

Maine Coastal News

Volume 34 Issue 6

June 2021

FREE

Get Ready for the 2021 Lobster Boat Racing Season!



SHE'S ALL WET, MISS AMITY and KAYLA ANNE racing for the finish in Diesel Class N at Jonesport last year.

With summer fast approaching one question I am constantly asked is if the lobster boat races are running. Well, of course they are. Despite the pandemic, the Maine Lobster Boat Racing Association [MLBRA] held six of their usual 11 races last year with appropriate guidelines. In most cases, we were the only event to be held in that town for 2020. We even held the Annual Awards and Banquet at Robinson's Wharf where any changes for the 2021 season would have taken place.

Last year was not easy for race organizers as there were several obstacles that they had to overcome to satisfy the powers to be. It was not difficult to prove that the racing could be done in a safe manner, but some towns still told organizers that they could not hold them. Others were pressured by people in town not wanting them to run. A couple of races cancelled early, and at the time the prospect of anything happening was unlikely, so their decision was understandable. In the end six persevered and made it happen, which was much appreciated by the racers and spectators.

Already there is a lot of great anticipation about the upcoming 2021 races. At the Annual Meeting and Banquet held last October there were no changes made to the rules or classes. A tentative schedule was also introduced with all 11 events penciled in and over the winter all confirmed that they planned to run this year. There are still guidelines that must be adhered to so there still could be issues for race committees to deal with. Be sure to confirm the event is on and what the guidelines might be,

especially if you are signing up to race.

Those that are signing up to race the only change will be that when you sign-up that will be good for any race in 2021. So, at the next races you only need to pay the entry fee. Hopefully, this will make signups a little quicker. We are also trying to figure out a way to prepay the entry fee, but that is a little more complicated.

Those that follow the races are more than pleased that the races are on and there is plenty of discussions about who is coming out, who has new boats and can anyone break the speed record. Cameron Crawford's WILD WILD WEST [West 28, 1,000-hp Isotta], is certainly the boat to beat. She only made two of the races last year, but we know she was unofficially doing over 63 mph at Jonesport. They set the diesel record at 60.6 mph at Bass Harbor in 2016, but some wonder if she could top the gasoline record, which stands at 72.8 mph set by FOOLISH PLEASURE at Stonington in 2011. I am sure she can best the diesel record, but the gasoline record would be a tough one to get by.

Last year we hoped to see Alfred Osgood's STARLIGHT EXPRESS, [Northern Bay 36, 900+-hp Mack], the former MOTIVATION, but delays kept her on the hard for the 2020 season. Will she make an appearance this year? If it happens it will certainly be one of the highlights of the year to see her face off against WILD WILD WEST, and the rumours say she could be at Stonington.

Shawn Alley, owner of LITTLE GIRL [28' Calvin Beal Jr.; 429 Ford] is trying to get

his boat race ready. After blowing his engine in 2019 and running with an older performance engine the rest of that year he opted not to race last year. Now he is looking to either find another motor or rehab the blown one.

Shawn could have a challenge as the top gasoline racer since there is rumour that FOOLISH PLEASURE will be coming back racing this year. She has been sitting on the side of Route 1 in York.

There will be three Northern Bay 38s (Andrew Taylor's BLUE EYED GIRL [900-hp Scania]; David Myrick's JANICE ELAINE; and Jeff Eaton's LA BELLA VITA) out with about the same hp. JANICE ELAINE and LA BELLA VITA were both repowered this winter and now have 815-hp FPT. This could be a very close race as each of them will be right around 50 mph.

There are several new boats coming out: Doug Dodge of Beals Island has finished his wooden 28-foot powered with a 350-gas engine. Doug just had a final coat of paint to do and she was ready for the water. He is planning to be at Boothbay for the first race of the year. Roger Kennedy of Kennedy Marine Engineering in Steuben built a Crowley 36 this winter and named her WHISKEY TANGO FOX-TROT. Even though she has a basic interior one can bet that she will be more than competitive in her class. Jeremy Beal of Wayne Beal Boat Shop in Jonesport is building a Wayne Beal 32 and we know he is always competitive. As for which classes they are in I will wait to see what classes they want to sign up in at Boothbay.

However, all eyes are on Steve Johnson of Long Island as we know he has a turbine engine, with 2,380-SHP, which is going into a Crowley 33. No one is sure how this is going to work, but you can be guaranteed that this could be the year's show stopper! You may ask what class he is racing in – Steve is in a class of his own!

A large contingent of racers say they are planning to be at the first race of the year in Boothbay on 19 June. This year is certainly shaping up to be another great year!

2021 Schedule

JUNE

- 19 Boothbay Lobster Boat Races
- 20 Rockland Lobster Boat Races
- 27 Bass Harbor Lobster Boat Races

JULY

- 3 Moosabec Reach Lobster Boat Races
- 11 Stonington Lobster Boat Races
- 18 Friendship Lobster Boat Races
- 25 Harpswell Lobster Boat Races

AUGUST

- 14 Winter Harbor Lobster Boat Races
- 15 Merritt Brackett Lobster Boat Races
- 21 Long Island Lobster Boat Races
- 22 Portland Lobster Boat Races

OCTOBER

- 16 Annual Meeting & Awards Banquet

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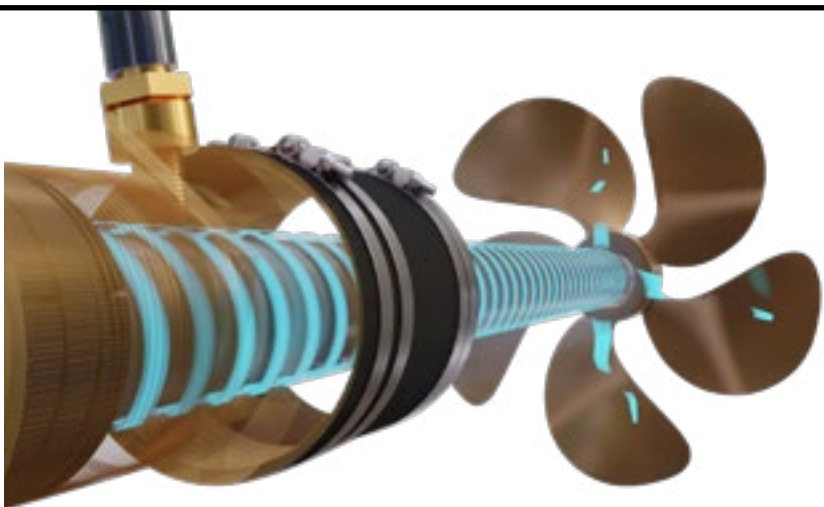
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Advertising Deadlines: The deadline for the July issue is June 11.
The deadline for the August issue is July 9.

Publisher's Note

So far, the spring has not been very warm, especially if you are trying to work on getting the boat ready for the water. Over the winter I created a list of things that needed to be done and the first was removing the failed fuel tank and getting that repaired. Travis Otis and I did that back in January. Next on the list was fairing the topsides with a long board. The starboard side forward of the hauling patch needed the most attention and after a few hours it looks a lot better and now it is ready for the final coat of paint. The next project was stripping the bottom and what a nasty job that was. Once that was done, I am now making sure all the seams are good and then comes the bottom paint. The fuel tank should be done soon, and that was not cheap due to the price of aluminum. Putting it in will not be difficult, but getting everything back in place will take some time. It is obvious that I need to learn a lot more so I am doing what needs to be done right. Still, I love a wooden boat!

Going back to the rise of prices of materials, it is getting scary. Some items have doubled, if not tripled, in price and that is if you can even get them. At the end of this past winter, it was learned that fiberglass and resin was getting hard to come by. One company went all the way to South Carolina to get enough resin so that they could get through the spring. Others struggled to find the products they needed to get their projects done. The problem of getting items seems to be easing, but you can bet that the costs will not come down on many of them, especially fiberglass and resin. It is also known that prices for resin and fiberglass will take another significant jump next winter and what does this mean in the long run?

One boatbuilder told me that he expects a boat that costs \$500,000 this winter will be

\$750,000 next winter. What does this mean for the consumer? When is the cost more than someone is willing to pay? There is no question that people are buying boats especially during the pandemic and it seemed that cost was not a factor. If you could not go anywhere because of the pandemic and you wanted to get out, being on a boat was a perfect solution. Will this bubble burst at some point and how many will opt out once things go back to normal? There are a lot of questions, but ultimately it could have a major effect on the boatbuilding industry. Those whose main business is storage and repair will not be affected as much.

Now, who is to blame for this? The pandemic can take much of the blame as some companies will use any excuse to raise prices. It was also evident that many decided to do their own household/yard projects and this created a huge demand on the supply. With this demand came price increases. Some blame has been placed on China for holding up shipments. Well, who did not think that could happen if they became displeased with us? Big companies are looking for the long dollar and are willing to take a chance on availability. It is not them that is out, they do not care so long as they make their money. You can also place blame on the politicians as costs to some of these companies rise here in the U. S. they go where they can save on production costs. There is no allegiance to their country it is all about money. The consumer does not care either as many shop by price and not quality. In many cases there is not the pride in the products that are being produced, but I know most people building or repairing boats really do take pride in what they do.

