left side. There were several meetings with the Italians protecting the left side and this increased their lead to 18 seconds. At the last mark, the lead was down to 10 seconds, but the Italians sailed a perfect downwind leg and won by 13 seconds.

In the second race of the day the pressure was on INEOS TEAM UK, now down 3-0. In the starting box the Italians were being chased by the Brits, but when the came together INEOS TEAM UK jibed to leeward of the Italian racer, but lost control. The Italians were now in position for a good start, but they were early and this allowed the British to gain back some of the lost distance. A tacking duel ensued up the first leg with LUNA ROSSA rounding with a 12 second lead. The British boat rounded and jibed and the Italians jibed to cover. At the next mark, the Italians rounded, followed by the Brits and the Italians jibed to cover. INEOS TEAM UK went too far and received a boundary penalty costing them 50 metres.

They now needed to do something different than the leader, but to do this they ended up on the unfavoured side and at the final mark were behind by 37 seconds. LUNA ROSSA went on to win by 41 seconds and now held a 4-0 lead over the British.

20 February both teams were back out for another two races and the British could feel the pressure needing a win. The wind at the start was just less than 10 knots and neither competitor opted to push the other making sure they stayed on their foils. However, as the time ticked away it was evident that they both wanted the right side. INEOS TEAM UK had the advantage being to windward, but LUNA ROSSA timed the start perfectly and in the process the British received a penalty. As they battled up wind on different tacks they came back together and the Italians filed a protest saying the British had gained an advantage, which the judges agreed and gave them a second penalty. In taking the penalty it gave the lead to the Italians and she rounded the first mark with a 15 second lead. The Brits did gain on the downwind run, but the Italians were still leading at the next mark. The Italians went on to win by 20 seconds and now lead the series 5-0.

At the start of the second race the wind was a little stronger with INEOS TEAM UK first into the start box. The British had control as they headed for the starting line and crossed with a slight advantage and took the favoured left side. LUNA ROSSA on the same tack, tacked away first. It was a tacking battle to the top mark with INEOS TEAM UK still in the lead by a mere 8 seconds. At the next mark, this lead had grown to 21 seconds. The Italians kept the pressure on, but it just was not enough and the British won by just 14 seconds.

INEOS TEAM UK was still in a tough position down 5-1.

21 February: The seventh race of the series and the British were pressuring the Italians and had the advantage at the start. The Italians dug deep as both headed for the left side of the course. The Italians showed that they could maintain speed and still out point the British and was able to force them to tack away. The

next time they came together it was LUNA ROSSA in the lead and at the mark there was a 16 second difference. The Italians then continued to increase their lead and won by 1:45. The Italians were now just one win away from facing Team New Zealand in the finals.

In the next race the British tried to take control in the starting box and as they came to the line INEOS TEAM UK was to windward and ahead, but they were early. This meant slowing and following a tack she crossed LUNA ROSSA as the split for different sides. As the tacked up the first leg LUNA ROSSA slid ahead of the British racer. This lead kept building over the next legs and went on for a 56 second victory winning the Prada Cup and the right to challenge Team New Zealand for the America's Cup.

The Cup races were scheduled for 6 March, but the Pandemic changed all of that. When the Government announced that they were going to Level 3 restrictions it meant that the race on 6 March would be postponed. This created a problem for teams because they needed additional weather forecasts so they could make the right changes to the boats. This was compounded by the fact that the teams needed to finalize their configuration on 1 March at 16:03. Since that deadline has lapsed the boats are already locked in and there is very little the teams can do to change anything. Sails can be changed, but there is a strict adherence to weight.

Another interesting facet to the rules is changing broken gear, which if broken must not have been intentional. Now the part in question has to be on a list of parts on the declaration.

It was announced that the first two races for the 36th America's Cup would be held on 10 March. The other days listed would be 12, 13, 14, 15 and each day there after until someone has won seven races.

This will be done at Level 2, which allows for stores, restaurants, and bars to be open in the America's Cup village.

U. S. COAST GUARD NEWS

U.S., Canadian, Coast Guards, Royal Canadian Air Force, rescue 31 fishermen from sinking vessel off Nova Scotia

March 3
BOSTON— The U.S., and Canadian Coast Guards, and the Royal Canadian Air Force, rescued 31 fishermen from a disabled, Canadian fishing vessel over 130 miles south of Halifax, Nova Scotia, Tuesday night.

At 7:05 p.m., Tuesday, the Joint Rescue Coordination Center in Halifax notified watchstanders at the Coast Guard First District Command Center that the 143-foot vessel, Atlantic Destiny, was disabled with a fire on board, and was taking on water.

A U.S. Coast Guard Air Station Cape Cod HC-144 Ocean Sentry fixed-wing crew, and two MH-60 Jayhawk helicopter crews launched and arrived on scene.

A Royal Canadian Air Force CH-149 Cormorant helicopter crew from 14 Wing

Greenwood, in Nova Scotia, Canada, hoisted six crewmembers from the vessel, and dropped off two search and rescue technicians to assist in dewatering the vessel. A Canadian CC-130 Hercules, also from 14 Wing Greenwood, provided top cover for the operation.

The U.S. Coast Guard Jayhawk crews hoisted another 21 fishermen between the two helicopters. All hoisted crewmembers were taken to Yarmouth, Nova Scotia, where they were transferred for medial assessment.

The remaining four crewmembers, and the two SAR technicians, ceased dewatering efforts and were transferred to the Canadian Coast Guard Ship Cape Roger shortly after 7 a.m. Wednesday morning. The Atlantic Destiny sank to the bottom at 9:36 a.m.

"We have a strong connection with our Canadian partners," said Capt. Wes Hester, the 1st Coast Guard District chief of

response. "We conduct joint training every year with our partners in Greenwood, and our crew's consistent training, coordinated responses, and international partnership saved 31 lives yesterday. That monumental effort is a testament to the hard work and sacrifice of everyone involved."

"We were very fortunate to have had the support of the U.S. Coast Guard during this rescue. Their ability to provide such valuable support in the saving of the lives of these fishermen is very much appreciated and demonstrates how important our rela-

tionship is in providing search and rescue services to both Canada and the United States." Maj. Kristin MacDonald, Officer in Charge, Joint Rescue Coordination Centre Halifax.

The weather on scene was 35 mph winds and 26-foot seas.

Coast Guard Concludes Public Hearing for Loss of F/V Scandies Rose

WASHINGTON — The U.S. Coast Guard

Continued on Page 8.

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U. S. NAVY NEWS

Astrophysicist’s 2004 Theory Confirmed: Why the Sun’s Composition Varies

WASHINGTON — About 17 years ago, J. Martin Laming, an astrophysicist at the U.S. Naval Research Laboratory, theorized why the chemical composition of the Sun’s tenuous outermost layer differs from that lower down. His theory has recently been validated by combined observations of the Sun’s magnetic waves from the Earth and from space.

His most recent scientific journal article describes how these magnetic waves modify chemical composition in a process completely new to solar physics or astrophysics, but already known in optical sciences, having been the subject of Nobel Prizes awarded to Steven Chu in 1997 and Arthur Ashkin in 2018.

Laming began exploring these phenomena in the mid-1990s, and first published the theory in 2004.

“It’s satisfying to learn that the new observations demonstrate what happens “under the hood” in the theory, and that it actually happens for real on the Sun,” he said.

The Sun is made up of many layers. Astronomers call its outermost layer the solar corona, which is only visible from earth during a total solar eclipse. All solar activity in the corona is driven by the solar magnetic field. This activity consists of solar flares, coronal mass ejections, high-speed solar wind, and solar energetic particles. These various manifestations of solar activity are all propagated or triggered by oscillations or waves on the magnetic field lines.

“The very same waves, when they hit the lower solar regions, cause the change in chemical composition, which we see in the corona as this material moves upwards,”

Laming said. “In this way, the coronal chemical composition offers a new way to understand waves in the solar atmosphere, and new insights into the origins of solar activity.”

Christoph Englert, head of the U.S. Naval Research Laboratory’s Space Science Division, points out the benefits for predicting the Sun’s weather and how Laming’s theory could help predict changes in our ability to communicate on Earth.

“We estimate that the Sun is 91 percent hydrogen but the small fraction accounted for by minor ions like iron, silicon, or magnesium dominates the radiative output in ultraviolet and X-rays from the corona,” he said. “If the abundance of these ions is changing, the radiative output changes.”

“What happens on the Sun has significant effects on the Earth’s upper atmosphere, which is important for communication and radar technologies that rely on over-the-horizon or ground-to-space radio frequency propagation,” Englert said.

It also has an impact on objects in orbit. The radiation is absorbed in the Earth’s upper atmospheric layers, which causes the upper atmosphere to form plasma, the ionosphere, and to expand and contract, influencing the atmospheric drag on satellites and orbital debris.

“The Sun also releases high energy particles,” Laming said. “They can cause damage to satellites and other space objects. The high energy particles themselves are microscopic, but it’s their speed that causes them to be dangerous to electronics, solar panels, and navigation equipment in space.”

Englert said that reliably forecasting solar activity is a long-term goal, which requires us to understand the inner workings of our star. This latest achievement is a step

in this direction.

“There is a long history of advances in astronomy seeding technological progress, going all the way back to Galileo,” Englert said. “We are excited to carry on this tradition in support of the U.S. Navy.”

The Space Science Division executes research, development, tests and evaluations in solar-terrestrial physics, astrophysics, upper/middle atmospheric science, and astronomy. These include instruments to be flown on satellites, sounding rockets and balloons, and ground-based facilities and mathematical models.

Kearsarge Departs for TYCOM Sea Trials

From Mass Communication Specialist Seaman Apprentice Gwyneth Vandevender, USS Kearsarge (LHD 3) Public Affairs Office

NORFOLK – The Wasp-class amphibious assault ship USS Kearsarge (LHD 3) departed Naval Station Norfolk for the first time this year to complete Naval Surface Forces Atlantic sea trials March 1, 2021.

During sea trials the crew is scheduled to test critical systems, operations, and personnel requirements needed for deployment.

“These sea trials are the beginning of the basic phase for Kearsarge,” said Lt. Cmdr. Todd Mousel, assistant operations officer of Kearsarge. “It is the first major event at sea for the ship to start demonstrating its ability to be operational by performing various drills and tests.”

During the sea trials Kearsarge will complete an anchor drop test, a live-fire demonstration using the ship’s close-in weapons system, a small boat recovery evolution, and they will test the aqueous film forming foam fire suppression system.

“This underway is an opportunity for the ship to get the training it needs so we can join the rest of the amphibious ready group and eventually deploy,” said Mousel. “Once we complete all the training drills scheduled, we can move onto the next phase and become one step closer to meeting our goals and fulfilling our mission.”

Mousel said this underway is important because after being in the shipyard for a year, Kearsarge has gained a lot of new Sailors who have never been out to sea. This underway will give those Sailors a taste of life at sea, enable them to become more proficient in their occupations, and ultimately have a better understanding of the mission.

From the Ocean Floor to the Dark Side of the Moon: NAVSEA and NASA Test Next-Generation Technology

HOUSTON, Texas – The Navy teamed up with NASA astronauts and engineers in Houston last week to test an evolving technology that allows divers to improve underwater task efficiency for potential use in NASA’s planned return to the moon.

Divers from the Naval Sea Systems Command’s Supervisor of Salvage and Diving (SUPSALV) joined the NASA team at the Sonny Carter Training Facility, NASA’s 6.2 million gallon Neutral Buoyancy Laboratory (NBL), and executed multiple dives Feb. 24-26, to test the Navy’s second-generation Diver Augmented Vision Display (DAVD) system.

“This was our last check before we introduce the Generation 2 DAVD system to the Fleet,” said Paul McMurtrie, SUPSALV’s Diving Systems Program Manager who oversees the DAVD program.

The first-generation DAVD system delivered by the SUPSALV office in collaboration with Naval Surface Warfare Center Panama City Division, Office of Naval Research, and Coda Octopus Group, Inc. in 2020, enabled divers to receive step-by-step instructions via its high-resolution heads-up display (HUD) when completing complicated tasks. Additionally, the DAVD used active sonar to provide divers with basic navigation data when operating in low visibility environments. This next-generation DAVD brings in enhanced heading accuracy, the ability to receive sonar input from other sources outside of the helmet, and improvements to the navigation system that includes the ability to set way points and share bearing, range, and enhanced camera imagery directly with the HUD.

U. S. COAST GUARD NEWS

Continued from Page 9.

and National Transportation Safety Board concluded the formal public hearing proceedings into the sinking of the commercial fishing vessel Scandies Rose today. The joint investigation board reviewed and considered evidence related to the loss of the fishing vessel, which occurred on Dec. 31, 2019.

The board heard from 43 witnesses, who provided testimony into the conditions influencing the vessel prior to and at the time of the casualty. Testimony also focused on weather, icing, training fisheries, the Scandies Rose’s material condition, owner and operator organizational structures and culture, the regulatory compliance record of the vessel, Coast Guard policy, and practices related to vessel design, engineering and inspections. Additionally, 130 pieces of evidence were identified as exhibits of public record regarding the investigation, and they have been posted for the public to view. Due to ongoing risk mitigation efforts during the COVID-19 pandemic, and out of an abundance of caution for the public, witnesses, and families, physical participation was limited and coordinated in advance. Every effort was made to make the hearing accessible to the public in real time.

“The public hearing is a crucial element of the investigation process,” explained Marine Board of Investigation Chairman Capt.