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MCN's Calendar of Waterfront Events

On-going Exhibits					
Gone Fishing					
Penobscot Marine Museum					
Searsport					
Info: penobscotmarinemuseum.org/					
Souvenirs of the Orient					
Penobscot Marine Museum					
Searsport					
Info: penobscotmarinemuseum.org/					
Working the Bay: History, Economy and Recreation of the Penobscot Region					
Penobscot Marine Museum					
Searsport					
Info: penobscotmarinemuseum.org/					
Hall of Ship Models					
Penobscot Marine Museum					
Searsport					
Info: penobscotmarinemuseum.org/					
Shipwrecks & Salvage					
Maine Maritime Museum					
Bath					
Info: mainemaritimemuseum.org					
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum					
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					

BOATBUILDER HAROLD BURNHAM OF ESSEX

ESSEX, MA – The Town of Essex, Massachusetts is well-known for their boatbuilding, especially fishing schooners. There are a number of names associated with this enterprise, but one of the best known are the Burnhams, who have been building boats there since the 1600s. Carrying on this tradition is Harold Burnham, who is also owner of a well-known Maine vessel, the former sardine carrier and passenger vessel SYLVINA W. BEAL.

The BEAL is now sitting in the creek next to Harold’s shop in the center of Essex. “Well, it is kind of a funny story how we got it. The BEAL is a boat that I knew about going back many, many years. I’d see it on the coast and my first real staunch memories of it was when it was operating off of Boothbay, which I think was 2001/2002. Ed Zimmerman was captain and he would be the SYLVINA BEAL and that boat always caught my eye so I would sail up to him, run real close and watch and wave to him. I didn’t realize it at the time but Ed Zimmerman was looking back at us. That was when I had CHRISSY, the old Friendship Sloop. Ed must’ve been looking back at us because I remember seeing the BEAL and thinking oh, what a beautiful schooner. A few years later, Ed came down and bought CHRISSY. So CHRISSY went up to Bar Harbor and was doing what I was doing lobstering. I think they were a lot more successful up there then I was down in Gloucester. Ed sold her to Steve Pagels and she is still running up there. Then I heard the BEAL was in Eastport. My friend Jeff Lane did a lot of work on her and kept telling me how horrible she was but what a wonderful boat. Then about 2015 or so a guy came by, and he said, ‘I have got to tell you I just bought the SYLVINA BEAL.’ And I said, ‘You did what?’ He is a very bold fellow and he went up there and filled the seams with roofing tar and Portland cement and sailed it down to Nantucket. I couldn’t believe that he made it. He had it in Nantucket for a season and did a lot of work to it, but he brought the boat back at the end of the season to Steve and the deal fell through. It was more than he could do. I kept my eye on it and while I was working on ERNESTINA in Boothbay Willie Leathers came by and he said, ‘If I had my druthers I would go get that SYLVINA BEAL.’ I went to the Schooner Association meeting down in Connecticut that spring, in 2018, it was February and just before I went I picked up a Marlinspike magazine and in the back, it said SYLVINA BEAL oldest knockabout fishing schooner in North America. I kind of had to chuckle at that description of the boat. I had the ARDELLE over in Gloucester, a large schooner came and tied outside of me and they were trying

to run commercial passengers off the same dock I was. As a joke I went around at that meeting and I told people, don’t tell anyone this, but I hear that before too long you might be able to go down to the dock at Maritime Gloucester and see the oldest knockabout fishing schooner in North America and go for a ride on it. And if you walk a little further you will get to the second oldest knockabout fishing schooner. It was all a joke, and I didn’t mean me. When you start a rumor, sometimes it gets out of control and by the time I got back, people were calling me and saying we support you taking on that project and we are delighted that you want to do that and you can tie it right up here. I thought, oh, my God, what have I got myself into? I called Maynard Bray and he said ‘I’ve got something for you,’ and he sent me a photograph of the BEAL with all the sails on it and a dory alongside. You can’t put a picture like that in front of a person like me and not have your gears all turning. The BEAL is an interesting design, being a knockabout, she is big, she is 80 feet. I am pretty sure Frank Adams designed her. When I build boats I always think of bowsprits and things like that. The way the rules are written for Coast Guard inspected passenger boats you can’t put that much sail on them anyway so if you remove that bowsprit you’ve gained an enormous amount of passenger capacity and you lose nothing in sail area. The BEAL is only a couple of feet wider, maybe 2½ feet wider than ARDELLE so she fits in the same berth and the height of the rail is the same and the thought was we can make half of our season in a few day if we had doubled or triple the capacity. The idea of having an expanded fleet just seemed to make enough sense to make me completely senseless. We went down to see Steve and looked at the boat. She had a beautiful windlass and all the beautiful gear, nice engine, but I knew the boat was shot and I hoped with luck we could have one last run in her.”

“When I left I said to Steve,” continued Harold, ‘When you get sick of pumping this out, you let me know.’ He said, ‘Well, when you want it, you let me know.’ Quite a bit of time went by and I knew that he wanted somebody to do something with it and before the end of the year he called. I told him, ‘I will come look at it and if I think I can do it I’ll take it.’ He understood what we would need to legally and safely make the delivery. I talked with the Coast Guard and I talked with Steve and I talked with the insurance people, there is a lot to taking on a project like that. We ironed it out enough so that we were all pretty comfortable and watched our weather and we went and got her. Mary Kay and I went up and we fixed the steering gear so that worked, put a new fuel tank in and



This is the former sardine carrier/passenger vessel SYLVINA W. BEAL sitting in the creek by Harold Burnham’s boat shop in Essex, MA.

got that engine running.

“On the way down we had some beautiful weather leaving Bar Harbor,” explained Harold. “We found all the sails in heaps and there was tons of pot warp on the boat so we just started rigging stuff up. By the time we got to Rockland the first night we had made decent speed, probably 5 1/2 to 6 knots. It took five or six days before we got all the way back to Gloucester, as we had to wait for the weather twice and just sit. The boat wasn’t sound enough to push and the second to the last day coming down from Boothbay to Rockport, Mass. the wind kept building and luckily we were huddled along the shore but we were doing 9½ knots with a reefed fore and a double reefed main staysail. She was moving like boats should never move, instead of creaking she was just thudding and twisting. A lot of water coming through her. It was terrifying but exhilarating. We left Rockport on a beautiful day, northwesterly

and sailed along the back shore, around Eastern Point to come into Gloucester Harbor and when we hardened up the mainsail just blew in half. We figured that was the boat telling us done.”

She was docked at Maritime Gloucester, where she was hauled out on the railway. Harold and his crew removed all the ballast and cleaned her up. He then removed the outside ballast and the engine so she could get up the Essex River. Harold added, “We left at 4 in the morning and with help from Tow Boat U. S. who towed us around Cape Ann. When we got off the bar we were early so we let go of the tow and we made a Marconi sail out of the ripped in half main and sailed her around the river for a bit. He then towed us up the river. I knew it could be a disaster if we went aground and he did a fantastic job. I am so glad she is still not stuck out on a

Continued on Page 6.

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Billy Bob Faulkingham: Refurbished Boat & LD101

WINTER HARBOR – Fishing takes a toll on a boat no matter how well you take care of it. Finally comes the time that a decision must be made: do you refurbish or build a new one? Billy Bob Faulkingham, owner of 51 [Osmond 40; 700-hp FPT] of Winter Harbor, decided that he loved the boat and was going to do some upgrades. Like many upgrades the list grew longer and now he has almost a new boat.

51 was finished off by Barry Hutchins of Milbridge and launched 18 February 2006. Billy Bob said, “I have done many scallop seasons, many lobster seasons in it and she was starting to get in rough shape. She is on her third engine. I put in a brand new 750-hp John Deere this fall. I put in a brand-new Coosa board floor a couple years ago. The last couple of winters I have really wanted to get this project done. I took the boat down to Shane McLain’s shop on the Asa Dyer Brook Road in Steuben. Shane is my mechanic, he’s the one that put my engine in. When he put my engine in, I realized he was able to do glass work because he had to rebuild my engine box. So, I said maybe if I want to do a little glass work, I can bring it down to your shop and do it this winter. He said, ‘Sure.’ I thought I was just going to clean up the washboards a little bit and put some cleaner on the outside of her and whiten her up a little bit and call it good. Well, I went up to You Name It and I said, ‘I got my boat in the shop, do you have any interest in painting it for me?’ and he just instantly said, ‘Yes.’”

Billy Bob had been in H&H Marine in Steuben and saw a boat they were building that was the color gray he wanted. Before they could paint, they ripped out all the wiring; removed the hardware and lights and stripped off the electronics until it was back to a bare hull and deck. Then they started grinding and refinishing the hull and deck. While this was going on they added an aluminum duck tail on the transom, which added three feet to the boat and then covered the plywood platform with Philly Clad. Then he began reinstalling all new hydraulics, new crane, radar, etc. and on 21 April she hit the water.

Billy Bob has been around boats all his life. He added, “One of my first memories, I think I was 3 years old, on the boat with my Dad (Patrick). I remember going out on that boat with him and he’d always make a pile of lifejackets for me to sleep on when I was little. We would come and get traps and they had to have ballast rocks, and I used to drop then overboard on him.

“I got my first boat when I was 15,” continued Billy Bob. “I had money I saved up worming and lobstering. My Dad fronted me the money to make it into a lobster boat because it was a 21-foot Repco pleasure inboard/outboard boat.”

He used this boat for about three years and then he bought a boat his uncle Junior Backman built when he was 19. He added, “I named it 51. I think the name on it before that was CHRISTOPHER owned by Chris Crowley. It was his grandfather’s boat, who lived on Beal’s Island. Chris was a bit rough-

er on it and when I saw it, it was at Wayne Beal’s Boat Shop. I took my grandfather with me who was pretty picky with his boats. He came and looked at it and it had a nice shiny looking Volvo, and he said, ‘That is the first good thing I’ve seen right there.’ Turns out the engine was junk and the boat was good.”

For six or seven years, Billy Bob fished out of that boat before he bought his present boat in 2006.

Many know Billy Bob for his involvement in the legislature in Augusta. When asked why he sought an elected office he said, “I pay too much attention and see the ways things were going. Just don’t want everything to keep going downhill for my kids.” When asked how it was going, he said, “It’s still going badly, but I think it is better with me down there. I am giving a voice of the common working man, the family man, the average person. A lot of people that end up in Augusta are retired or lawyers. Most of the people that should be down there aren’t because they need to go to work. It is good to give a voice to those people that should be down there.”

This is a sacrifice, but Billy Bob said it was a sacrifice he was willing to make. He did add that there are times when in can get costly, especially when you miss the first couple of days of scallop season, which are the gravy days. He then added that it was a bigger sacrifice being away from the family then it was financially. Since the pandemic he has not had to stay in Augusta since all their meetings are on Zoom. When asked if Zoom was a better way to communicate, he said, “They are both bad but I think the Zoom is a lot worse for the people. It was bad enough before but it is even more out of touch with the public, a lot of people just don’t have access to computers. A lot of people would rather have to go to Augusta on this day and stay for the day. What happens on Zoom is people, even people who do come to participate, end up waiting so long because it is so dysfunctional that they get frustrated and leave. The only people that are really showing up to the public hearings now are the ones that are getting paid to be there, special interests and lobbyists.”

Billy Bob serves on the Marine Resources committee and is not the only fisherman on this committee. He is joined by Genevieve McDonald, Stonington, and Robert Alley of Jonesport. Wayne Perry is also a fisherman, but he stays away from this committee, instead he serves on transportation. When asked if he has made a difference serving on this committee he said, “I feel like I have made a difference. I have been a reliable voice that even those that aren’t in my party respect what I have got to say and listen to my opinions. The Marine Resources is one of those committees where it’s a lot less partisan and I like that. I feel like we can actually work with each other in good faith and not have all the partisan crap that goes on in the other committees.”

Billy Bob has worked with a few the other committees because he has submitted bills that are over seen by them. He added,



After a complete overhaul Billy Bob Faulkingham’s 51 hit the water 21 April.

“I just feel obligated to do it. I put in 28 bills this session and I have had pretty good luck. Sometimes it’s frustrating because it is partisan.

The bill that Billy Bob has gained a lot of attention over is the one dealing with windmills, LD101. He said, “It has definitely been quite a divide. You can see the way a lot of the articles have been written in the newspapers how they are trying to basically portray fishermen as just out for themselves, which isn’t exactly the case. We are coming at them with a lot of questions, a lot of facts, a lot of science. There’s a lot of questions and there’s no answers and they are really trying to rush it ahead. A lot of the testimony that I heard from the other side kept referring to Janet Mill’s ambitious climate goals as the reason why they needed the windmills because we had these ambitious climate goals. Why can’t the goals be reasonable?”

This may very well be the death of the gulf. We don’t know. We have no proof that windmills are going to save the gulf and to make that statement is being dramatic. What I said when I gave my testimony was that economically and culturally it would be a bad decision.”

Continued from Page 23.

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Update from Kirsten's Golden Globe Challenge

Since the last newsletter, we have made significant progress and also received an overwhelming amount of donations and corporate discounts.

Firstly, we received a very generous donation from William Cumming via GoFundMe, for the entire amount to cover the purchase and shipping of the Hydrovane unit. This is fantastic progress! We promptly ordered the unit and had it sent from England. We are now busy fabricating the brackets to mount it. This is a key item for this race, and William’s contribution will not be forgotten, as the windvane will be like the only other crew member aboard, to helm! We just recently hung the rudder again, after re-aligning the gudgeons, and getting new rudder pins. We also had new rudder cheeks made from beautiful oak – sanded and varnished to perfection – by Baltic Creek Woodworks. These will soon be mounted, with the new ash tiller which was specially fabricated and sent from Cape George Marine Works. Now that the rudder has been returned, we can start working on the windvane mounting brackets, which, of course, Eddie will be fabricating himself. Keep watching our progress to see the unit soon installed!

In addition to this, we installed a new transmission installed, prop shaft re-installed and aligned, new, super-cool PSS shaft seal from PYI Inc., who also provided a beautiful 2-bladed, feathering Max prop. Our Force 10 stove is enroute thanks to a wholesale discount provided by Fisheries Supply.

Whale Marine reached out with a generous offer to provide bilge pumps which will arrive soon. Earlier in the month a few boating friends in Maine arranged a shipment of donated items - among them an SSB, winch, jammers and various very useful items as well as a generous financial donation from Cabot

Lyman, solar panels from James Bennett, lines and a GPS from John Snyder, Angelique wood from Eric Sewell and milled by Danny Daniello.

Minnehaha is rapidly being reassembled!

After what felt like weeks and weeks of fairing and sanding, priming, touching up on fairing and then sanding again, we now have Minnehaha’s deck, coach roof and cockpit as good as perfect. As anyone who has done painting will know, the prepping, which consists of sanding and subsequent cleaning away of dust and masking the things that are not to be painted, is the biggest task of all - and a clean surface the key to a successful paint job. We started by rolling the paint on with sponge rollers, but Eddie, being the perfectionist that he is, was not happy with the result, so the very same evening he decided that he would spray the paint on instead. With almost all the deck fittings removed, it only entailed a little extra masking and taping. The result is an exceptionally, smooth, professional finish - wait till we have the topcoat on! Minnehaha is starting to look really cheerful, and yet another step closer to getting re-launched!

Using the Douglas Fir wood that was donated very kindly by Ranney Day Custom Milling and with the use of Baltic Creek - Custom Woodwork’s kiln, sander and other tools and WEST SYSTEM Epoxy Eddie has done an absolutely amazing job of rebuilding the bowsprit.

We recently remounted the bowsprit, and it looks really great and solid. We also had a new bobstay fitting sent from Cape George Marine Works – machined out of finest bronze! It was a bit of a dusty, itchy job of grinding the old one out in the close confines of the anchor locker, but now that that is done, we can soon glass the new one

in, and then remount the dolphin striker.

Our 2-bladed, feathering Max Prop propeller from PYI Inc. arrived this month! This is such an exquisite piece of engineering and so exciting to get one of these for Minnehaha! It will, no doubt, under power, propel the boat superbly, but cause minimal drag while under sail. A beautiful piece of engineering! And you can tell that a lot of thought was put into sending it: it comes with all the tools, grease, and anything else you could need to fit it!

We will also soon be finalizing the order of our new rig from US SPARS and are very excited to be working with them on all the fine details! Langan Design Partners have been giving us invaluable advice and have done various calculations and drawings on all sorts of questions related to the spars and rig. They have designed the external chainplates, that will be super-sturdy, and which Eddie will be fabricating soon, so that we will be ready for when the new rig arrives! It is not only a real pleasure, but also very reassuring, working

with such top-notch professionals!

We would like to give a very big thank you to Chuck Gates for his continued support in this project, Peter Taylor from Koru Solutions for all his help and assistance, Jon Johansen from Maine Coastal News, for taking an interest in this story and to Gregory Dexter for offering ongoing support and encouragement.

We owe thanks to many people, including but not limited to Mark Lindborg, William Cumming, Peter Taylor, Cabot Lyman, Langan Design Partners, PYI Inc. US SPARS, Whale, Baltic Creek Woodworks, Scott Ranney, Larry Rosenfeld, James Bennett, Jon Johansen, Gregory Dexter, Eric Sewell, Danny Daniello – and last, but certainly not least, the Prince Edward Islanders for their ongoing support - and Eddie Arsenault for excelling in every single piece of work he does on Minnehaha, and for all the additional effort, thought, time and ideas that he puts into this project!