Greg Callaghan, U.S. Coast Guard. “This hearing presented and confirmed many facts and details surrounding the events that led to the sinking of Scandies Rose and loss of five lives. The goal of this investigation is to improve any practice, procedure, policy or regulation that can prevent the loss of lives in the future. A lot of time and effort has been invested already and we have more work to do before this formal investigation is complete. To the members of the public, particularly those who e-mailed the Marine Board during the hearing, I thank you for sharing your time and thoughts during testimony; that information will be evaluated by the Board.”

The Board will now compile its findings into a report of investigation which will be publicly released after the convening authority, the Commandant, evaluates the recommendations and releases a final action memo outlining the Coast Guard’s position on the Board’s recommendations.

The formal hearing convened daily from 8 a.m. through 5 p.m. PST, Feb. 22 through 26, and March 1 through 5. The hearing was broadcast live as a matter of public record. Recordings of the proceedings are available at <https://livestream.com/USCGinvestigations>. Documents, exhibits, helpful videos, Board biographies, and other hearing information is available at <https://www.news.uscg.mil/news-by-region/headquarters/scandies-rose/>.

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U. S. NAVY NEWS

“The Sonny Carter facility is world-class and offers us the ability to test our system in a controlled environment where we can use NASA’s in-water mock-ups, whether it’s a simulated lunar surface or the International Space Station, to validate that we’re ready to deliver this capability to the Fleet,” said McMurtrie. “This is a mutually-beneficial and collaborative effort – the Navy gets to use this phenomenal facility, and NASA is able to train their astronauts using the DAVD system.”

“DAVD has been a game-changer for Navy Divers,” said SUPSALV’s Commander, Capt. Jay Young. “With the high-rez sonar display, our divers can navigate around obstacles in low and no visibility conditions which means they can safely execute their mission and maximize productivity when we’re on the bottom.”

McMurtrie said this system has shown significant growth from one generation to the next.

“It provides nearly limitless capabilities that can transcend diving. The inherent adaptability is what may take this technology from the ocean floor to, potentially, the dark side of the moon,” he said.

NASA uses the DAVD system at NBL to support in-water astronaut training and now is considering including this technology in future Extravehicular Activity suits.

As NASA prepares to return to the lunar surface and establish sustainable and continuous operations, new technologies are key to enabling NASA’s astronauts to explore and perform scientific research on the Moon. There are many parallels between working in space and working on the bottom of the ocean floor and NASA is taking advantage of the Navy’s experience in development of the DAVD hardware to understand how astronauts might use this type of technology in space.

ONR funded the research and development of the new system.

“Our divers came to us with their issue – specifically that they usually work in murky water and rely on their sense of touch to navigate around the bottom of the water column which is neither safe nor efficient,” said ONR’s program lead Sandra Chapman. “With an investment of about \$1.2 million over five years, we started developing a system that can fit inside the diver’s existing helmet. It’s amazingly rewarding to know that DAVD is helping to keep our divers safe and to think that it could end up in space is amazing.”

NSWC Panama City Division initially developed the DAVD system in concert with Navy and Industry partners.

“It has been an amazing opportunity to be an engineer on the DAVD team from conception until now,” said Allie Williams,

DAVD project manager from NSWC Panama City. It is rewarding to see the impact it has on our divers and the transforming capabilities we are able to give them to get the job done. We’ve come a long way from the 3D-printed and hot-glued desktop concepts we started with a few years ago, and to see it now being delivered to the fleet, and potentially used in space, is incredible. The facilities and team at the NBL have provided one of a kind feedback and evaluation opportunities we wouldn’t have been able to get anywhere else. I’m very thankful to be part of such a great team and project!”

Through an ONR, SUPSALV and OPNAV N97 Technology Transition Agreement and Future Navy Capability designator, the program will work to develop second- and third-generation capabilities in Fiscal Years (FY) 2020-2023.

Patrol Coastal Ships USS Shamal, USS Tornado and USS Zephyr Decommissioning Ceremonies

From MC2 (SW/AW) Wyatt L. Anthony MAYPORT, Fla - Patrol coastal ships (PCs) were designed to provide littoral operations such as patrolling coastlines and interdiction surveillance. They are particularly suited for maritime homeland security missions and are capable of quickly responding to emergent requirements in a shallow water environment. PCs also work together with the U.S. Coast Guard to help protect the U.S. coastline, ports and waterways from terrorist attacks, illegal drugs and illegal immigration.

During their time in service these three ships have been vital in the counter-narcotic patrols and illegal migration patrols in the coastal waters of the United States, Central America and Caribbean Islands.

“These three warships have served our Navy and our country well,” said Capt. Mike Meyer, commander, Naval Surface Squadron Fourteen. “Each of them has operated well past their designed service life, with their crews contributing demonstrably to meeting our national objectives.”

Shamal pursued and seized a 45-foot go-fast boat, which led to the recovery of 19 bales of marijuana weighing more than a ton in 2005. They also located a hidden compartment containing more than a ton of cocaine on a 165-foot coastal freighter. Shamal and her crew participated in the Coast Guard’s response to the devastation caused by Hurricane Katrina in 2005. On its final mission in September 2020, Shamal and her crew worked alongside the Coast Guard in seizing nearly two-and-a-half tons of marijuana, with a street value of eight million dollars, and the detaining of seven suspected narcotic traffickers.

“Shamal is leaving behind a storied

legacy of operating in the waters of the United States and abroad”, said Lt. Cmdr. Dan O’Neill, commanding officer, Shamal. “Her crew, past and present, can stand proud of her accomplishments and service to our Nation.”

Zephyr was one of the first ships to respond to the Deepwater Horizon oil rig explosion in the Gulf of Mexico and assisted in searching for survivors in April 2010, while on loan to the Coast Guard in an inter-service transfer from 2004-2011. In addition, Zephyr confiscated seven tons of cocaine while apprehending 17 drug traffickers during counter-narcotic patrols. In 2020, Zephyr, along with two U.S. Navy guided-missile destroyers, two Coast Guard cutters and two British Royal navy ships, seized approximately 12,100 pounds of cocaine and approximately 5,759 pounds of marijuana worth an estimated \$216 million.

“In her service life, Zephyr has crossed the Pacific and Atlantic oceans, circumnavigated South America and executed numerous patrols in support of U.S. 4th Fleet,” said Lt. Cmdr. Steven Terjesen, commanding officer of USS Zephyr. “Her Sailors have always met every challenge head-on, exemplifying their ship’s motto: ‘Leading the Charge.’ I believe I speak for all Zephyr Sailors, past and present, when I say that it was a true honor and privilege to serve onboard this mighty warship.”

Tornado, working within Joint Interagency Task Force South, contributed to the disruption of more than 40 tons of cocaine and two tons of marijuana with an estimated street value of nearly 850 million dollars in 2020.

“This class of ship provides an extremely high rate of return to the American public,” said Lt. Cmdr. G. Graham Van Hook, commanding officer, USS Tornado. “The Sailors onboard are the most impressive Sailors I

have ever served with.”

Patrol coastal ships were originally built with a 15-year design life service, but with incremental modernization and maintenance periods, this class of ship has reached an average age of 26 years. The eldest ship in this decommissioning class, Zephyr has more than doubled her designed life service and would have turned 27 this October, while the youngest of the three, Tornado, would have been 21 this June.

The decision to decommission these three ships stems from the fact that they have all exceeded their designed service life. Based on the rising cost of modernization efforts, the Navy will receive a better return by decommissioning and freeing up funds to invest in other platforms.

With the Shamal, Tornado, and Zephyr decommissioning there are now a total of 10 patrol coastal ships remaining in service, all of which are homeported in Manama, Bahrain.

Following their decommissioning ceremonies, the ships will be designated as “Out of Commission in Reserve” and will sail to the Navy’s Inactive Ship’s facility in Philadelphia where they will await their official decommissioning designation, which will take place in March 2021.

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The Lost Generation

By Sheila Dassatt

When I say “Lost Generation,” a lot of folks will say, “what does she mean by that?” Well, we have had decades of wars that lasted the same duration as the best years of a young man or woman’s life. Some never did come back home, or came home in a flag covered casket. It wasn’t that long ago, at least in my memory, that when a young man was a senior in high school, he either planned to go to college, Canada or the armed forces, and if you didn’t choose any of those options, the Selective Service decided for you, or better known as the Draft. This was still in force when I graduated high school in 1973, which was the Vietnam War at that time. The choices that we had were a lot different than today’s society.

When most of the servicemen and women came home from their active duty, a lot stepped into the fishing industry. This goes back a long ways, but usually they fished before they left, when they were growing up, and then came back and resumed their fishing occupation. Only this time, they also had families of their own. They not only came home from the hard times of war, but became parents and needed to make an honest living on the sea. Of course, I am referring to our fishing families in this article. There are many different occupations that they came home to, but in this case, it is our

Fishing Industry.

As time went on, we practiced the strictest conservation rules to maintain a healthy lobster population. A big gang of traps back in the 30’s was probably 150 traps, a wooden boat and a skiff with oars. The engines that powered these beautiful boats usually came out of a car, such as an Oldsmobile or Chrysler product. Life was good!

I had a lobster license in 1993, which I still carry, just because I was proud of it! At that time, I was able to simply go to the Department of Marine Resources and purchase my lobster license. I purchased it so I could go on the boat and help out Dad that year due to the fact that he had cancer surgery. It was in the fall, the best time of the year for good hauls, so Mike and I took his boat out and finished the season that year. That also was what fishing families would do to help keep the family business going. It was generational and also part of family tradition. It was just what you did. That’s how we were all taught.

It wasn’t too long after that, the decision was made to break the Maine Coast in designated Zones and limit the purchase of lobster licenses. Let the regulations begin! If I didn’t renew my lobster license, I had to apprentice under another fisherman and be put on a waiting list for my license. This was in the 90’s. Instead of limiting licenses,

everyone ran out and got a license before the time limit was up. This created more licenses for a while! I didn’t renew mine because Dad was back on the boat and I didn’t think I needed it. Well, a lot of us thought we would be able to wait it out and get one in the near future. I didn’t realize how long the wait was going to be and how long the list was.

This goes back to another “Lost Generation” in the next step of the title. There were a lot of young folks that were on the wait list, but their circumstances were dire for their fishing future. During this time, father’s wanted to retire or passed away, leaving their fishing operation sitting in the yard, because their son or daughter was still on the waiting list. Some young people were raised by just their mother and did not have a mentor to help them establish their fishing operation. This left them going stern forever or so it seemed.


This was one of the issues that we have worked on with the associations and representatives in Augusta. A lot of work has been done to move forward with this situation. There were hearings in Augusta concerning the wait list, in which we heard some pretty sad testimonies from a generation that wants to fish and continue on with their family tradition, but had to sit it out on a waiting list and pick a different occupation in the meantime. Progress has been done with this...letters went out to latent license holders, some on the list were deceased, or sent back notice that they wanted to be removed from the list. The Zones voted to change some of their exit and enter ratio as well. It isn’t an instant cure, but it is helping.

Now, in 2021, we have a generation that had a year with Zoom schooling and computer classrooms as well as isolation. An entire senior year, which a student spent 12 or 13 years building up to, is supposed to

be one of the best years of their lives and not much happened, such as Commencement or Senior Balls, as one example. Some of these students have found it so difficult, that their grades have dropped and they may have diminished opportunities for their future.

Where am I going with this? At least in the fishery, we can still try to make a living. These young people can still find themselves on a fishing vessel, and now we are facing a shutdown due to Whale Rules and Restrictions due to pending Wind Power. Where does it begin and end for each generation? Is it time to say enough is enough for our livelihoods and try to make it possible for our next generation to be able to continue onward and move forward? One of the things that I am referring to is the uncertainty of the fishing industry itself, such as people being against every aspect of it. We have people that are against fish pens, against fish farms on land, against aquaculture in general, saying that it is going to take up too much shore frontage and fishing grounds. If you add wind mills and underwater cables to the mix, what is going to be left? Will we be pushed out of making a living? As we speak, we have little fellas being born and some just starting to learn the trade starting with their 10 traps. Are we going to let big business such as ropeless fishing gear take the place of how we have fished for generations? To replace our traditional gear with the ropeless equipment, the cost is astronomical! Who is going to pay for this brainstorm? In some areas, especially Downeast, there isn’t a lot of opportunity for large industry jobs or market sprawl. I certainly would like to think that mankind will take an honest look at this and do what is best for all of us. We still need to make a living, we still need to provide food and need to eat, even in the midst of saving the earth and the creatures in it. We are all in this together.

The New England Fishery Management Council met in late January and voted to finalize a redfish universal exemption for sectors in the groundfish fishery. The new exemption area is based on an industry proposal which considers important areas of redfish catch as well as bycatch of other species. The exemption also implements additional accountability measures for sectors which participate in the redfish exemption. The Council also recommended 2021 recreational measures for Gulf of Maine cod and haddock to NOAA Fisheries. The recommendation is to continue use of the 2020 management measures, which include a slightly longer Gulf of Maine cod season for the party/charter fleet in light of Covid-19 economic impacts. Finally, the Council set FY2021 specifications for the federal scallop fishery; this includes a TAC of 175,000 for the Northern Gulf of Maine, of which



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Maine DMR News

The First 2021 DMR Update from Commissioner Keliher

I hope the new year is getting off to a good start for you. Here is the first DMR update for 2021, and as you can see, it’s already shaping up to be a busy one.

Policy and Management Bureau

As many of you know, the National Marine Fisheries Service (NMFS) recently



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Continued on Page 23.

Commercial Fishing News

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

From the Director -

It has been just about a year since the Covid isolation hit us all. We were fortunate enough to be able to get the Fishermen’s Forum in last year before things really went into lock down. The Forum was cancelled this year, but we had some very good virtual seminars that you could watch online. We were able to have the auction and continue on with the scholarships. This was all held over this weekend and I hope that you were able to participate online. Everyone did the best that they could with what we had to work with. We are hoping that we can fully have the Forum next year and be able to see everyone once again. That is the hardest part of all of this, not being able to see all of our family and friends at such a great gathering.