2023 Ocean Globe Race

Original Whitbread Crews and Yachts line up for the 50th Anniversary Race
25 entrants from 17 countries already signed, 34 expected
Entries Closed for Adventure Class, still open for SAYULA, FLYER and CLASSIC Challenge
Two Whitbread Maxis committed and Whitbread 60 crews are preparing

LES SABLES D’OLONNE, FRANCE: It was in 1981 that 29 entrants set out on the third edition of the Whitbread Around the World Race, creating the current record as the biggest ever, fully crewed challenge. As the race evolved every four years, it became ever more professional and eventually, as the Volvo Race for elite sailors, the numbers dropped dramatically, averaging in the past 20 years, to only 7 starters.

The 2023 Ocean Globe Race (OGR) will celebrate the 50th Anniversary of the original 1973 Whitbread, the first ever fully crewed race, around the world. Already, two and a half years from the start, 25 entrants are paid up and another three have committed, meaning we have 17 different countries represented. The clear expectation is, that a full fleet of 34 yachts, sailed by professional and amateur, mixed gender crews, will cross the start line on Sept. 10th 2023. If so, the OGR is set to become the largest ever, crewed, round-the-world race!

Starting in Europe, the Four Leg, 28,000-mile race around the globe, via the three Capes, will stop over in South Africa, Australia and South America, before sailing back to Europe in late April 2024. Negotiations continue with various potential Host

Ports, all currently affected by Covid issues, yet retaining strong interest and great passion, for a back-to-basics human event, rich in stories that local communities relate to. The expectation is for the final course to be announced no later than the third Quarter of 2021.


“The excitement and enthusiasm for the Ocean Globe Race from the sailors that know about it, has been extraordinary” said Don McIntyre, OGR founder and Race organizer. “When COVID first appeared in February 2020, we decided to stop all promotion of the race, as the World faced serious challenges. But entries kept coming! Now we are recommencing promotions and available places are filling fast. We had to close ADVENTURE CLASS permanently but entries are still available in the remaining three Classes.”

The OGR steps back in time to the 1970’s as a Retro Race, with two classes sailing production yachts designed before 1988 (Adventure Class 47-55 ft and Sayula Class 56-65ft) and a third Flyer Class, sailing previous Whitbread entrants from the first three editions of the original races. Retro Classes must navigate by sextant, use no modern high-tech equipment, or computers and have only cassette tapes for music. A fourth Classic Challenge Modern Class, sailing Whitbread Maxis and Whitbread/Volvo 60’s will use the same start finish ports, but race a longer course than the slower Retro Classes for a special “BIG RED” Trophy, in honour of the late Sir Peter Blake. The

Continued on Page 23.

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U. S. NAVY NEWS

USS Oakland Commissioning

16 April 2021

WASHINGTON - The Navy's newest Freedom-variant littoral combat ship, the future USS Oakland (LCS 24), will be commissioned at 10:00 a.m. PST on Saturday, April 17, 2021 in Oakland, California.

Due to public health and safety concerns related to the novel coronavirus (COVID-19) pandemic, the commissioning will be a private event. The ceremony will be live-streamed for those unable to attend. The following link will become active approximately five minutes prior to the event (9:55 a.m. PST): <https://allhands.navy.mil/Live-Stream>.

Acting Secretary of the Navy Thomas W. Harker, will deliver the commissioning ceremony's principal address. Ms. Kate Brandt, Google Sustainability Officer, is the ship's sponsor. The ceremony will be highlighted by a time-honored Navy tradition when Ms. Brandt gives the order to "man our ship and bring her to life!"

Cmdr. Francisco X. Garza, a native of Phoenix, Arizona, is the ship's commanding officer and leads a crew of 70 officers and enlisted personnel. The 3,200-ton Oakland was built by Austal USA/General Dynamics in Mobile, Alabama. The ship is 421 feet in length, has a beam of 103 feet, and a navigational draft of 15 feet. The ship is powered by two gas turbine engines, two main propulsion diesel engines, and four waterjets to reach speeds up to 40-plus knots.

"The USS Oakland crew is excited and ready to bring our ship to life and join the fleet," said Garza. "We are privileged to be a part of this ship and embody the spirit of the people of Oakland. As plank owners and future crew members build a positive legacy for this ship, the city of Oakland will experience those successes with us."

Oakland is the third ship to bear the name. She is the 12th Independence-variant LCS ship to join our battle force. The littoral combat ship is a fast, agile, focused-mission platform designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats such as submarines, mines, and swarming small craft. The LCS is capable of supporting forward presence, maritime security, sea control, and deterrence.

USS Oakland will be homeported at Naval Base San Diego, California.

Future USS Mobile (LCS 26) Set for Namesake City Commissioning

21 April 2021

GULF OF MEXICO - The future Independence-variant littoral combat ship USS Mobile (LCS 26) conducts sea trials. USS Mobile is set to be commissioned on 22 May

in Mobile, AL.

Due to ongoing public health and safety concerns related to the Novel Coronavirus (COVID-19) pandemic, the ceremony will take place in compliance with Department of Defense, Center for Disease Control, state public health, state, and local government guidelines and restrictions. The event will be livestreamed to offer maximum viewing by the general public.

Mrs. Rebecca Byrne, the President and Chief Executive Officer of The Community Foundation of South Alabama and wife of former U.S. Representative from Alabama Bradley Byrne is the ship's sponsor. As a former Chairman of the Downtown Mobile Alliance and former Executive Director of United Way of Baldwin County, Rebecca has long served her community through civic, cultural, and church leadership roles.

Highlighting the commissioning is a time-honored Navy tradition where Rebecca will give the first order to, "man our ship and bring her to life."

Mobile's Commanding Officer, Cmdr. Christopher W. Wolff, a graduate of Carnegie Mellon University, the University of Oklahoma, and the U.S. Naval War College, has deployed five times on five different ships. The third-generation naval officer leads a crew of 70 officers and enlisted Sailors.

USS Mobile was built in Mobile, Alabama, by Austal USA and was launched on January 11, 2020.

The future USS Mobile is the fifth Navy ship to honor the city of Mobile, which has a rich historical relationship with the Navy.

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

LCS is a highly maneuverable, lethal, and adaptable ship designed to support focused mine countermeasures, anti-submarine, and surface warfare missions. The Independence-variant LCS integrates new



USS Lenah S. Higbee dressed for the ceremony. Photograph courtesy of Mr. Michael Duhe.

technology and capability to affordably support current and future missions, from deep water to the littorals.

LCS is now the second-largest surface ship class in production, behind the Navy's DDG-51 Arleigh Burke-class destroyer program.

USS Mobile will be homeported at Naval Base San Diego, California.

Ship Named after Navy Nurse Plankowner Lenah Higbee is Christened

From André Sobocinski

26 April 2021

PASCAGOULA, Miss. - On April 24, 2021, newly completed destroyer USS Lenah Sutcliffe Higbee (DDG-123) was christened at the Ingalls Ship Yard in Pascagoula, Miss.

The Arleigh Burke-class destroyer holds special meaning for Navy Medicine. The ship's namesake—Lenah Higbee—entered service in 1908 becoming part of the "Sacred Twenty," the first nurses (and

women) in the U.S. Navy. Just three years into her military career, Higbee ascended to the leadership of the corps, becoming only its second Superintendent (the forerunner of today's Director of Nurse Corps.)

In attendance at the ceremony were two descendants of her leadership lineage, Rear Admiral Cynthia Kuehner, Director of the Nurse Corps, and Rear Admiral Eric Peterson, Reserve Director of the Nurse Corps. Both took part in the mast stepping ceremony earlier in the day before the christening.

Kuehner, who served as the representative of the Chief of Naval Operations at the ceremony, spoke about the symbol of Higbee for the Nurse Corps and Navy Medicine.

"As the 26th Director of the Navy Nurse Corps I recognize that I am here in no small part because of the vision, initiative and conspicuous achievements of this great warship's namesake," said Kuehner. "As

Continued on Page 21.

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From Our Perspective?

By Sheila Dassatt

Many of you already know that my position is Executive Director of the Downeast Lobstermen’s Association. This is not a job to me, it is and always has been a special honor to represent our association, fishermen and their families. This all came to me sixteen years ago, almost seventeen years ago now. I have mentioned this before, but in the beginning, I asked “why me?” I was told that the fishing industry has been my background and that my family is generational on the Island, which is Stonington, Maine. My grandfather was born on Merchant’s Island, in which the Island was named after his grandmother, who’s name was Merchant. This goes back quite a ways...

OK, I know this article is not about me, but I am giving a little background. With this being said, I have been asked to do interviews with various news people that want to know what the “perspective” is from the fishermen’s point of view about the whales and wind power in the State of Maine. They have reached out to the Downeast Lobstermen’s Association for our take on all of these issues.

Well, when the research project first came up, with our participation that involved sitting in on the state government meetings that introduced the project, my first inclination was thinking that this is not going to

go over very well. As a representative of our fishing industry, I did receive calls and conversation from our members and fishermen and their families. This was the very beginning of the subject, and I felt it was my responsibility to speak up and say that this will “not go over” at all with our fishing industry. And it didn’t and it hasn’t...

From this point forward, Rep. Billy Bob Faulkingham introduced a bill for the 130th Maine Legislature named LD 101, which is An Act to Prohibit Offshore Wind Energy Development. Since that time, we have had various meetings with our Maine Fishing Associations and formed the Facebook site: Protect the Gulf of Maine. All of this has been a product of introducing this wind project, even though in the beginning it was labeled a research project off the Coast of Monhegan Island.

A Rally was formed on April 17th with the fishing associations hosting this to give information to our general public as to why this is not a good idea for the Gulf of Maine.

The fishing families and representatives were present, but we felt that the people that really needed to hear what was said, were not present. We really need to make it known how this will affect our fishing industry. Our livelihoods are at stake with this project and is an issue that we cannot afford. This is among the threat of the Whale Ruling, which

we are waiting on as well. We are waiting on the outcome of the court to see what they will approve of and what they won’t.

I am not a scientist, but the Department of Marine Resources has meetings with our Zones that are explaining a lot of this end of it. They have reports, diagrams of the windmills and how they can possibly be laid out in the water. If you have any questions, I am sure that you can reach out to them and they will offer the information that you need.

I am told that the electric current from the windmills can affect the sonar of the whales and the blades spinning will have an effect on the birds, much as they had the same effect on the birds in the UK. There are pictures of these poor birds lying dead from flying into the blades as they unknowingly fly through them. We have spent many years now trying to gain progress with the ground fish industry. The cod are starting to show positive signs of coming back, which is in the same area that they want to put these windmills. This is not a good thing for our ground fishery at all. What makes the cables from these windmills any different than the groundlines of the lobstermen that the whales folks are upset about? There will

be lines, underground cables and a potential for fuel leakage.

The wind mills are powered by diesel generators which can break down and leak. If this happens, the diesel fuel will leak into our ocean. This is another concern that we have about these mammoth turbines. With that being said, with the pandemic still happening, the fiberglass and polymers that build them is also creating a shortage of availability. We have boat shops which are also part of our fishing industry that will be suffering from the shortage of supplies. There are many facets of how this will have an impact on our industries in Maine. If you take a look at this newspaper that you are reading, you will see many fishing boats that are in the process of being built. At some point, this is apt to be put on a halt due to waiting for materials to come in to finish building them.

I could go on and on, but I don’t want to turn this into a rant, just an awareness and an answer to your questions that you have been asking us. Please take the time to read this and think over the realization of what is yet to come...potentially. Thank you.

U. S. COAST GUARD NEWS

Coast Guard Decommissions Service’s Final High Endurance Cutter

KODIAK, AK — The Coast Guard Cutter Douglas Munro (WHEC 724) was decommissioned during a ceremony Saturday at Coast Guard Base Kodiak and presided over by Coast Guard Commandant Adm. Karl Schultz.

The Douglas Munro was the Coast Guard’s last remaining 378-foot Hamilton-class high endurance cutter. The fleet of high endurance cutters is being replaced by 418-foot Legend-class national security cutters, which serve as the Coast Guard’s primary long-range asset.

Commissioned in 1971, Douglas Munro was the tenth of twelve high endurance cutters built for long-range, high-endurance missions, including maritime security roles, drug interdiction, illegal migrant interception and fisheries patrols.

The cutter was named after Signalman 1st Class Douglas Albert Munro, who was awarded the Medal of Honor for acts of extraordinary heroism during World War II.

Munro was the officer-in-charge of an eight-craft amphibious landing force during the Guadalcanal Campaign and used his landing craft and its .30 caliber machine gun to shield and protect several hundred Marines who were under heavy enemy fire. He was mortally wounded during this effort, but his actions allowed for the Marines to be extracted by other landing craft. For these actions Munro was posthumously bestowed the Medal of Honor, making him the only person to receive the medal for actions performed during service in the Coast Guard.

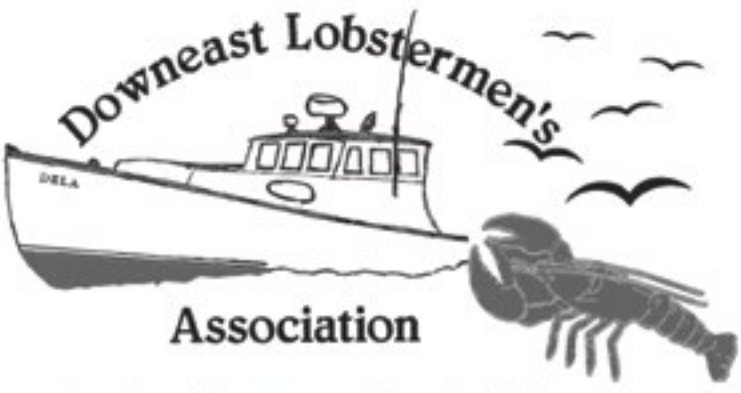
“Today we say thank you and goodbye to the end of an era—an era of nearly 50 years when high endurance cutters took our service’s racing stripe around the globe, modeling the maritime rules-based order,” said Schultz during the ceremony. “Today we say thank you and goodbye to cutter Douglas Munro—the first cutter to be named after Coast Guard hero—Signalman First Class Douglas Munro.”

Over the past 49-years of distinguished service, Douglas Munro’s crews have served in a multitude of domestic and international theaters including the Bering Sea and Gulf of Alaska, Persian Gulf and Horn of Africa, and Southeast Asia and the Eastern Pacific. The cutters proud legacy of honorable service to the nation began in the early 1970s patrolling Ocean Stations Delta, Bravo and November, providing weather data to trans-Pacific flights, supporting oceanographic research missions and performing search-and-rescue operations.

The crew of Douglas Munro also patrolled the Pacific for decades as an enforcer of fisheries regulations. In 1998, Douglas Munro’s crew discovered and seized over 11.5 tons of cocaine from a Mexican flagged vessel, the Xolesuientle, in what remains to this day one of the largest single drug seizures in Coast Guard history. The following year, Douglas Munro’s crew seized the motor vessel Wing Fung Lung, which was attempting to transport 259 illegal Chinese migrants to the United States.

In early 2005, at the beginning of a six-month, 37,000 mile global circumnavigation that included support to Operations Iraqi Freedom and Enduring Freedom, the crew of Douglas Munro was diverted to render assistance to countries affected by

Continued on Page 22.



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Commercial Fishing News

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

From the Director -

Here we are in May already! Time is flying by and before we know it, we'll all be setting gear again for this coming season. We are all getting our boats ready, with a lot of them getting in the water already. Today is also Mother's Day, so we're wishing all Mom's a very Happy Mother's Day! It is a beautiful day today and we couldn't ask for a better day to celebrate Mom.

At this point in time, we are very focused on the wind power issues as well as the whales, but as far as I know, we are all moving forward, business as usual. We are all doing the best that we can to continue on, even though we are participating with the hearings at the Legislature and learning how to testify on line. The Wind Rally was held at the Augusta Civic Center with approximately 400 to 500 people attending. This was a combined effort with the fishing associations participating. This includes Maine Coast Fishing Association, Maine Lobstermen's Association, Downeast Lobstermen's Association and the Local 207 Lobster Union. Everyone is working together to get the message across to the public that the windmills will not be a good thing for our fishing industry. I'd like to thank everyone that combined their efforts to put this together and all of the folks that attended in support of our fishing industry. This is a time that we need to work together to do the best that we can to save our fishing industry, our livelihoods and traditions.

Representative Faulkingham's bill, LD 101 was heard last Tuesday at the 130th Maine Legislature. This bill is An Act to Prohibit Offshore Wind Energy Development. This is a very crucial bill concerning our future on the Coast of Maine. I was able to get my testimony in that day, supporting the bill on behalf of the Downeast Lobstermen's Association. The work session is still to be done, so we do not know the outcome

of the bill just yet. We will stay in touch with you about this.

We are still staying in touch with one another and keeping our communications open. This is very important in order to keep people informed that need to know the concerns of the fishing community. For every issue, there is a counter balance. The day that the LD 101 was heard, there were signs up stating that the wind mills will save the Gulf of Maine. These are the same people that are against the fishermen and want to save the whales. Where are they now? I understand that the windmills will also upset the sonar of the whales and do major injury to the sea birds. This is all food for thought with what we are dealing with these days. I do know that these folks can't have it both ways.

There is a Zone C Council Meeting set for Wednesday, May 12, 2021 to discuss an area being reviewed in the Midcoast/Southern Maine region for the potential of an offshore Wind Research Array in Federal waters. They will discuss DMR's role in the project and then discuss the information available about fishing activity in the area, identify gaps in the data and summarize feedback that has been received through conversations with industry members. They

hope to solicit feedback from the lobster industry about the understanding of the fishing activity and use in the area of interest. This is also an opportunity to learn more about the project and get the latest update on where the siting conversation is heading. So this whole thing is not going to go away in the near future. We need to participate with these discussions though, to stay on top of what is going on around us.

An update on the whales: about 40% of the surviving North Atlantic right whales appeared to be swimming and feeding near Cape Cod, Massachusetts in the early days of May. This prompted federal and state authorities to extend vessel speed limits and lobster trap gear restrictions. An autonomous Slocum glider vehicle operated by Woods Hole Oceanographic Institute detected the right whales north of Cape Cod May 1st. The officials extended the effective date of a "slow zone" for the vessel traffic through May 17.