One of the good things about all of this isolation is that we have learned a lot about Zoom meetings and technology! At first, I didn’t know how to participate without making a mistake and disconnecting. Now, I am getting the hang of it and feel a little more comfortable about speaking into the meeting. It all takes time.

DELA had our election of officers, by sending out a letter and ballots in the mail with self addressed, stamped envelopes for returning each one anonymously. This is how most organizations have been voting this year. We also had a vote to donate \$5,000 to the MLA Legal Defense Fund. With all of us facing such threats of the Whale Proposals, we realized that we are all in this together. Our livelihoods are at stake.

The vote for the funding came through unanimously. So we sent the funds out via Certified Mail, so we knew that it was received. The election of officers resulted as follows: President, Hilton Turner; Vice President, Ethan Turner; Sec/Treasurer, Mike Dassatt; and Executive Director, Sheila Dassatt. Thank you to Bob Fortin for the time that he served as Vice President. We

appreciate the help and support.

With all that has been going on, it has been quite a whirlwind in the fishing industry. We sent our statements in for the Whale Comment period, as well as signing with the Industry Associations for the Biop Comment and proposals. This is a time that we all needed to join together and stand up for our livelihoods. The first night of the Whale Hearings, it seemed a little shakey about the testimonies, which had a lot of people testifying against the fishermen. They just didn’t understand our way of living or how dangerous it is to be a fishermen, making a living on the water. It was almost like a fisherman would testify, and it completely went on deaf ears. The second night of the testimonies, there was an overwhelming amount of fishermen testifying, which was completely awesome. It has gotten to a point where the more that speak up, the stronger the voice. I’d have to say that we had a good showing the second evening of the hearings.

The next challenge that we are facing is the Wind power. There were Zoom meetings among the associations once again, which resulted in voting to support Billy Bob Faulkingham’s Bill, LD 101 which prohibits offshore wind energy development. Under the bill, the term “offshore wind energy development project” includes community-based offshore wind energy project, deep water offshore wind energy pilot projects, offshore wind energy demonstration projects and offshore wind power projects which are all categories of projects currently authorized by law.

Our latest production as an association, is the article and video that was produced by Simon Murray with Power & MotorYacht magazine. This production is called “Consider the Lobsterman” that was all produced with Ethan Turner and sternman, Devan Haskell. We feel that the timing for this video and article is very good for those that

need to see just how hard it is to lobster for a living. It also shows the dedication and love of the ocean as well. I called Simon and thanked him for doing such a wonderful job, who in turn said that the lobstermen need to be recognized. They want to help us any way that they possible can. We would like to Thank Ethan and Devan for hosting Simon and his cameraman for the day. It was such a new understanding for the magazine crew and much appreciated. If you have a chance, please take a look at the video and read Simon’s article. It gives such a better understanding of what is involved in a day’s work on the water.

We received a notice to Mariners, Seabed Survey- Monhegan to East Boothbay-March 8-April 4, 2021. This notice is on behalf of New England Aqua Ventus who will be conducting the Geophysical and Geotechnical seabed survey. This survey is required for the cable route for the offshore wind demonstration. The survey will begin with three passes the length of the survey

route beginning at the test site of Monhegan, proceeding to the Damariscotta River, and then back offshore. The survey will make a pass down the centerline then conduct two offsets 15 meters on each side. You may have received a notice in the mail from New England Aqua Ventus, which shows a chart of the route that they will be surveying. They also have a website: newenglandaquaventus.com.

This is the best way to look them up if you didn’t receive their letter in the mail.

Well, let’s hope for the best. We are always encouraging membership, if you haven’t joined an association, we strongly encourage supporting our industry. We all are working as hard as we can to make sure that we still have a fishery for our next generations to come. There is a membership form in this newspaper, which you also will receive in the mail each month along with your membership.

All take care and hope to see you soon, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

11 Cool Facts About Whales, Dolphins, and Porpoises

Marine mammals in the cetacean family include whales, dolphins, and porpoises. These animals are often referred to as “sentinels” of ocean health, providing insight into marine ecosystem dynamics. Learn more cool things about cetaceans below.

1. They tend to be social and live in groups. Cetaceans may communicate by slapping the water. Dolphins and porpoises exhibit complex communication and echolocation by making squeaks, buzzes, whistles, and clicks that can be heard from miles away. They are also thought to communicate by slapping the water’s surface with their tails or bodies.

2. Killer whales are part of the dolphin family. There are three main types of killer whales, or ecotypes, in the North Pacific: Resident, Transient, and Offshore. In fact, they are the largest member of the Delphinidae, or dolphin family. Members of this family include all dolphin species, as well as other larger species such as long-finned pilot whales and false killer whales, whose common names also contain “whale” instead of “dolphin.”

Each North Pacific killer whale ecotype differs in appearance, diet, habitat, genetics, and behavior. While all three types share at least part of their habitats, they are not known to interbreed. Resident killer whales usually eat different varieties of fish, primarily salmon. Southern Resident killer whales prefer Chinook salmon, some of which are endangered. Transient (or Bigg’s) killer whales eat other marine mammals, such as seals, and squid. Offshore killer whales primarily eat sharks and scientists have discovered that the whales’ teeth are worn down over time due to sharks’ rough skin.

In January, 2019, an experienced group of killer whale biologists launched an expedition from the southern tip of Chile into some of the roughest waters in the world, searching for what could be a new species of killer whale.

3. Blue whales have the biggest hearts on the planet. The heart of a blue whale weighs more than 1,000 pounds, the weight of an average dairy cow.

4. Dolphins are some of the most intelligent animals on Earth. The dolphin’s brain cortex features the same convoluted folds that are associated with human intelligence. Dolphins and their kin are the only marine mammals that have passed the mirror test of self-awareness.

5. They can be pretty fast swimmers! Dall’s porpoises are considered the fastest swimmers among small cetaceans, reaching speeds of 34 miles per hour over short distances. They have 38 to 56 very small, spade-shaped teeth (about the size of a piece of grain or rice) on each jaw that are useful for grasping.

False killer whales can also swim at high speeds. The species behaves much more like a smaller dolphin, swimming quickly and leaping completely out of the water, particularly when attacking certain prey species. In Hawai’i, they are also known to throw fish high into the air before consuming them. False killer whales are so named because the shape of their skulls, not their external appearance, is similar to that of killer whales.

6. Dolphins don’t chew the fish they catch, they swallow prey whole. Instead of using their teeth to chew, dolphins grip fish with their teeth, then swallow the fish whole—head first—so the spines of the fish don’t catch in their throats. Some NOAA Fisheries scientists have observed dolphins precisely biting the heads off of catfish in the Gulf of Mexico, to avoid the catfish spines. Dolphins that eat octopus will thrash them around first so they don’t choke on the clinging tentacles. Rough-toothed dolphins in Hawaii are specifically adapted for eating large fish like adult mahi-mahi.

7. Bryde’s whales can blow water 10 to 13 feet into the air when at the water’s surface. They sometimes exhale while underwater as well. Additionally, Bryde’s

(pronounced “broodus”) whales can change directions unexpectedly when swimming. They sometimes generate short, powerful sounds that have low frequencies and sound like “moans.”

They were once considered monotypic (belonging to one species), but two subspecies and a new species have now been discovered. The Bryde’s whale (*Balaenoptera edeni brydei*) is the larger form, found primarily in pelagic waters. Bryde’s/Eden’s whale (*Balaenoptera edeni edeni*) is a smaller form found in the Indian and western Pacific oceans, primarily in coastal waters. The Bryde’s whale’s “pygmy form” has only recently been described and is now known as Omura’s whale (*Balaenoptera omurai*). And a new species, known as Rice’s whale, was recently described in the Gulf of Mexico. Scientists believe that there are fewer than 100 Rice’s whales in the Gulf of Mexico.

A new article in Marine Mammal Science indicates that the whale previously known as the Bryde’s (pronounced “broodus”) whale is actually a new whale species living in the Gulf of Mexico. The new species is now called the Rice’s whale. Credit: NOAA Fisheries

8. Whales have a role in potentially helping to combat climate change. Marine biologists have recently discovered that whales—especially the great whales—play a significant role in capturing carbon from the atmosphere. Whales accumulate carbon in their bodies during their long lives. When they die, they sink to the bottom of the ocean. Each great whale sequesters 33 tons of carbon dioxide on average, taking that carbon out of the atmosphere for centuries. A tree, meanwhile, absorbs only up to 48 pounds of CO₂ a year.

9. Whale poop is powerful! In fact, one study found that whale poop acts as a natural “nutrient pump” for enriching rainforests. The whale poop gives nutrients to the plankton, which are microscopic organisms that then become food for smaller fish. These organisms are then eaten by seabirds which deposit their own poop on land or may feed larger migratory birds. The nutrients from this system also reach to the rainforest and land if the animals that contain them are eaten by predators from the land, such as birds or cats. These ocean nutrients are important for massive biomes like the Amazon.

10. Whales and dolphins were once land mammals before they evolved into the

ocean-going mammals we see today. Just like humans, some dolphin species have hair, called lanugo, on their bodies shortly after birth. This hair is later shed.

Whales and dolphins still need to breathe air, so how do they sleep underwater? In what is called unihemispheric sleep, they only rest half of their brain while the other half stays awake to breathe. Also, most whale and dolphin respiratory and digestive tracts are completely separate, so they don’t get water in their lungs when feeding underwater.

11. Whales and dolphins can be very creative hunters and some even use tools! Killer whales have been observed using their large size and speed to create waves that can knock seals off ice floes and into the water. Humpback whales use a technique called “bubble net feeding” to corral plankton and small fish near the surface of the water where they can easily catch them in one gulp. Bottlenose dolphins use a similar technique called “mud-ring feeding,” where they stir up a plume of mud with their tail causing fish to jump out of the water into the mouths of waiting dolphins. One case of cetacean tool use involves a subset (approximately 5 percent) of the population of bottlenose dolphins in Shark Bay, Australia. These dolphins tear basket sponges from the seabed and wear them over their beaks for protection while foraging along the seafloor.

New Grant Opportunity Builds on Efforts to Enhance Public Understanding of Seafood Farming

Aquariums, seafood farmers, and others working on innovative public education for marine aquaculture topics can now apply for support through a new funding opportunity. Applicants may apply for up to \$15,000 to spend within a one-year project to increase aquaculture literacy.

The Collaborative eeBLUE Aquaculture Literacy mini-grants are part of a partnership with NOAA and the North American Association for Environmental Education. They are part of NOAA’s latest efforts to increase understanding of environmental and marine science topics among educators, professional networks, and groups involved in community outreach.

“For these first of their kind mini-grants, we’re looking for innovative ideas

Continued on Page 23.



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Boat And Ship Yard News



This is the catamaran CRUX in one of the work shops at Front Street Shipyard in Belfast. She is having numerous updates and should be over this summer.

Continued from Page 1.

Cove 20 which is almost done. They just need to add the stringers and out she goes. Next will be a Mitchell Cove 35, which is coming in to be stretched out to a 42. However, they were not sure how wide they were going to go.

**Front Street Shipyard
Belfast**

Finding Vinalhaven with the bottom of your boat is not advisable. Unfortunately,

that is what happened to the 120-foot Horizon built ENDLESS SUMMER the third weekend of August. J. B. Turner, President of the yard, said, “They took out a good section of the keel and one side completely of the running gear: shafts, props, struts, everything gone or destroyed. They actually pushed the strut up into the boat about 18-inches. It somehow came back down, but of course it did massive damage along the way. It pushed the strut so far up that the propeller cut through the hull in the tunnel. They were taking on water through the strut



At Farrin's Boat Shop in Walpole they are finishing out this Calvin Beal 42 as a patrol boat for the Department of Marine Resources. She is scheduled to be launched early spring.

area and rudder bearings. They thought they were not going to make it back to Belfast so when the Coast Guard arrived the crew was ready to get off and say goodbye, but the Coast Guard said, ‘no, we have pumps we can keep up with this.’ They were able to motor under their own power, one engine, at about 2½ knots from Vinalhaven to our dock.” It was a big job, but straight forward. JB said, “It was all pretty straight forward and you could see what the issues were along the way. We did have to take out some of

the crew cabin interior and pull the transmissions on the starboard side, because it had clearly been damaged. When she hit it broke a motor mount clean off.” Getting the transmission out is a process as you must remove parts of the interior and go up through the decks to the main salon and then through the aft end of the cabin using a gantry. When the repairs were completed, Brownell Boat Transport of Mattapoisett, MA came up and moved her out of the building, where she was picked up by the 481-ton



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This is "Falconstein" a drag car in the paint shop at Belmont Boat in Belmont. You can see her every weekend at the Winterport Dragway.

Travelift and launched. After a couple of sea trials, she headed south to Florida. The owner was pleased saying that she has never run as smooth as she does now.

In the big new shop is the 151-foot PI-ONEER, an expedition yacht, that is in to be refurbished. Every department is involved in this project. They are doing some aluminum hull plating; rebuilding the galley and seven of the eight heads; a lot of carpentry; mechanical upgrades, which includes shafts, propellers, rudders, piping; air conditioning; and lots of paint. The hull has been painted and they were now painting the bulwarks,

stack and all the cabin doors the end of February.

It was known in the fall that many boats that usually go south for the winter were opting to stay north and have work done. JB said that there was a number of medium sized jobs that were either done or nearing completion.