This news is encouraging, a California

bill that would have required the ropeless pop-up gear in Dungeness crab and other trap fisheries by 2025, died without a hearing last week in the California State Assembly. This was the Whale Entanglement Prevention Act. (AB-534) and was introduced by Rob Benta and was largely written by the Center for Biological Diversity. It did not pass! Phew...

With all of this news being said, we will continue to work on these issues and please, let's stick together! Another way of working together is to join us and become a member! Take care, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

The Atlantic States Marine Fisheries Commission’s Atlantic Herring Management Board members from Maine, New Hampshire, and Massachusetts set the effort control measures for the 2021 Area 1A (inshore Gulf of Maine) fishery for June 1 – September 30.

The Area 1A sub-annual catch limit (ACL) is 1,453 metric tons (mt) after adjusting for the carryover from 2019, the 30 mt fixed gear set-aside, and the fact that Area 1A closes at 92% of the sub-ACL. In October 2020, the Board established the following seasonal allocations for the 2021 Area 1A sub-ACL: 72.8% available for season 1 (June 1 – September 30) and 27.2% available for season 2 (October 1 – December 31).

Days Out of the Fishery

Landing days will be set at zero from June 1 until the start of the fishery on June 13 at 6:00 p.m.

Vessels with an Atlantic herring Limited Access Category A permit that have declared into the Area 1A fishery may land herring five (5) consecutive days a week. One landing per 24 hour period. Vessels are prohibited from landing or possessing herring caught from Area 1A during a day out of the fishery.

Landing days begin on Sunday of each week at 6:00 p.m. starting June 13.

Weekly Landing Limit

Vessels with an Atlantic herring Category A permit may harvest up to 240,000 lbs. (6 trucks) per harvester vessel, per week starting June 13.

At-Sea Transfer and Carrier Restrictions

The following applies to harvester vessels with an Atlantic herring Category A permit and carrier vessels landing herring caught in Area 1A to a Maine, New Hampshire, or Massachusetts port.

A harvester vessel may transfer herring at-sea to another harvester vessel.

A harvester vessel may not make any at-sea transfers to a carrier vessel.

Carrier vessels may not receive at-sea

transfers from a harvester vessel.

Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip from Area 1A until June 13, 2021 at 6:00 p.m. Landings will be closely monitored and the fishery will be adjusted to zero landing days when the season 1 quota is projected to be reached.

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

New Discoveries and Management Decisions in the Deep Sea Coral Research and Technology Program Report to Congress

The report highlights the impressive discoveries, science-informed management decisions, benefits of collaborative partnerships, and more.

NOAA’s Deep Sea Coral Research and Technology Program just released its Report to Congress (PDF, 8.25MB). It showcases new accomplishments and scientific discoveries and summarizes exciting activities from 2018 and 2019. The deep sea is the largest habitat on Earth, and the least well known. Our research improved our understanding of deep-sea coral communities, supported management decisions, and leveraged joint priorities with different partners.

Improving Understanding of Deep-Sea Coral Communities

Deep-sea corals create habitat for countless species off of every coastal state in the country. They offer significant ecological value and support a number of U.S.-managed fishery species. These productive habitats provide spawning grounds for commercially important fish such as grouper, snapper, sea bass, and rockfish, as well as shrimp, and crab. The high biodiversity of deep-sea coral and sponge habitats has made them fertile ground for new species and new natural product discoveries.

NOAA significantly improved our un-

derstanding of deep-sea coral communities during the past two years. We supported large-scale underwater surveys of deep-sea coral communities throughout most regions of the country. As a result, NOAA and our partners: Described 21 new deep-sea coral species; Discovered the most expansive area of deep-sea coral reefs known to date off the U.S. Southeast coast; and Mapped 55,000 square miles of previously poorly understood seafloor in high resolution.

Supporting Management Decisions

The Program’s cutting edge and collaborative research informed critical management decisions about deep-sea coral habitats. Our data informed deep-sea coral habitat conservation decisions by the Pacific, New England, and Gulf of Mexico Fishery Management Councils during the past two years. These councils proposed new fishing regulations that would increase protection for significant amounts of seafloor habitats—most designed explicitly to protect deep-sea corals. They also reopened less vulnerable habitat to fishing.

Managers in every region of the country have now used the Program’s discoveries and scientific findings. They use our information to make informed decisions about fishing regulations, protected area boundaries, aquaculture planning, precious coral harvest management, and more.

Advancing Science and Understanding through Partnerships

The Program works with a variety of partners and leverages complementary areas of expertise and resources to pursue joint priorities. The shared vision and investment with partners enables us to advance the state of deep-sea science and better understand these complex ecosystems. By working with partners, we move beyond simply locating unknown deep-sea corals. We collaborate to better understand genetic identification, aging, damage and recovery assessment, population connectivity, and habitat prediction.

The Program and its partners are committed to continuing research activities that improve our understanding of deep-sea coral communities, and aid resource managers in developing and evaluating management options for these valuable habitats on which U.S. fisheries and communities depend.

NOAA’s Deep Sea Coral Research and Technology Program is the only federal

research program dedicated to increasing scientific understanding of deep-sea coral ecosystems. The Program works closely with the nation’s eight regional fishery management councils to address key fishery management needs and inform decision-making. The Magnuson-Stevens Act authorized the Program and requires a biennial report to Congress to summarize the steps taken by NOAA to identify, monitor, and protect deep-sea coral areas, including the Program’s research activities and results.

For more information about the Program’s outreach and education efforts, updates to the National Database for Deep-Sea Corals and Sponges, and detailed maps of deep-sea coral and sponge locations and their protections, see the 2020 Report to Congress.

ASMFC Atlantic Striped Bass Board Continues to Move Forward on the Development of Draft Amendment 7

The Atlantic States Marine Fisheries Commission’s Atlantic Striped Bass Management Board met to review public comments and Advisory Panel (AP) recommendations on the Public Information Document for Draft Amendment 7 to the Interstate Fishery Management Plan (FMP), and provide guidance on which issues to include in the Draft Amendment. The purpose of the amendment is to update the management program in order to reflect current fishery needs and priorities given the status and understanding of the resource and fishery has changed considerably since implementation of Amendment 6 in 2003. The Board intends for the amendment to build upon the Addendum VI (2019) action to end overfishing and initiate rebuilding.

Prior to the Board’s deliberations, Commission Chair Patrick Keliher provided opening remarks urging the Board to take action to address the downward trend of the Commission’s flagship species. He stated, “While we are not at the point we were in 1984, the downward trend of this stock is evident in the assessment. For many of the Commission’s species, we are no longer in a position to hold hope that things will revert to what they have previously been if we just hold static. The change is happening too fast and action needs to be taken.” He further requested the Board to consider “what is best for this species, and also what is best for the



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future of the Commission.”

After its review of the AP report, input received at the 11 virtual public hearings (targeting stakeholders from Maine to Virginia), and the more than 3,000 submitted comments, the Board approved the following issues for development in Draft Amendment 7: recreational release mortality, conservation equivalency, management triggers, and measures to protect the 2015 year class. These issues were identified during the public comment period as critically important to help rebuild the stock and update the management program. In its deliberations, the Board emphasized the need to take focused and meaningful actions to address the declining stock and allow for the expedient development and implementation of the amendment.

While the coastal commercial quota allocation issue will not be included for further consideration in the Draft Amendment, the Board requested staff from the Commission and the State of Delaware prepare back-

ground information, options, and timelines for possible inclusion in a separate management document. The remaining issues that will not be developed as part of the amendment will remain unchanged from current management measures. However, they can be included in the adaptive management section of Draft Amendment 7 and addressed in a separate management document following approval of the final amendment.

As the next step in the amendment process, the Plan Development Team (PDT) will develop options for the four issues approved by the Board for inclusion in Draft Amendment 7. The Board will meet again during the Commission’s Summer Meeting in August to review the PDT’s progress on the Draft Amendment and recommend any further changes to the document. Based on progress made on the Draft Amendment, the Board’s next opportunity to meet and consider possible approval of the document for public comment will be in October during the Commission’s Annual Meeting.



JUGGERNAUT, a Wayne Beal 46 powered with a 1,000-hp MAN and built in 2007, sitting on her mooring in Winter Harbor.

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10am - 6pm Friday & Saturday,
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The Maine Boatbuilders Show and the Maine Small Craft Celebration - an event that traditionally features small boats powered by sail, oar and outboard motor - are merging this summer to celebrate the boating community and the diversity of Maine’s ocean economy. The two combined shows will have indoor exhibits, 2,500 ft. of docks for in-the-water exhibits, seminars all three days, a marine flea market and all kinds of boats for sale. There will also be educational and job opportunities to explore. Come see Maine’s finest builders and their craft – the show is back on Portland’s waterfront, at Portland Yacht Services on Commercial Street. FMI: <http://www.portlandcompany.com/boatshow/>.