They have a 60-foot sailboat, built in South Africa, which has been gutted, the keel is off and they were struggling to get the bulb off the fin. The problem was that

Continued on Page 19.

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Boat And Ship Yard News



This is a panoramic view of the shop at Padebco Boat in Round Pond. The boats in the fore ground are constantly swapped out with others in storage so they are ready when the season arrives. The white sailboat in the center was in for a major keel repair following a grounding; to the right is the Royal Lowell designed wooden boat, which is having some hull work done and next to her is the Padebco 27 that was converted from an inboard jet to outboards.

Continued from Page 15.

the original builder poured cold tar epoxy in to hold everything together and they are now removing that along with chunks of lead. They are doing this to get at the bolts, which are all corroded. The engine and all the systems have been removed as everything needed to be worked on or replaced.

A sportfisherman as been stored at the yard for several years and is getting a lot of work this winter. On the forward side of the main cabin, where windows would normally be, she had plywood, which is being replaced. They are also doing a lot of exterior paint work.

Other projects include a 50-foot Hood powerboat in for a lot of maintenance; a Hinckley 50 in for paint job and varnish and system work; and they are building a new 41-foot Hunt day boat; a 70-foot Trumpy for maintenance; a Hatteras for running gear and engine work; and the 60-foot catamaran CRUX is getting a new sonic anti-fouling system and a new communications system on a newly fabricated arch on her stern.

They just delivered a 42-footer to Martin Defense Group in Hawaii, which was part of the ONR testing. They did test runs before she left in 20-degree temperatures.

A Holland 30 hull is in to be finished, powered with outboards. They are also building the hulls for Holland Boat Shop in Belfast at their Bucksport facility. The Bucksport facility has been doing several of SW Boatworks hulls for a number of years and recently Sargent Boat of Milbridge sent their hulls to them to be laid up there. Another boat they are laying up at Bucksport is the 26-foot Pro Glide, which is a mini-catamaran that is powered with an outboard and goes crazy speeds. Presently they are building the moulding as they have an order for 10 of them.

One aspect of the yard that has been extremely busy is the paint bay. It has not only been used to paint boats, but they have also slid in some composite containers, which have sensors in them, that needed to be sprayed.

They have been working with the

Martin Defense Group of Hawaii and are building an autonomous testing system for a generator; a separate fuel oil system and a cooling water system to analyze how it would work in an autonomous ship.

The new waterjet is up and running and

this will be a fantastic piece of equipment for their future and other manufacturing businesses in the State of Maine. This has been set up in Building #5 and they have already cut some items for in-house use and cutting panels for the Kenway, Corp. of Augusta. It

also has a big lathe attachment, which allows them to do large piping.

Continued on Page 20.



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Boat And Ship Yard News

Continued from Page 19.

**Hylan & Brown
Brooklin**

In the main shop they have the 43-foot SEA STAR, which was built by Chummy Rich of Bass Harbor Boat in Bernard. She was purchased this past fall and it was thought a little work and she would be good to go. It was not long before she was an empty hull overgoing a major rebuild. The only thing besides the hull saved was the Yanmar engine, which had just 500-hours on it. This was sent to Billings Diesel & Marine in Stonington and gone over and shipped back with a new Northern Lights 6 kW generator. She will also have a 1,500-watt solar array with a 900-amp lithium-ion battery bank.

As they were removing everything from the hull, Doug Hylan went to work designing a new interior layout with a new trunk and pilothouse superstructure. The new accommodations will have a stateroom forward and a double berth back at the main bulkhead. Up in the shelter is a galley (stove, refrigerator, and freezer) and a dinette that will make into a double berth. She will also sport a water heater and heat pumps for both heat and air conditioning.

The hull only needed some sister framing, bottom refastened and a few planks to repair and they were already working on the trunk cabin top.

They have four to five people on this project with the hope of getting her done sometime this summer.

The owner of this boat has also bought another one, a Lowell Brothers 36, which

was in Texas. She was built a sportfisherman in 1966 and is on her way to the yard to have work done next spring.

However, in between these two they are going to build a 26-footer designed by Doug Hylan.

**Little River Boat Shop
Cutler**

In the shop they have an Osmond 42, which has been widen 18 inches on the stern giving her a beam of 15 feet 10 inches. This modification was done by H. & H. Marine in Steuben. This boat is being finished out as lobster/scalopper for a local fisherman.

Since she will be used as a scalloper, they have built an aluminum framework in the middle section of the platform. The other framing for the platform is constructed with 4 x 4s secured to the hull stringers and this creates a very rugged platform.

Under the platform there are two tanks with a total of 375 gallons between them. The engine is a 450-hp 9 litre Cummins, which is in and hooked up to the running gear. The main clutch and hydraulic pump are bigger, like what an offshore lobster boat would have.

Down below will be basic with just a bunk and some storage space.

With the modifications made to the hull, the deck and house were also modified. The house was raised four inches and widened to compensate for the wider hull. She also did not have her roof on, which has become standard practice at the shop making it easier to get the engine or make needed changes to the house or roof. The windshield was set up

for five windows and that will be changed to four and in the process the angles will be changed to make it more pleasing to the eye so a whole new windshield will be built. This boat will be finished around the first of April.

Next, they will be building a deck and cabin on a new Wesmac Superwide 46 for a fisherman from Owl's Head. The hull will arrive in mid-February and once the one in the shop is out this one will come in. When they are done putting the top on it, she will be shipped to a finisher in the Rockland area.

There are seven to eight people working at the shop, including some young guys. One is from Washington Academy where is taking the marine class. When asked if he was learning anything, he told them he had learned more in two days than he had all semester. Washington Academy has a good program, but it is hard to beat learning on-the-job from someone who has done it for almost 40 years and knows all the ins-and-outs of the job.

Padebco Boats Round Pond

In the shop on the waterfront, they have three Padebco 21s in for refits. They were in for fuel tank issues or the platform starting to get soft. This meant ripping up and replacing the tanks and platform. One of them also needed to be repowered. Also, one of them had a teak platform, which the owners loved and wanted to preserve. They were able to lift off all the teak, number it and put back down on the new platform. Due to the workload at the other shop they opted to only build one new Padebco 23 this winter. This one is custom as she is being used to ferry people out to Cranberry Isle from Mount Desert Island. Since they will not need the V-berth they are going put in its place space for luggage underneath the dodger. They are also going to add a canvas enclosure around the centre console, which will be rigged to the T-top.

Up in the main shop, just north of the town on Route 32, they have their project boats in for work. There is a Mariner 40 in having her keel repaired after striking the bottom off Camden. They removed the keel, did some minor glass work, and put the keel back on. She is now ready to go back over. There is also a Sabre 28 in for keel repair. She fetched up on a ledge and leaned over when the tide went out. She floated off without an issue and sailed the rest of the summer without issue. That keel was repaired. A Royal Lowell built wooden boat, which was covered with fiberglass when she was built, has come in to repair several issues due to freshwater intrusion. Presently they are working on her bottom. They have located areas that have delaminated and are repairing them. A survey was done finding more work that needed to be done.

A Padebeco 27 is to be repowered and have her interior modified. They have removed her inboard jet and this is being replaced with twin outboards. The work on the interior is almost done, with just the trim and varnish left. She will be over in May.

There is a Marshall Cat in for her annual maintenance and make alterations to her scuppers on the cockpit. She has a large cockpit and if it rains hard and the scuppers are restricted, the cockpit will fill with water and overflow into the engine compartment.

This happened last summer and when found the water was a foot over the cabin sole due to the overflow from the cockpit and a faulty bilge pump. The teak and holly sole did not delaminate but did turn black. They have bleached the black out and refinished the sole.

An AJ 28 pleasure cruiser is in. They have added a hand bilge pump at the helm, changed out the middle window in the windshield, looking to redo the helm seating; and added G-10 in the keel so they can attach a cage.

They are working on a couple engines. One is a 2-cylinder diesel in a sailboat and its fuel tank developed a pin hole and 15 gallons of fuel went into the bilge. To get at the fuel tank they had to remove the engine. Before it goes back together, they are replacing everything that cannot be worked on with the engine in place.

A Halsey Herreshoff 33, a cat ketch, severely overheated her three-cylinder Yanmar engine last summer. It got so hot that the head was damaged and all the insulation on the electrical wires was melted back several inches. The question is whether the engine can be rebuilt or needs to be replaced.

The front of this shop is for boats cycled in and out when their work list is finished. They have done about 16, but still has another 15 to do. They will be busy right through the spring getting them done.

**SW Boat Works
Lamoine**

The Scituate harbor master's boat has been delivered. She is a Calvin Beal 34 powered with a 500-hp 8.3 litre Cummins. Down below she had a V-berth, head work bench and small galley. She also sported a fire pump. When asked how the ride was to Scituate, Stewart Workman, owner of S. W. Boatworks, said "Not bad on the back of a truck."

In the first work shop they are finishing up on the Rhode Island research boat. She is similar in finish to a split wheelhouse lobster boat. Down below she has a V-berth and gear locker. Up in the shelter she has a small galley on the port side. She is powered with a 550-hp 8.3 litre Cummins. She was going over the last week of February so they could mark the waterline and do sea trials. They will also install the gantry system and then she is off for Rhode Island.

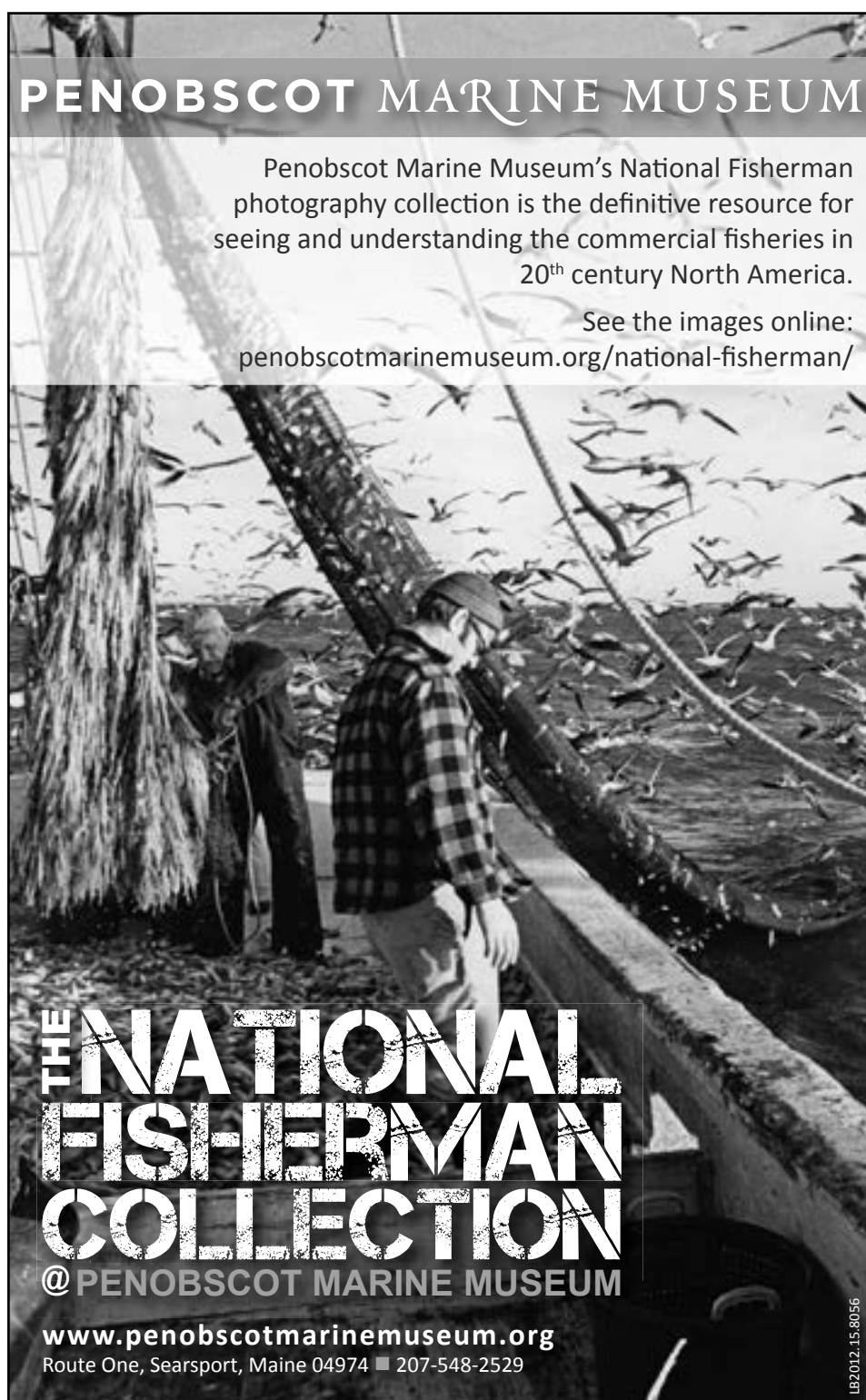
In the next shop they have a Calvin Beal 36, which is being finished off as a giant centre console/walkaround boat for sportfishing. She still has a forecabin which can sleep 3 or 4 with a head and shower.

In Bay #4 they have a Calvin Beal 48, which is being finished off as a split wheel-house offshore lobster boat for a fisherman from Vinalhaven. Down below she has a V-berth, galley, lockers, and work bench. She is powered with a 1,000-hp C-18 Caterpillar.

In the next bay they have a Calvin Beal 42, which will be powered with an 800-hp Scania. She is being finished out as a sport-fisherman for a customer from the North Shore of Massachusetts.

This will be followed by another 42-foot sportfish yacht, a couple of 36s, 42s and 44s. The Calvin Beal 36 is being finished off for the U. S. Coast Guard as a "make believe" training boat at Buzzard's Bay. They will be using on land to train for boardings. They are laying up the hull and deck and then they will begin finishing her off.

Like most boatbuilders, they are busy. The biggest call is for sportfishermen and the next opening for a finish boat is the middle of 2022. However, someone may drop out so always call to make sure they do not have an earlier slot.



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Vendee Globe: All 25 Over the Line!

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 we ended with 14 finished of the 25 competitors still racing, the first nine of which finished within 19 hours of each other. This left 11 boats still on their way up the Atlantic to the finish line off Les Sables d'Olonne, France.

8 February, Day 93: There are five boats closing in on the finish, but LA MIE CÂLINE-ARTISANS ARTIPÔLE (Arnaud Boissières) and DMG MORI GLOBAL ONE (Kojiro Shiraishi) have an advantage by being ahead of the on-coming front. The other three LA FABRIQUE (Alan Roura), TIME FOR OCEAN (Stéphane Le Diraison); and MEDALLIA (Pip Hare) are just behind but will have to battle the front.

Behind this leading group is ONE WORLD, ONE OCEAN (Didac Costa) and may be affected slightly by the low ahead of

him but will likely avoid the next one. Didac said that the conditions were forcing him to slow a bit and he was having an issue with his rudder.

The two retired boats of INITIATIVES COEUR (Sam Davies) and MACSF (Isabelle Joschke) have been sailing together up the Atlantic after Isabella restarted following making repairs to her keel ram at Brazil. They should finish in about 10 days.

GROUPE SETIN (Manuel Cousin) suffered keel damage, which he has made some glass repairs to. When he gets off the Azores in lighter air, he hopes to be able to pin the keel in the centre position.

9 February, Day 94: LA FABRIQUE and TIME FOR OCEAN were within sight of each other and Alan said they should have coffee together. However, they must pay attention as they battle to the finish, each hoping to best the other.

With variable winds in the Bay of Biscay the ETA of all races has been increased. Pip says that this last run has been extremely tiring due to the variable conditions, winds between 20 to 45 knots and a confused sea.

GROUPE SETIN announced that he has centred his keel, which took 48 hours to accomplish.

10 February, Day 95: Four boats (LA MIE-CÂLINE-ARTISANS ARTIPÔLE; DMG MORI GLOBAL ONE; LA FABRIQUE and TIME FOR OCEANS) are expected in that order on Thursday (11 February). The leader said the conditions are trying with 40 knots of wind, cold temperatures and dodging commercial vessels. Alert is the word despite having been at sea more than three months.

Pip suffered a halyard issue that dropped the head sail into the water damaging her pulpit, but she has gathered the sail and is back racing. Her real problem is now



The only Japanese entry, Kojiro Shiraishi on DMG MORI GLOBAL ONE crossing the finish line at Les Sables d'Olonne, France.

she does not have a downwind sail. She was looking for a solution so she can find more speed.

11 February, Day 96: When Kojiro crossed the finish line he was the first Japanese sailor to have completed the Vendee Globe. He overcame a severely torn mainsail just after the start, which took seven days to repair. As he made his way round the world, he looked more comfortable with his VPLP IMOCA, which was a sister to CHARAL. Despite not having a lot of solo sailing experience his finish was more than respectable. He remembered his mentor Yukoh Tada, who won Class II in the 1982-83 BOC. He contacted him and the Yukoh took him out sailing. Unfortunately, in the 1990 BOC after many setbacks Yukoh took his life in Sydney and it was Kojiro who took is boat back to Japan. Not only did he complete the race he brought awareness to Yukoh and

made the Japanese people well aware of the Vendee Globe. Kojiro sailed in the last Vendee Globe but was forced to retire when the top of his mast broke off South Africa. Despite the setback he vowed to return. He got backing from DMG MORI and as they were building his new racer he trained with the French.

Roura made himself known in the 2016-17 Vendee Globe by being the youngest skipper to have finished the race at just 23 years old. This despite a keel problem, which almost forced him out of the race. His racer finished second in the 2009 Vendee Globe, but he modified her with foils and hoped to finish in the top third. Just after the start he had keel issues and this was not easy to deal with. When he entered the Pacific another oil leak happened, which took hours to repair.

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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

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Dedicated to the Preservation of Maritime Writings

Maine Department of Marine Resources News

Continued from Page 10.

122,500 will be allocated to limited access general category permits.

The Atlantic States Marine Fisheries Commission met the week of February 1st. The Lobster Board received a presentation from NOAA regarding the right whale proposed rule and draft Biological Opinion. Following a series of questions, the Board voted to submit public comments on both documents focusing on areas such as conservation equivalency, enforcement, and the impact of Canadas action on US fisheries. The Board also discussed next steps following results of the 2020 Benchmark Stock Assessment and voted to re-initiate work on an addendum to the Fishery Management Plan designed to improve stock resiliency.

The Menhaden Board has also started preliminary discussions about the reallocation for this important bait source and forage fish. We will have more information on this in the coming months, but we are optimistic that the Board will start an amendment or an addendum that addresses state by state quotas.

At the Striped Bass Board meeting, Maine and Massachusetts presented a joint proposal to study the baited tube rig fishery. The Board voted to approve the proposal, granting a circle hook exemption to the baited tube rig fishery for the duration of the study (2021-2022). DMR will be providing more information in the coming weeks regarding 2021 measures and how to participate in the tub rig study.

Science Bureau

DMR has developed a Draft Management Plan Amendment for the Kennebec River that revises the goals, objectives, and recommended actions for restoring the Kennebec River above Waterville. The goals of the plan are to restore millions of sea-run fish such as river herring, shad, and eels to historic habitats and create the conditions that Atlantic salmon recovery could be possible. DMR has a two-month public comment period ending February 26th. DMR had scheduled a public hearing on February 16th but it was cancelled due to weather. DMR will send a follow up email to all individuals who had registered for the hearing with the information on a new date and time, and it will be posted to DMR's website. For more information visit <https://www.maine.gov/dmr/laws-regulations/proposed-rulemaking.html>

DMR is looking for industry participants for both the Regional Ventless Lobster Trap program and a National Sea Grant funded Pilot Lobster Larvae Survey. DMR

in cooperation with the Gulf of Maine Lobster Foundation, is seeking three industry participants for the Regional Ventless Trap Program through a competitive bid process. More information on the Program and the application process are available on the DMR website. The Atlantic Offshore Lobstermen's Association (AOLA) and DMR are looking for two boats to support research to determine the distribution and abundance of lobster larvae out to 25 miles. More information on this research project and the bid process can be found on the DMR website. Requests for Proposals on each project can be found at <https://www.maine.gov/dmr/about/rfps.html>.

Scallop dredge surveys were conducted in cooperation with the commercial fishing industry in the Isle au Haut Bay rotational management area and throughout Cobscook Bay over the past month. Conservation closures were implemented in Roque Island Harbor and Kennebec River, Harrington and Pleasant Rivers, the Fox Islands Thorofare, Casco Passage, and western Toothacher Bay in January. Additional conservation closures in Cobscook, Whiting and Denny's Bays, Upper Frenchman Bay, Damariscotta River and western Casco Bay along with expanding existing closures in Englishman Bay and Addison rotational areas were also added in February.

Marine Patrol

Marine Patrol recently made offers of employment to two new officers. Officers Kaelyn Kuni and Lexis Elston will begin law enforcement certification training on Tuesday February 16th and once certified both will begin patrol assignments in Eastern Washington County.

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.

Maine Marine Patrol Sergeant Wesley Dean has received the prestigious North East Conservation Law Enforcement Chiefs Association (NECLECA) Officer of the Year Award for 2020.

Public Health Bureau

The Shellfish Advisory Council (ShAC) met remotely on February 4th and discussed topics ranging from measuring hard clams and municipal program standards to best conservation activities, revising shellfish closure notices and proposed rulemaking. ShAC meetings are held quarterly and the members of the council, who include harvesters, dealers and municipal officials, advise the Department on topics and bring

forward issues of importance to the bivalve shellfish industry. If you would like to receive announcements for future ShAC meetings please sign up to the Public Health and Safety list on the DMR website: <https://public.govdelivery.com/accounts/MED-MR/subscriber/new>

Another good source of information on issues concerning the bivalve shellfish industry is the biannual newsletter published on the DMR website in January and July. The recent issue was posted last month and covers biotoxin testing, examples of the shellfish closure notice revision project and the prevalence of hermit crabs in some coastal waters. You can find the current and past newsletters here: <https://www.maine.gov/dmr/shellfish-sanitation-management/newsletters/index.html>

Lets hope we see some positive changes to this pandemic, and we can get back to in-person meetings later in 2021. I know I personally benefit from our meetings and I always appreciate the small chats as meetings break up and we head to the parking lot. The conversations I have with members of all the industries we serve are incredibly valuable. While webinars have allowed us to keep some communications going it is sometimes difficult to get the input that is really needed. I am personally troubled by the fact NOAA will not be able to hold face to face meetings on the whale rule and the Bi-Op. This is the issue that keeps me up at night and I hope every industry member stands up and speaks their minds and shares how this can and will impact you.

Thank you and be safe out there. Pat

Governor Mills Expresses “Grave Concern” Over Draft Right Whale Biological Opinion

AUGUSTA - On February 19th The Maine Department of Marine Resources filed comments with the National Oceanic and

Atmospheric Administration (NOAA) on the draft Biological Opinion for ten fishery management plans in the Greater Atlantic Region, focusing on the North Atlantic Right Whale. In a cover letter included with DMR's comments, Governor Janet Mills expressed “grave concern” about the draft Bi-Op, warning it will be economically devastating and will fundamentally change Maine's lobster fishery.

In the absence of a significant change, this Framework will necessitate the complete reinvention of the Maine lobster fishery, wrote Governor Mills. Despite other documented sources of serious injury and mortality to right whales, the draft Biological Opinion, a requirement of the Endangered Species Act, includes a Conservation Framework that calls for a 98 percent risk reduction over ten years in US fixed gear fisheries, including lobster.

Governor Mills highlighted the Maine lobster industry's decades of progress in protecting right whales. Maine fishermen have worked collaboratively with the Department of Marine Resources for over twenty years to develop and implement measures to protect whales. They have been active participants at the Atlantic Large Whale Take Reduction Team table, looking for solutions that both maximize benefits to right whales and remain practicable for safe operations at sea.

The Governor noted the importance of Maine's lobster industry to Maine's coastal economy. The roughly half billion dollars generated in ex-vessel revenue from the fishery generates an additional \$1 billion in indirect economic impact throughout the supply chain.

Governor Mills also pointed out that the Conservation Framework is clearly aimed at the inevitable conversion to ropeless fishing if the 98 percent risk reduction target is up-

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MISC. COMMERCIAL FISHING NEWS

Continued from Page 12.

that will engage communities on aquaculture, correct common misconceptions about seafood farming, and raise awareness of the importance of sustainable aquaculture for our economy and national food security,” said Brianna Shaughnessy, NOAA Aquaculture Education Coordinator.

Sustainable seafood farming—like we have in the United States—has the potential to meet the protein needs of a growing population. It puts less demand on natural resources like fresh water and farmable land. Along with providing sustainable seafood, some shellfish and seaweed aquaculture operations improve water quality in surrounding areas. Other forms of aquaculture are used to restore species and habitat. Marine aquaculture also provides a source of high-quality jobs and economic opportunities in coastal communities.

Consumer and community understanding of aquaculture is key to achieving the full benefits of aquaculture and seafood farming. However, research has shown that aquaculture literacy is low. That influences how those groups understand, support, and make decisions about aquaculture products.

“Most of the public still has limited understanding of aquaculture and may encounter information that can be out of date, inaccurate, or incomplete,” said Cindy Sandoval, communications specialist for NOAA's Office of Aquaculture. “Having a trusted science source or community member share accurate information can increase aquaculture and sustainable seafood literacy.”

Vendee Globe - Final Results

Continued from Page 22.

- | | |
|-------------------------------------------------|-------------------------|
| 15) Arnaud Boissieres, LA MIE CÂLINE – ARTISANS | 94 D; 18 H; 36 M; 06 S |
| 16) Kojiro Shiraishi, DMG MORI GLOBAL ONE | 94 D; 21 H; 32 M; 56 S |
| 17) Alan Roura, LA FABRIQUE | 95 D; 06 H; 09 M; 56 S |
| 18) S. Le Diraison, TIME FOR OCEANS | 95 D; 08 H; 16 M |
| 19) Pip Hare, MEDALLIA | 95 D; 11 H; 37 M; 30 S |
| 20) Didac Costa, ONE PLANET ONE OCEAN | 97 D; 06 H; 27 M; 03 S |
| 21) Clément Giraud, COMPAGNIE DU LIT / JILITI | 99 D; 20 H; 08 M; 31 S |
| 22) Miranda Merron, CAMPAGNE DE FRANCE | 101 D; 08 H; 56 M; 51 S |
| 23) Manuel Cousin, GROUPE SÉTIN | 103 D; 18 H; 15 M; 40 S |
| 24) Alexia Barrier, TSE - 4MYPLANET | 111 D; 17 H; 03 M; 44 S |
| 25) Ari Huusela, STARK | 116 D; 18 H; 15 M; 46 S |

Retired

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

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

18 April
Page 4.

From the Shipbuilding City. Among the Various Shipyards.—Activity at the Bath Iron Wroks.—The Shipyard Painters asking for more pay.
(Correspondence of The Journal.)

In a recent interview with some of our leading owners of vessels engaged in the foreign trade I found that the majority oif them favor the tonnage bounty bill which has been brought before Congress.