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Boat And Ship Yard News



At Eaton’s Boat Shop on Deer Isle, owner Jeff Eaton has his boat LA BELLA VITA [Northern Bay 38] in the shop to be repowered with a 815-hp FPT and some other minor upgrades.

**Atlantic Boat
Brooklin, ME**

Like all yards on the coast of Maine they are already working on the commissioning season. They store close to 100 boats and unlike last year when a number did not go over, this year most will be hitting the water. They said that most of their customers are excited about the upcoming season to the point that some want to go in early.

Winter work is still on-going. They just pulled a Duffy 35 hull and top out of their respective moulds. The owner is looking at

who he wants to finish the boat, and since this is a repeat customer, they are likely high on the list to do it.

An interesting project is modifying a Duffy 26 for an outboard. The skeg has been removed and a bracket will be added to the transom for the outboard. It was said that they have been getting a lot of inquiries on an outboard powered boat and think this might be a very successful option for them.

In one bay they have a wooden Grand Banks 32, which has had her bottom stripped and repainted. They have also worked on the



This is the wooden boat BENJO, the last boat Will Frost built when he was in South Portland, sitting in the back lot of Knight Marine in Rockland. Hopefully someone rebuilds her.

flybridge and her interior.

In the next bay is a 29-foot power boat, with twin engines, that was repowered last year. She returned this winter and had a bow and stern thruster and new electronics added.

In another bay they have the Shaw Institute boat, a Novi, in for her annual maintenance.

In the process of being built are two Coast Guard approved launches heading to a resort in Boca Raton, Florida. After these are shipped, they have two others possibly sold. One to a yacht club in Maine and another going to Florida. The one heading to Florida will also have a canopy top, but this one will need to go through certification by the Coast Guard.

**Derecktor Robinhood Marine
Robinhood, ME**

This yard has been very busy all winter getting their storage customers ready for the upcoming season. They have 130 boats and almost all of them need some degree of work done before summer arrives. Only a few will not go over this season, two of them because

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This is another wooden boat, MARGERY ANNE sitting at Knight Marine in Rockland. Does anyone know any of her particulars?

the owners have passed away.

Like several the yards on the coast they opt for a lot of small projects instead of a huge one. Many times, those big projects turn into a nightmare as it goes way beyond what was thought might need to be done. That could derail other projects and that does not please customers, plus it can be a financial disaster.

In bay 1 they have a Hinckley Pilot in having her exterior woodwork refinished. Next to her is a Cape Dory 28 also getting some fresh varnish. In Bay 3 there is an Able Whistler 48, which has a vast amount of varnished wood and this is getting redone.

She also had some other smaller repair work done.

A Sea Sprite 28 has had her bottom stripped and a barrier coat applied and then bottom paint. She is also have her varnish redone.

A Cape Dory 28 Open Fisherman is having her brightwork redone.

A Halberg Rassey 46 came in for some bottom repairs following a minor grounding. The keel was re-sealed and then she received her annual maintenance.

Continued on Page 18.

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A motorboat with a dark hull and white upper section is being hoisted by a crane. The boat is suspended by yellow lifting straps. The background shows a body of water and a clear sky.



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A large marina filled with numerous sailboats docked at a long pier. The boats are of various sizes and colors, with many having white hulls and dark masts. The water is calm, reflecting the boats and the sky. In the background, there are trees and a hillside. The text "Dockage, Service & Storage" is overlaid at the bottom of the image.

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Boat And Ship Yard News



The schooners HERITAGE and BOYD N. SHEPPARD sitting at their dock at Northend Shipyard in Rockland. The season is coming and crews are working to get them ready.



The schooner LEWIS R. FRENCH was on the railway at Northend Shipyard for her annual maintenance. She was launched on 28 May, which was the actual date of her launch 150 years ago.

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A Sabre 34 came in and her Westerbeke replaced with a Beta. The swap was not bad as there was only a little repair work needed on the engine beds.

An older S2 came in for electrical system upgrade, which included new batteries and solar panels. They also added a windlass and davits.

Last year they did a lot of work on a Robinhood 36 before she headed south. She returned for more upgrades this winter in her multi-year refit program.

Like most brokerages theirs has done very well, but like most they are looking for inventory. The demand is there, but not high-quality boats.

**East Side Boat Shop
East Machias**

In the left bay they have a Libby 41, which they are finishing out as an all-compos-

ite lobster boat for a mid-coast fisherman. She is getting powered with a 1,000-hp FPT. They are working on getting everything under the platform complete so they can put the platform down. Down below she will only have a V-berth. They will not be doing the wiring, for that she will be trucked to Journey's End Marine in Rockland. They expect her to be gone by mid-May.

In the right bay they have another Libby 41, also being finished out as an all-composite lobster boat for a mid-coast fisherman. This one is powered with a 700-hp Volvo.

Both boats are basic lobster boats. Frank Coffin, owner of East Side Boat Shop, said that a basic boat fishes just as well as a million dollar one. One of these boats was going to have a split-wheelhouse, but the bank dragged its feet for two months and when approved there was only time enough to do a basic boat.

Last month they had a 41 in for repairs

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The Winter Harbor Lobster Festival has been cancelled but we are excited to be hosting the races!

We will be practicing CDC guidelines and social distancing to the best of our ability. We will be excited to see all of you and your boats! More information and details to follow.

See you all on August 14th!

Boat And Ship Yard News



Modifications are being made to a Duffy 26 so she can be used with outboards at Atlantic Boat in Brooklyn.



This is the former CHRISTIANE of Southportsitting outside at Edgcomb Boatworks in Edgcomb.. She was built by the Makinen Brothers of South Thomaston in 1961. She now has a new owner and was shipped to Bill's Storage in Sargentville.

and at the same time the fisherman was rebuilding an 18-wheeler. Well, the 18-wheeler ran way over budget and he could only make some of the repairs. He is hoping this gets him by for a couple of years and then he will be back to do a total rehab.

Another 41, SIZE MATTERS, was in and was lengthened almost 5-feet. They also added gelcoat to the platform.

They have a 34-kit boat to try and get out and they already had several calls for a 47 next year. The new 41 is under a tarp and Frank is hoping to get that finished up so they can take a mould off it. The new 41 has a deeper keel, her sides have been raised up 5-inches all around and a little bit more sheer added. Fishermen are also already to put down a deposit for repair work. The main hold up is getting materials and Frank debates whether to battle the supply companies or just close until the products are available.

Frank's bigger problem is getting material such as resin and fiberglass mat. His supplier told him he was getting his supply based on what he ordered last year. One of the boats now under construction needed three rolls of 50-inch mat. They offered two, but he would only settle for the three he desperately needed or he was not going to build the boat.

Everyone was told that fiberglass would be going up 25 percent next year and Franks has already learned that there will be a shortage on coosa board and there could be a problem with rails. He submitted a 5-page order and then the backorder notices came in. He tried to find a bitt for each of the 41s now under construction and they are not available. He said he was probably going to have to have them made, but that could be a problem as all the fabricators are swamped with work.

Due to the demand one can bet that the prices will also go up on almost every product. Frank said the price on a 41 hull is \$55,000 but thought it would be \$65,000 next season and that all depends on the price of materials.

Eaton's Boat Shop
Deer Isle, ME
Owner Jeff Eaton has his own boat, LA BELLA VITA [2012 Northern Bay 38, 750-hp FTP], in the shop for an engine change



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and some minor upgrades. The old engine had 11,000 hours on it and it was time to either rebuild it or slide a new one in and Jeff opted for a new one, a 16 liter 815-hp FTP with a 1.5:1 gear with a trolling valve. Jeff removed his steel engine beds and replaced them

with fiberglass ones, which would house the rubber mounts. He also replaced some of the exhaust system. It was all one piece, but he had to modify into three pieces so he could get it in without cutting the platform. The old engine he sold to Eric Smith at Long Cove

Marine, who rebuilt it and put it in an Osmond 40.

Jeff also added electronic shift controls after being told that he would like them. He then had a little play in the steering gear so he took that a part, shimmed it, put it back



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Boat And Ship Yard News



A Dark Harbor 17 inside one of the bays at Atlantic Boat in Brooklin getting her annual maintenance.

to together, reinstalled and the ram started to leak. He hauled it back out and Eric is now resealing.

Jeff said she was going outside soon and they would probably repair the hauling side and then have Glendon Stanley over to spray it.

Outside there is the third 25 hull they built this winter and she is coming in to be finished before fishing season starts. The first two were shipped out as kit boats, one to a customer from New York and the other to John Farrell of Gloucester, the former manager of the Boston Red Sox. These two customers want another if they could get one.

Jeff, like other builders, is hoping he can get the materials needed to complete this one. She is going to be finished out as a simple

day boat, full cabin sides, with a head and a bunk below and half a winterback with a little counter to port.

Jeff said that there has been a lot of interest in the 25s and he likes doing kit and getting them out the door. He added you know what you have in a hull and top, but when you are finishing it off it can a little trickier with what the price could be.

Riverside Boat Newcastle, ME

There have been several projects in this winter for various work.