Harrington’s steam yacht, the MAIT-ELAND, which he is building for Portland parties will launch next week.

The workmen are getting everything ready at the Bath Iron Works for the construction of the new buildings. The new office is already well along.

C. V. Minott’s ship, the ST. MARY, recently lauched by him at Phipsburg, is being rigged.

Morse Brothers are to build a 400 ton schooner this season.

Timber has been landed at Rogers’ yard this week for a three-masted schooner which he is to build.

John McDonald is putting up the stern post for a 900 ton schooner at his south end yard.

The timber for the new Sewall ship SHENANDOAH has commenced to arrive.

She will have four masts.

Work on the steamer COTTAGE CITY is well along. This elegant steamer will be ready to go on the route between Portland and New York by May 1st.

The harbor is full of shipping, mostly schooners after ice. Rents are scarce in town, many men being unable to bring their families here.

April 16, Charles B. Harrington launched a schooner 82.7 feet long, 26 feet wide, 6.5 feet deep. Her net tonnage is 103.29 tons. As yet she has named. Captain Campbell will command her. She was built for Spinney & Co., of Arrowsic.

Wages will probably be rather right here this season. The painters at the shipyards asked for an increase of 50 cents a day. They were refused by were offered \$2.25 which is 25 cents higher than they have been receiv-ing. The men refused to work at that price and struck but have since returned to work at \$2.25.

HARRY C. WEBBER.
Bath, April 15, 1890

The fish receipts at Gloucester last week aggregated 513,000 lbs. codfish, 340,000 lbs. haddock and 35,000 lbs halibut.

Page 7.

From the Hub of the Universe. Captain Otis Ingraham and the Whales.—The West End Railway vs. Meigs’ Elevated Road.—Curious street names of The Olden Time.—The Great Spring under The postoffice.—Dinner of the Pioneer Rod and Gun Club.—They contemplate leasing Northern Maine Hunting Grounds.—Boston Marine Society.—Supplies for the Portuguese Fishing Fleet.
(Correspondence of The Journal.)

Now that the ice has left the Penobscot and the steamers of the Boston & Bangor Line can ascend the river as far as Bangor, travel by that popular route will be large. Meeting Captain Otis Ingraham of this line the other day I was reminded that it is about time for the season of wale stories to be here. Indeed there seems to exist a curious friendly relation between Captain Ingraham and the leviathan monsters of the deep. Captain In-graham and the passengers on his boat see more whales than any skipper and crew that ever went out of Gloucester on a whaling cruise. I presume it “just happens so,” but more whales are reported as having been seen from the deck of Captain Ingraham’s boats than any others. But the Captain is a popular officer and is well liked by passen-gers of the line. He is gallant to the ladies and courteous to gentlemen. He has any quantity of friends at both ends of the line and at all the way ports. He knows the Penobscot river as a country boy knows a trout brook; and may this popular captain continue to float placidly to and fro between the Queen City and the Hub for many years to come.

There is a good deal of kicking and much cheap talk being continually made about the West End Street Railway’s owning Boston. Well, they do, but why shouldn’t they so long as they are the only corporation that takes any interest in the accommodation of Boston’s public. They give us good and sufficient facilities for transit in the city and vicinity, or would if our idiotic Board of Aldermen would let them alone. The people know what they want and would be satisfied, yet the Board of Aldermen has to compel the West End Co. to run their electric cars at the snail’s pace of seven miles an hour. As the Record says, the “grass will grow” on the tracks of the electric road, and what is more, daisies and buttercups will bloom and the milkweed and the thistle will go to seed as in the time of Frog Lane, unless these cars run faster. Now the West End Co. has asked for the right—an exclusive franchise—to construct elevated roads over the streets of the city, and here’s Captain Meigs coming in, and with counsel and an array of testimony, crying to prevent them from getting it. More than a year ago—two years, I think—the Legislature granted Meigs a franchise, and since then little has been heard either of Meigs of his elevated. The old rattle trap of a structure alleged to be a sample of Meigs’ road is still standing at East Cambridge and this is all there has been to it. Now that Meigs was given his franchise why doesn’t he, or why hasn’t he made some move that would indicate that he meant business? His system is a good one, but does he suppose the peo-ple of Boston want to wait a hundred years for better transportation? Mr. Meigs should either go to work and build his elevated, or stop talking and let the West End Co. get their franchise and do something.

I notice that the press of Maine and of Boston, for that matter, is commenting in a very flattering manner on the enterprise of THE INDUSTRIAL JOURNAL in propos-ing to issue a special edition devoted to Port-land’s interests. In this matter of special edi-tions devoted to different cities and towns,

the INDUSTRIAL JOURNAL, I believe, is the first Maine paper to carry out the idea on a mammoth scale. It is and will be one of the best things that ever happened to Maine, and is just what is needed. We see the effect of this plan in the West and western cities, where it has done more to boom localities than any other enterprise. Maine has many features and resources peculiar to herself, and can offer as many or more inducements to investors of capital, as any other state in the Union. And more, I should say, for I have heard several business men who have recently returned from a thorough tour of the western states, notably California, say, that they came back to New England with increased opinions in her favor as a place in which to prosper. “Give us New England” they say, “for a man can live better and take more comfort, on the same amount of money, than he can in California.” A great deal of Maine money has been expended in booming out of the way places. Let Maine capitalists, of which there are many, put their money into Maine industries, develop her industries still more, and let the West take care of itself.

It has often been said that the streets of old Boston were laid out by the cows, and in the days when Boston Common was a cow pasture, it is quite natural that their paths should have done much toward shaping the thoroughfares of the place. The old time lanes, as the name implies, were simply nar-row passage ways, and it is natural that when these were widened and changed into streets they should have been given names corre-sponding to the increased dignity devolving upon them. When, as was sometimes the case, the lane had a somewhat homely, how-ever, significant name, it was to be expected that it would be changed to suit the growth and requirements of the town in self con-sciousness as well as importance. Thus, Frog lane was well enough for a passageway lead-ing to the marshes where these batrachians croaked, but when it became a street it was proper to name it for a distinguished citizen of Boston whose benefactions to Harvard College led to its chemical laboratory being named in his honor. Ward Nicholas Boylston was also honored by having the old market at the corner of Boylston and Washington streets which was demolished two years ago or more, called after his name. Frog lane became Boylston Street—and a splendid street it is now, too—in 1809. It is the only street in Boston that extends for miles in a straight line.

High street, which, before its devotion to business uses, was the home of a well-to-do population, also had a name which was hardly dignified enough for its new importance. It was originally Cow lane, and not until 1803 was this bovine designation thrown off. Summer Street was once called Seven Star lane, from about 1758 to about the time of the Revolution. This name was taken from the Tavern Sign, of the Seven Stars, near the drawbridge. It was called Ye Myine street from its leading to Windmill Point, the highway being laid out in 1644. Being so near Cow lane it was quite natu-ral that cows should be found in Summer street at a comparatively late period, and the tinkling of their bells could be heard in a pasture of two acres in 1815. Bromfield lane now Bromfield Street, was named after Hon. Edward Bromfield, who mansion stood on the site of the old Bromfield House, in the lane. And so we might go on with these old names and the successional changes following. Some other of the old-time lanes in Boston have an aquatic suggesstiveness, and two of them add a fishy flavor to this. One of them was Mackerel lane, now Kilby street. On the corner of this lane and King

MAINE DMR NEWS

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held, which will result in a potentially dev-astating effect to Maine’s coastal economy. If this comes to pass, it is not only fishermen and their crew who will be impacted, gear suppliers, trap builders, rope manufacturers all these businesses face a deeply uncertain future.

Governor Mills concluded her letter with a request for NOAA Fisheries to engage with Maine DMR around concerns with the Biological Opinion. It is imperative that the State be involved more directly with NOAA Fisheries work with Canadian counterparts, as well as in addressing the many challenges associated with the adoption of new technol-ogies such as ropeless fishing gear, wrote Governor Mills.

We remain committed to working with your agency to provide practical solutions to protect whales in a manner that is feasi-ble for Maine fishermen and will not cause severe economic hardship for this critically important industry.

The Nature Conservancy and The Pew Charitable Trusts Supporting Oyster Aquaculture and Restoration (SOAR) Program

With the market for aquaculture oysters seriously affected by Covid-19, funds are available to purchase excess and oversize oysters form select growers to contribute to oyster reef restoration projects.

55c per piece is offered to ME growers outside the MSX closure, for oysters above 2.5 inches.

TNC & Pew have formed a partnership in coordination with NOAA, the Oyster Aquaculture Industry, ME DMR, ME Sea Grant and the University of Maine Coopera-tive Extension to launch the SOAR program to purchase oysters to stock restoration sites in non-harvest sanctuaries. The aim is to help oyster farmers impacted by COVID-19 by getting some cash into the industry, getting some excess product off the market to help to alleviate the downward pressure on pric-es, and use the product to enhance restored oyster reefs and the ecosystem services they provide.

The SOAR Purchase Program will target ME, NH, MA, NY, NJ, MD and WA state. The program has \$2Million for oyster purchase across the seven states, with addi-tional funds for transport, pathology, import permits, monitoring and management. Sea Grant and the NRCS are involved in similar programs in some states and we are coor-dinating to provide some relief to as many growers as possible. The program purchased Maine oysters in November and December 2020 prior to transport ending due to winter weather and will be starting to purchase oysters again in April 2021.

While ME does not have any substan-tive area of oyster reef restoration, the NH Fish and Game Department supports oyster restoration in Great Bay under the man-agement and scientific permit of TNC NH. New Hampshire has agreed to the import of ME oysters with pathology clearance and inspection for invasive species. The price of 55c per piece is offered based historical market prices and in an effort to treat all growers fairly and equally.

Biosecurity is a primary consideration when moving large oysters between water bodies. Due to detections of the oyster pathogen MSX, there are restrictions on the movement of oysters from all waters located north of a line beginning at the southernmost tip of Pemaquid Point in South Bristol and extending southwest to the southernmost tip of Kennebec Point in Georgetown, in-cluding the Damariscotta, Johns, Sheepscot, Cross, Back, and Sasanoa Rivers, and all tributaries (DMR Chapter 24.10 Regula-tions). North of that line transport of oysters to other water bodies is prohibited due to bi-osecurity concerns. We hope there is benefit to these growers from the program removing additional product from the market outside this area.

Growers outside the closed area can participate with a pathology report and screening for biofouling which the program will pay for and assist with coordination.

If interested, please contact Alix Lafer-riere, TNC NH Coastal & Marine Program Dir., at alix.laferriere@TNC.ORG.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Street, (now State,) stood the famous Bunch of Grapes Tavern. When Mackerel lane was widened and straightened—after the great fire of March, 1760, it was called Kilby street after Christopher Kilby the noted merchant, for his generous donation of £200 to the sufferers by the fire. Flounder lane has also a fishy and salt flavor about it, and like Mackerel lane it was near the Sea. It extended in 1708 from the foot of Summer Street northeasterly by the water “with a turn up to the Ropewalk.” In 1722-1732 its limits were from Bull’s to Adams’ wharves. After 1803 the name was not used, and it is now the southerly end of Broad Street.

Spring lane is not only one of those names which is preserved here in Boston today, but it still retains in its name the characteristic that justifies it. It marks the location of “the great spring” which is mentioned in the early records of the town, and which flowed through Governor Winthrop’s garden, on the site of which is now the “Old South Meeting House.” The spring still bubbles up under the post office, and the water requires to be pumped out to prevent the premises from being flooded. Some of the old time lanes in Boston have suffered a loss of character from the change in their occupancy. Thus Alden’s lane, which was transformed in Alden Street in 1846, was the home of Captain John Alden, who was a well known naval commander and had charge of the Province galley for many years, besides having served in ten Indian and French wars.

Armed with the usual weapons of the banquet table, forty members of the Pioneer Rod and Gun Club of Boston penetrated the forest of dishes on an elongated table in the Quincy House last Wednesday evening, and at once began to lay very, very low the good things with which the forest of dishes had been stocked. It was 8.30 when the lovers of field sports sat down, and the guide of the occasion, the chairman, was Mr. Boyle, an enthusiastic sportsman. The correspondent of THE INDUSTRIAL JOURNAL was invited to be present, but was unable to do so; however, the marvelous shots of Mr. Boyle kept the company in good humor the whole evening. Mr. Boyle gave a history of the club, and told of its prosperity and increase in membership. He also said that negotiations were pending for the lease of rich hunting territory in northern Maine, where the boys would find game in plenty, when the laws of the never-take-a-drink State allowed sportsmen to bang away at game with impunity.

The trustees of the Boston Marine Society of which several Maine men are members, held their regular monthly meeting on Tuesday, Vice President, Captain Albert Lewis presiding. The only business done was the reception of the monthly report of the pilot commissioners, and the submission of the following names for membership: Captain Theodore R. Ellis of West Dennis, Mass.; Captain Fred W. Wyman, of Bristol, R. I.; and Captain Wm. W. Grfield, of West Dennis, Mass., all being as marine members.

Mr. Joseph Manta of Provincetown, MA, agent of Bensande & Co., the largest firm of fishing outfitters of Lisbon, Portugal, has purchased and shipped via. Steamer BENGUELLA from New York, supplies for their fleet of six Grand Bank fishing vessels, consisting of 650 barrels of clam bait, 16 dories, cables, anchors, hooks and lines, and a full supply of all kinds of fishing gear. A large quantity of provisions has also been forwarded from New York. Nearly all the other supplies of the Portuguese fleet, which will number about a dozen sail of barkentines and schooners, have been purchased in the United States. Two fish captains and two cooks have also been shipped for Lisbon vessels, and have sailed for Portugal.

ALLAN ERIC, Boston
April 11th, 1890.

Metallic Life Boats. An Interesting Pursuit.—Pouring Oil on Troubled Waters.—Ingenious Inven- tions.

The building of metallic life boats is a more interesting pursuit than would at first be supposed. That it is an important industry is not hard to understand when one gives a thought to the vast number of steamers that ply the ocean, whose equipment consists in part of life boats as well as life rafts. In the manufacture of both of these necessary adjuncts of the properly equipped sea going vessel, no house in this country has a higher reputation than that of Thomas Drein & Son, of Wilmington, Del. The business is carried on with great enterprise and sagacity by Wm. M. Drien, and embraces the manufacture of metallic life boats and life rafts of all classes, Government and pleasure boats; also block cork life preservers and granulated cork life preservers, life ring buoys for steam vessels, oars, boat hooks, etc., and furnish complete outfits for steamboats and steamships in any part of this country or Europe; and also camp stools and chairs for steamers, Davis Patent Oil Distributors, for quelling heavy seas in time of storms. These oil distributors consist of a tank in the shape of a small boat built of iron having a bellows filled with oil, which works automatically when placed in the water, and spreads the oil over the surface of the ocean in time of storm and quells the heaviest sea, and thus becomes the means of saving vessel, by making the ocean as smooth as glass around the vessel twenty or fifty yards; while out beyond this limit these may be in the roughest state. This may seem impossible, but “oil upon troubled waters” is no new invention.

The firm of Thomas Drein & Son carried on business in New York fifteen years before going to Wilmington, in 1864. Mr. Thomas Drein, the founder of the business, died December 7th, 1884. Ten years ago the present brick structure was occupied, where full and complete facilities are had for the performance of any description of work in his line. Mr. Drien supplies more sea going vessels with life boats and life rafts than any other person perhaps in the United States. Most all our large ocean steamship companies employ his life boats and what is known as Captain Jonathan Cone’s celebrated patent lift raft, which is constructed

of floats containing a central sheet metal drum, separated internally into a number of air tight compartments by transverse partitions. Each raft has two floats in the shape of cylinders, connected by strong light wooden frame work. On the rafts for river boats for sea-going vessels the framework is of iron, the floats protected by longitudinal wooden strips and are braced and secured to the framework by metallic bands, and a life line extends entirely around the raft. The elastic qualities of this raft are such, that in actual service it has been clearly demonstrated, that collision with rocks or the side of a ship causes no damage to the raft. They are made of the very best materials procurable and by thoroughly experienced workmen.

The metallic life boats are built of the very best quality of galvanized iron, are furnished with air tight compartments at both ends and air tight cylinders running along the side, if desired. The superior qualities of the improved life raft made by this firm, were clearly demonstrated a few months ago, when a life raft was found in the ocean with two men on it by the Mallory line of steamers, of New York. It belonged to a Haytian gun boat which is supposed to have gone down in a storm. The raft contained the name plate of Thomas Drein & Son. In launching, the raft must have turned over, as the name of the vessel is generally put upon the rafts by the captains of vessels or owners. This firm furnishes Wm. Cramp & Sons, and all other shipyards in Philadelphia, in fact, all the large yards in the United States and shipyards on the Clyde, in Scotland.— [Marine Record]

Page 8.

COMMERCE AND TRADE.

Barkentine FORMOSA built at Brewer, in 1876, and overhauled in 1889, was sold at New York, recently to Thomas P. Ball. She is 508 tons.

The steamer TEXAS, of the Dominion line, on her recent trip from Portland to Bristol, England, took 331 head of cattle and a cargo valued at \$102,202.

Brig ANNIE R. STORER, built at Wal-doboro, in 1869, and overhauled in 1889, was sold at New York recently to W. F. Jordan, of Boston. Her register is 471 tons.

Schooner WM. WILSON, built at Rockland, in 1869, and overhauled in 1881, was purchased at New York, recently by George B. Dunn, of Eastport, the terms reported about \$6,000. She registers 253 tons.

The bark J. H. CHADWICK, recently lost at Bahia, was built at East Deering, in 1874, and was owned by Captain James Howe, James Bain, H. J. Libby, M. G. Palmer and others of Portland. She was valued at \$15,000, and insured for \$5,000. Her tonnage was 455 tons.

Portland’s exports last week were valued at \$216,733.20. They were 40,374 bushels oats, 50,944 bushels corn, 2,757 sacks flour, 526 cases meats, 826,650 lbs. bacon, 22,698 lbs. cheese, 331 head cattle, 634,505 ft. lumber, 1,019 hhds. molasses, 245 bbls. clams, 61,457 bu. peas, 253,200 lbs. oatmeal, 1,400 lbs. tongues, 4,000 lbs. soap, 52 pkgs. maps, 22 cases leather, 187 logs, 1,822 maple blocks, 194 pkgs. bedsteads, 2,100 pieces deals. The imports for the week were 2,067 hhds. molasses, 2,407 boxes tinplates and 30 cases of merchandise.

Among recent charters are the following: schooner GRACE WEBSTER, Portland to New York, paving, \$20; Schooner O. D. WITHERELL, North Boothbay to Philadelphia, ice, \$1.25; schooner A. W. ELLIS, Rockland, to New York, lime, 20c; schooner R. F. PETTIGROW. Philadelphia to Portland, coal, \$1.10; schooner GEO. M. ADAMS, Kennebec to Philadelphia, ice, \$1.25; schooner CENTENNIAL, Kennebec to Baltimore, ice. \$1.25; schooner C. W. CHURCH, Bangor to Philadelphia, ice, \$1.25; schooner JOS. HAYES, Kennebec to New York, ice, \$1.50; schooner A. B. PERRY, St. John, New Brunswick to New York, ice, \$2; brig M. C. MARINER, St. Andrews, New Brunswick, to New York, ice, \$2.

Snow & Burgess, 66 South Street, New York, report that the volume of business in sail tonnage this week has been somewhat larger, but are unable to record an improvement in rates in any direction. The continued downward tendency of petroleum prices, however, has imparted a slight impetus to the enquiry for medium and large oil carriers, which, in connection with the seasonable diversion of seeking tonnage to other destinations, encourages the hope of better business in the near future. Sail tonnage adapted to distant voyages with general cargo, case oil, etc., continues in moderate demand, and for those of handy size rates are fairly well sustained. Deal and timber freights also remain steady, with a better enquiry for tonnage for forward loading. Business with the River Plate and Brazil is without improvement,

Continued on Page 26.

Nautical Books For Sale



Wiscasset Antiques Mall 536 Bath Road, Route 1, Wiscasset

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

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Continued from Page 25.

but rates for lumber and general cargo are about steady. The tropical and semi-tropical trades show no appreciable change in rates, in either direction. Small vessels for outward business are in light supply and command relatively better rates than medium size and large ones. Coastwise lumber freights from the South are firm, and seem likely to thus continue, owing to the diversion of a considerable fleet of vessels to the ice trade by the good rates therein obtainable. The enquiry for colliers is on the increase, and rates, on the whole, show no change.

SHIPBUILDING NOTES.

E. & I. K. Stetson, in their Brewer yard, are making good progress on the new barkentine building there.

Deacon Oliver R. Rideout, a member of the ship building firm of Rideout & Lord, died at his home in Calais, suddenly, on Saturday morning of last week.

Large sticks of timber are being hauled to Rideout & Lord's shipyard, Calais, and the ship carpenters will lay the keel of a three-masted schooner that is to be built there this season, in a few days. Harvey Rideout will superintend the building of the vessel.

Henry H. Maker, of Cutler, has just launched from the yard of Porter Huntley, in that town, a large fishing boat, to be called the LULU B. HALL. Mr. Maker and his sons will use her in the fishing and lobster business, and will also keep her in readiness for excursion and boating parties.

George Rice & Sons, East Boothbay, launched two fine yachts last week; one 20 foot went to Portland, and one 16 foot went to Linekin Bay for Mr. Capen. They have also built quite a number of smaller ones for different parties, and now they have contracted to build one to sail in Newport waters this summer and two to row and sail in the waters of Moosehead Lake.

The fine three-masted schooner CELIA F. was successfully launched on Wednesday of the present week from the yard of Captain S. H. Barbour, Brewer. Her measurements are as follows: length, 147 feet; breadth of beam, 34 feet and depth of hold, 12 feet, and net tonnage, 391½ tons. Her keel was laid November 1st and work have been pushed vigorously. The frame is of hackmatack and hardwood and the masts of Oregon pine. She is one of the finest craft ever reared on the Penobscot and a credit to her builder. She will be commanded by Captain Charles A. Barbour, formerly of the schooner HATTIE H. BARBOUR. The CELIA F. is chartered to load with ice at Bangor for Norfolk, VA.

The SHENANDOAH, the big ship A. Sewall & Co. are to build at Bath this season, is to have a keel 285 feet in length, and three decks and four masts. Her main and mizzen lower yards will measure 92 feet in length, the same as the main yard of the RAPPAHANNOCK, thus giving this craft a sail area of all the canvas on one mast over that of her big consort. Like her predecessor, the SHENANDOAH will have a metal bowsprit, with no jibboom. One innovation is the lighthouse, which is to be set up on

the forecastle deck. This will be a metal structure, shaped something like an enlarged capstan, and securely fastened to the deck. Steam will operate the capstans, windlass, pumps and drums, thus making the work of handling the great sails comparatively easy. The ship will be completed about the close of the year, and, will be commanded by Captain James F. Murphy, of Bath, now master of the ship W. F. BABCOCK.

THE FISHERIES.

L. A. Dow, of Brigadier Island, Searsport, shipped to Boston last week three salmon which weighed sixty-six pounds. The first salmon shipped this season brought \$1.25 per pound.

At Lubec the people interested in fishing are fitting out two fine schooners, SEA FOAM and HUNTRESS, for the Magdalen Isles. In former years the Magdalen herring industry was a large item in Maine coast business interests, but of late years it had become extinct. If these vessels have prosperous voyages, it will be the beginning of the revival of this once lucrative business, and will add materially to our industries in the future.

Advices from Boston Fish Bureau are that the mackerel situation is unchanged. Receipts consist of 117 bbls. from the Provinces which sell from \$18.00 to \$20.00 per bbl. according to size and quality. Over three quarters of the receipts of codfish the past week were dry bank fish for export, much of which were sold several months ago. Dry bank are quoted at 4 3-8 for large and 4 3-8 to 1-2 for mediums. Pickled bank \$4.25 per qtl. Receipts of Georges codfish at Gloucester the past week aggregate about 4153 qtls., of Western Bank, 1198 qtls., same week last year, 1554 qtls. Georges cod and 647 qtls. Western Bank. A few smoked alewives have arrived and sold at \$3.00 per hundred or 3 cents each. Schooner GAZELLE has arrived with 13,000 boxes herring from Grand Manan. Box herring are quoted at 13 cents per box for medium. Lengthwise 12 and 13 cents and 1's 9 to 10 cents per box.

25 April

Page 1.

Work is brisk at C. J. Hall's granite quarry at Somes Sound, Mount Desert. Thirty more men were added to the force there last week, making in all about fifty employed. They are cutting mostly pavings.

Silas W. McLeen and Alden A. Stover have brought the Edwin Anderson and Gardiner Winslow limerock quarries at Warren, and will build two kilns after the patent built by J. O. Cushing, & Co., of Thomaston.

The contract for cutting the triumphal arch to be erected in Brooklyn, NY, in commemoration of soldiers and sailors, has been taken by the Union Granite Company of Friendship. The work will employ a large amount of labor and carving.

I. A. Crock, granite worker, Bangor, has made several handsome monuments during the winter. He has made a fine sarcophagus to go to Corinth and has done some nice work to be shipped to Dixmont. In his yard there are now to be seen various monuments and headstones of handsome design. Mr. Crock uses largely the Jameson black granite quarried by Brown & Wade of Thomaston.

Page 4.

Salmon fly-fishing is being greatly enjoyed by visitors to the Bangor salmon pool. A large number of splendid fish have been taken the present week, F. W. Ayer capturing one that tipped the scales at thirty pounds.

Sportsmen from away are beginning to flock here and great sport is now anticipated for several weeks to come.

The Eastport Sentinel says: All the proprietors of factories engaged in the sardine packing industry, and there are forty-two factories along the Maine coast, big and little, have signified their willingness to sell out to a syndicate. It is expected an expert acting for the syndicate will soon visit Washington County, and the details for the transfers of property be arranged, as the business must be completed before the first of June to go into effect.

Senator Frye has introduced to the Senate a bill providing that it shall be lawful for citizens of the United States, engaged in foreign trade and residing abroad, to own vessels built in the United States and have them registered as United States vessels, their home port to be one of those in any state of which they may trade. Foreigners connected in business with citizens of the United States are given the right to own not exceeding a quarter share in vessels belonging to the United States. In all such cases the active management and entire responsibility must be devolved on the home owner.

BUILDING NOTES.

William H. Glover & Co., the Rockland contractors, have commenced work on the cellar and foundation for the new block of Captain Samuel Watts, at the corner of Main and Knox streets, Thomaston.

Page 5.

The Lamoine & Mount Desert Land Co., have started a fresh boom and will issue 100,000 shares of new preferred stock, this week. An active summer is expected at Lamoine.

M. J. Achorn of Rockland leaves this week to take charge of the grounds of the syndicate now operating at Islesboro. Mr. A. will superintend the laying out of the grounds, fixings for water, piping, etc. He is thoroughly practical man and will do it well.

Frank G. Staples, proprietor of the Sea Shore House, Old Orchard, and also President of the Maine Hotel Proprietors' Association, accompanied by his wife visited Pittsfield recently and tarried for several days with Mine Host Blackden at the Lancey House.

The Woodcliff, Fort Point, Stockton Springs, will open June, 27, under the management of J. C. Ryder. This hotel will accommodate two hundred guests, and no doubt will have a successful season, under Mr. Ryder, who has had several seasons with some of the best houses.


The Tarratine House, Hancock Point, which has become so popular during the past few years under the capable management of A. W. Cushman of Ellsworth, has been leased by George A. Martin and will be run by him this year. Mr. Martin has been connected with the house ten years and will no doubt prove as efficient and obliging landlord.

The Thayer House, Lubec, is to be remodeled. Workmen are now busy demolishing the original part of the house built in 1815, by the late Dr. Faxon. The late Mr. Thayer, son-in-law of Dr. Faxon, made large additions to the original, and it was considered in early days one of the most desirable dwellings in the village. Mr. Thayer lived here until 1852, when he then became a

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NEW MEADOWS MARINA

Used Boats

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

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

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

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

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

citizen of Portland. The house will now be engaged and put in first-class order. It is the design of the present owner, W. J. Mahiman, to make a resort hotel of it.

Another new summer resort has entered the lists on the coast. This is Dark Harbor, in the town of Islesboro and the Improvement Company which has the place in charge, is going to work in earnest to make it attractive. A reservoir is now in process of construction there which will furnish water for cottages and hotels. The company which is building up this place as a resort is to build a stable 100 feet long and one of the best in the State for the general use of the summer visitors both at the hotels and in the cottages. Dark Harbor has become a “flag station” for the Steamer CITY OF RICHMOND.

RAILWAY AND STEAMSHIP ITEMS.
The fine iron steamship VALENCIA, Capt. F. C. Miller, of the New York Steamship Co., has already entered upon her route between New York City and St. John, the intermediate landings being Cottage City, Rockland and Eastport. N. L. Newcomb, 63 Broadway, New York, is General Manager of the new line.

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From The Hub of The Universe. Gravel on Bostonians’ Shoes.—Lumbering in a cemetery.—The Bark SARAH, Among other things Small Pox from Fayal. Crowds at The Beaches on Sunday. —Captain Gleig and The new British Steamship Line to Boston.—Prominent Native of Maine Dead.
(Correspondence of the Journal.)

We are now being treated to a sight of rich, choice soil that underlies Boston’s streets. An electric company is now engaged in digging up asphalt and granite pavements that cost \$4 a square yard, three years ago. Who does own the street anyway? The best thing that Boston can do is to plant the streets to turnips and move to Hingham.

The first Colonial cemetery, the King’s Chapel Burying Ground, is being improved. It needed it badly, for a darker, more dismal place that it has been with neither a flower or a blade of grass. The trees have stood in the old cemetery so thickly as to shut out all sunlight, and no grass or anything else would grow there. Now the trees are being thinned out, the old cemetery where lie the remains of old Governor Endicott also those of many colonists and Revolutionery solders, will be resplendent with green grass and flowers, ere the summer is over. The Old Granary Burying Ground, ought to be treated in a similar way.

The bark SARAH, which arrived last Wednesday morning from Fayal, the Azores, is now quarantined at Galloupe’s Island, several cases of choice smallpox having been discovered on board. The first tidings of affairs aboard the SARAH was brought to the city by a tugboat, the smallpox being left on board the SARAH. The pilot at once reported the matter to the surveyor’s office, and as smallpox is something not laid down in the tariff list, the news was sent to the Board of Health. The board at once telephoned to the port medicine man, Coggs- well, who is on duty at Deer Island, and that functionary at once ordered the smallpox repository at Galloupe’s Island to be opened for business. It is said that there is no danger of the disease being brought into the city, there being no demand for anything more epidemic than the question of rapid transit now pending. Meanwhile the SARAH waits to be fumigated.

There was quite a rush to the beaches last Sunday. The June weather brought them

out. As usual Nantasket takes the lead and will be booming before the other resorts are peopled for the season. Many improvements are being made down there, and if nothing happens Nantasket will shine more than ever this summer. Messrs. Russell & Sturgis will not run the Hotel Nantasket and the Rock- land Café this season and both these houses will be greatly improved by the present managers.

Captain William Gleig was seen in the rotunda of the Custom House the other day. His short figure, with his red, chubby, good natured face has been missing from Boston for more than a year, and some years previous to that he was a regular visitor to this port while in command of the steamer KANSAS, of the Warren line. He comes to Boston this time in charge of the steamer ARROYA, from Hull, England, a new vessel of the new line of which Captain Gleig is the chief promoter.

Benjamin F. Sturtevant, widely known as the inventor and manufacturer of blowers, died of apoplexy at his residence at Jamaica Plain, this city, Thursday afternoon. Mr. Sturtevant was born in Norrigewock, Maine, in 1833. Last year he was the Prohibition candidate for lieutenant governor of Massachusetts. His wife and two daughters survive him.

The great scheme to construct a canal between Boston and Lowell has fallen through, as I predicted it would. People of these times are a good deal more interested in rapid transit than they are in digging ditches. Digging ditches is all right down in the jungles of Panama, but it isn’t popular in Massachusetts.

There is a great deal of interest being taken here in machines for manufacturing artificial ice. From all reports it seems that artificial ice can be made a good deal cheaper than natural ice can be obtained. Down in Florida they pretend it is not so desirable as natural ice. I imagine that this may well be so, for I should hardly think it would keep as well, but while I should prefer natural ice from choice, I should much prefer paying two-thirds as much for the artificial article, and put up with it. We love Maine ice, but we do not feel exactly hilarious over the prospect of paying quite its weight in gold.

The Czar of the Weather Bureau is sending us a cold snap as I close my letter this week. The wind blows a hurricane and it is cold enough to chill the marrow in a skeleton.

ALLAN ERIC, Boston
April 19, 1890.

A Remarkable Light House.
Tenders have been invited, to be opened on July 1 next, by the United States light- house board for the erection of a lighthouse on the Outer Diamond Shoal, off Cape Hat- teras, North Carolina. The total cost of the structure is limited to \$500,000. A light has never been erected on this dangerous shoal before on account of the great engineering difficulties encountered, and the work now contemplated will be one of the most diffi- cult undertakings in lighthouse building.

The tower to be erected off Cape Hat- teras is to be 150 feet high from low water mark to the light in the lantern. The light- house board does not specify what method shall be adopted in the construction, but is generally understood that an immense cais- son, 80 or 100 feet in diameter, with a hollow iron cylinder projecting from its centre, will have to be built at the most convenient port. This caisson will have to be towed out to the site, having lifted on the way over a bar where there is but 8 feet of water at high tide. When it is finally at the site, it will be sunk rapidly until its cutting edges rest on

the sands of the shoal.

Then the work of excavation will be begun, and carried on as fast as the most modern appliances will admit. As the sand beneath the caisson is excavated and carried up through the tube, the sharp edges will sink lower until, finally, the bed rock is reached. When all the edges rest firmly on the rock, the entire caisson and tube will be filled with concrete to a height of 80 feet above sea level, converting it into a solid block and column of stone almost as firm as a granite monolith. The action of the seas and the constant scouring of the sand may in time wear away the iron shell, but the concrete will be practically indestructible. It will be protected, however, by a rip-rap packing of granite blocks weighing not less than two tons each. Above this solid structure will rise an iron and steel tower divided into ten stories, including the look-out room and the lantern.

The Ill Fated GREAT EASTERN.

We have so often been called upon in past years to announce the last, and the very last, and positively the very last of this mag- nificent but generally useless ship, which has lingered on through an obscure but profitless existence since her first voyage to New York proved a commercial failure, that the stranded hull on the Mersey shore, to be broken up for a few thousand pounds worth of old iron, may seem but a reminiscence of the fare repeatedly declared to be imminent and commonly believed to be past.

It is thirty years since she first put to sea from the Thames, and here passage down the channel was marred by a shocking disaster, the blow-up of her steam apparatus, which cost ten lives; but the laborious efforts to launch this enormous leviathan as she was first called, in 1857, from Mr. Scott Rus- sell’s building yard at Millwall, had been ominous of ill success. Men were killed by the breaking of a gear attached to hydraulic engines that slowly pushed her broadside on into the comparatively narrow river, and Mr. Brunel, the eminent engineer, dying a few days afterward, was thought to be a victim of sore anxiety and severe disappointment.

One serviceable and honorable perfor- mance, the laying of an Atlantic telegraph cable, in 1866, is set down to the credit of the GREAT EASTERN, but experience has shown that vessels of moderate size can do such work just as well. It is a sad chapter in the history of marine architecture, and some people must have lost, at one time or another, nearly \$5,000,000 altogether by this immense mistake. The GREAT EASTERN might perhaps have been converted into a very commodious floating hotel, moored in some tranquil bay; she could never have been a good sea-going ship, or competed in speed, comfort or safety, with the admirable liners of recent construction. Her engines, indeed, were manifestly of insufficient pow- er, and she rolled grievously for want of a keel.

The New York Steamship Co. has closed negotiations for the steamship VA- LENCIA, one of the finest ships on the American coast. The VALENCIA is of iron, built in 1883; length, 270 feet; breadth, 34 feet; depth, 20 feet, and carries a tonnage of 1598 tons, dead weight capacity, 1300 tons. She will leave New York on her maiden trip to St. John, April 22. Arrangements have been made whereby the Atlantic wharf will be her landing place in Boston. The wharf, which is now in poor condition for a steam- boat landing, will be repaired at once. The job is too extensive to be done this year and it is proposed to rebuild it piece by piece each year until completed. It will be fronted by a

granite wall.

The steamer FRANCONIA, of the Maine Steamship Company’s line, has been sold to New York parties on private terms, supposed about \$10,000 and will be used in the coasting trade, carrying coal and ice. She registers 675 tons, and was built at Kenne- bunk in 1863.

Page 8.
COMMERCE AND TRADE.
The mammoth tugboat C. W. MORSE, arrived at Bucksport recently with the barge LIZZIE MOSES in tow and left the follow- ing day towing the WASHINGTON with a cargo of ice.

Geo. E. Thomas, superintendent of the construction of the new light house at West Quoddy Bay, has arrived at Lubec. Work, which was suspended last December, will be immediately resumed and continued until the structure is completed.

The saw-mills along the Penobscot, both water and steam, are now about all in operation, the most notable exception being the steam mill of F. W. Ayer & Co., the ex- tensive improvements upon which are not quite completed. Lumber starts in at good prices, random spruce bringing \$13.00 a thousand, being fully a dollar better than last year. Lumber freights are unusually high this season; the ruling rates from Bangor being \$3.00 to New York, \$2.75 to the Sound and \$2.25 to Boston.

The value of exports from Portland during last week was \$117,979.50. They were 1,717 empties, 65,406 bushels peas, 3,750 bushels oats, 1,142 sacks flour, 902 cases match splints, 23 cases organs, 56 cases leather, 56,000 lbs. oatmeal, 301,920 lbs. cheese, 159,000 lbs. bacon, 66,122 feet timber, 30,000 feet maple blocks, 240,698 feet deals, 85 bbls. apples, 2,500 gals. tallow oil, 87 pkgs. agricultural implements. The imports were 250 boxes tinplates, 24 pkgs. earthen ware, 35 pkgs. of merchandise and a large quantity of molasses.

In the Bangor produce market jobbing prices are as follows: apples, \$2 to \$5.00 per bbls.; butter, 20 to 23c; new cheese, 11 to 12 ½c; fowl, 18c; chickens, 20c; eggs, 15c; fresh cod, 6c; halibut, 15c; lobsters, 10c.; clams 25c. per qt.; scallops, 50c per qt.; finnan haddies, 10c; shad, 25 to 50c; apiece; corn, 50c; per bushels; meal, 47c; oats, 40c; bran, \$1.00; pork ribs at 9c. per lb.; sausage, 8c; ham, 10½c; shoulders, 7½ to 8c; bacon, 11c.; lard, 6 lb. pails, 9c; extra native carcass, 6 to 8c; hogs bring 5 to 6c; roasts and steaks, 12 to 20c; lamb, 8 to 10c; potatoes, 90c. per bush.; native onions in bbls. \$4.50 to \$6.00; beets, 50 to 75c. per bush.; turnips, 75c to \$1.25 per bbl.; new Bermuda onions, good quality loose hay \$9 to \$10.

In the ocean freight market the situation is without material change. Deal freights are firm. Naval store freights are quiet and unchanged. No improvement in business with the River Plate and Brazil can be not- ed, and rates for general cargo and lumber remain nominally steady. The West India trade, outward and homeward is quiet, but as handy size vessels are not over-plentiful rates remain quite steady and uniform. The Cuba sugar trade this season has been a dis- appointment to owners of seeking tonnage, owing to the exaltation of prices at the Island by speculation. The going rate for molasses by sailing vessels to ports north of Hatteras is \$1.87½ per 100 gallons. The coasting trade is picking up, with the prospect of a good season’s business for lumbermen and colliers, aided by active shipments of ice from Maine and New Brunswick, plaster from Nova Scotia and a liberal and well distributed general business.

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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.



20' SMOKERCRAFT 2072 PRO SPORTMAN, 2020. 2020 Mercury 250 hp Pro XS outboard w/under 25 hours and 5 year warranty, tiller with full power steering, 5 Lithium 100A batteries, Ionic charger, 2 Garmin 12" GPS units, polemount 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.

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



27' EASTERN, 1993. With 2012 MerCruiser 5.7L Alpha 1 I/O. Asking \$19,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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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 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

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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



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