A Cadet sailing dinghy was in with a leaky centerboard trunk. That was rebbed and then given her annual maintenance for the upcoming season.



The boat SHAW INSTITUTE of Blue Hill Research Center getting her annual maintenance at Atlantic Boat in Brooklin.

A Rhodes 36 sloop, which is an ongoing work in progress, came in to have the rest of her deck replaced. They ripped off the old section, replaced some of the deck beams, put down the plywood and covered it with Dynel. They also replaced the coamings and trim. Presently she is getting painted.

A 24-foot daysailer, which was owned by the Forbes family, has been in for various repairs over the years. She has had her stem and keel repaired, three quarters of her floors and frames replaced. Next winter they will be replacing every other plank on the bottom.

CLAIRE. A 34-foot sloop homeported at Christmas Cove, and her owners discovered that she had a pretty bad leak. So, they removed some of the ceiling and discovered that the frames were split and buckling, some with a 1/2-inch gap between them and the planks. Obviously, she was given new frames and planks on the port side.

An Old Town canoe came in for a lot of cosmetic work.

The owner of a lobster boat outside wanted one of their Yankee tenders, which is now under construction. The moulds are set up and the stem, bottom and some planks are on. She will be done sometime this summer.

Seal Cove Boat Yard Brooksville, ME

I first learned the hazards of doing big projects a long time back at Seal Cove Boat Yard when a project went way over the expect time allotted for it. Bob Vaughn, owner of the yard added, "We do projects over a good number of boats, which adds up to being quite a lot of work. The typical rhythm of a "nice big project" is the first 25 percent is interesting, exciting and the second half it is going along and into the third quarter it's just beginning to get long, the excitement is beginning to go out of it and then the last quarter you are looking at the book and realizing that they always run long and some of it you justify to the owner but frequently it winds up with you swallowing a little bit of it. If you take all that work and spread it out over five boats, it's more interesting, you get to look at something different several times during a winter and you do better at it. Our business is

as maintenance and repair and we have boats that come as far away as Long Island Sound because we do what they want."

One of the projects this past winter was on a Phil Rhodes designed Abeking built 50-foot yawl. She was given several new frames and 8 or 9 planks on each side. To do this the engine was removed and that was gone over before going back in.

A Tartan 37 is in the paint bay getting completely Awlgripped. This is similar to the Hinckley 38 they did last year, which had all her brightwork removed and either refurbished or replaced and repowered.

A custom Concordia is in for Awlgrip and because she draws 9 1/2 feet and high-sided there is just 2-inches from cabin top to top of work bay. The hull was built using Kevlar and epoxy and the Kevlar was showing print through. This was re-saturated and was then ready for Awlgrip. Once out of the building they will be able to put her stanchions and lifelines back on.

One customer has a 30-foot S&S designed sailboat, which was built in Denmark, and she would come up from Newport every year to be stored and readied for the next year. This owner then bought a Hinckley 51 and he began storing the S&S closer to home and the Hinckley 51 at Seal Cove. After a couple of years of poor care, the S&S came back to Seal Cove to be put back into proper condition.

They store about 225 boats, with about 30 percent being wooden boats, which constitutes about 60 percent of the winter work. The oldest boat in the yard is owned by Bob and she was built in 1896. They have boats that have had three to four generations of owners from the same family. A Dark Harbor 12 has been owned by three generations of the same family and has been stored at the yard for 70 years. Unfortunately, the person who owned the boats recently passed away and the family is trying to figure out if they want to keep her or put her up for sale.

With commissionings underway they will be launching and hauling well into the fall.



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U. S. NAVY NEWS

Continued from Page 9.

the second Superintendent she led the Navy Nurse Corps with awe inspiring distinction. In this evening’s ceremony we celebrate her legacy. We honor her service. And we ensure that the permanence of her indomitable spirit is enshrined and revered by all who behold her.”

Also in attendance was Higbee’s first Commanding Officer, Cmdr. Douglas Brayton. A 2004 graduate of the Naval Academy, Brayton’s previous assignments include: electrical officer aboard USS Monterey (CG-61); assistant officer in charge of In-shore Boat Unit 52; engineer officer, USS Oscar Austin (DDG-79); operations officer, USS Mesa Verde (LPD-19); and executive officer, USS Somerset (LPD-25). On shore he taught seamanship and navigation at the Naval Academy and served at the Surface and Mine Warfighting Development Center Amphibious Warfare Division.

Brayton has witnessed the ship’s construction from the keel up and during this time has had the opportunity to assemble and train his fellow plankowners. “You get to build your team and really come together as the ship does,” said Brayton. “So to walk aboard and see the development of both—it is truly a unique leadership opportunity.”

Superintendent Higbee led the Navy Nurse Corps from January 1911 until November 1922. Throughout her career she fought for their acceptance of her nurses into a Navy that was not always welcoming and dedicated herself to establishing new opportunities for them. Under Higbee, Navy nurses began taking on new roles including teaching hospital corpsmen at hospitals and corps school, and serving aboard ships and at overseas activities—the first women ever to do so in the Navy. During the influenza pan-

demie Navy nurses operated in infectious disease wards caring for the most virulent cases, some even sacrificing their own lives in the process; and by the end of World War I—under Higbee’s guidance—nurses had more than proved themselves as a vital part of the Navy. For her courageous leadership she was later awarded the Navy Cross and to date is the only living woman ever to receive this award.

“Lenah Higbee understood in the context of World War I and the influenza pandemic of 1918 that nursing’s presence on the front and in the fight is as essential to victory as any other element of modern warfare,” said Kuehner. “With uncommon vision and valor Superintendent Higbee pursued credible standing for the all-female Navy Nurse Corps, fighting within the institution against overt discrimination and for the common basic features of military service including pay, rank, uniforms and even housing.”

There are few greater honors in the Navy then having a ship named after you. Higbee now holds the distinction of having two ships named in her honor. Her first namesake—USS Higbee (DD-806)—was launched in 1944, just three years after her death.

In World War II, USS Higbee served in the Pacific where she screened carriers as they launched air attacks on the Japanese mainland and was later tasked with clearing minefields. During the Korean War, Higbee was re-designated a radar picket destroyer (DDR-806) and took part in the screening and shore bombardment in the Inchon Invasion. And in the 1960s, Higbee supported the fight in Vietnam and participated in Gemini capsule recovery missions in the Western Pacific. Her final years were spent in the Naval Reserve Force off Long Beach, California, and later Seattle, Washington. She

was decommissioned in 1979 and sunk as a target off of San Diego in 1986.

Former Secretary of the Navy the Honorable Ray Mabus spoke at the event and is credited for selecting the name of the ship. Higbee was one of 87 ships Mabus named during his tenure in office from 2009 to 2017. Although each naming and christening was special to Mabus he noted that this was especially so. “The story and legacy of Lenah Higbee and what she represents will live on in decades around the world through this ship’s voyages and through the lives of the crew who sail aboard her,” said Mabus.

For Brayton, having the ship named after Lenah Higbee gives it an identity, and helps define its character. It also challenges the crew to best represent her and her namesake ship as warfighters.

As the motto of the ship, Brayton and his crew looked for an adage that captured the spirit of both Superintendent Higbee as a courageous leader as well as the important role of her first ship namesake. After much deliberation they selected “Bellatrix Illa,” meaning “She is a Warrior.”

In the coming months USS Lenah S. Higbee will be undergoing sea trials before commissioning and ultimately joining the fleet. But the hope of this new ship remains bright and will be one that Navy Medicine continues to follow.

USS New Hampshire Returns from Deployment

07 May 2021
From Petty Officer 2nd Class Cameron Stoner, Commander, Submarine Force Atlantic NORFOLK, Va. - The Virginia-class fast-attack submarine USS New Hampshire (SSN 778) returned from deployment to its homeport at Naval Station Norfolk, May 7. Under the command of Cmdr. Bennett

Christman, New Hampshire returns from a deployment where it executed the chief of naval operations’ maritime strategy by supporting national security interests and maritime security operations.

“I am incredibly proud of the crew’s hard work,” said Christman. “Under stress, family separation, and without normal liberty, they remained consummate professionals who enthusiastically tackled the toughest problems with ingenuity and drive. They return fulfilled by their accomplishments on several missions vital to national security.”

According to Machinist’s Mate (Nuclear Power) 2nd Class Andrew Oliphant, every New Hampshire Sailor played a critical role during the boat’s six-month deployment.

“From the food service attendant to the engineering watch supervisor to the commanding officer, we all have an important role in ship operations,” said Oliphant. “From damage control, to qualifications, to conducting national tasking, every person plays a vital role and it’s inspiring and motivating to be a part of this great mission.”

According to Fire Control Technician Seaman Pedro Hernandez, New Hampshire Sailors also participated in the Blue Nose Navy tradition, a line-crossing ceremony held when a ship or boat enters the Arctic Circle.

“During the COVID-19 pandemic, New Hampshire successfully navigated enough mileage to cross the globe 1.65 times,” said Hernandez. “This includes reaching the milestone favored in our great American Navy’s history known as Blue Nose. The Submarine Force is already a small percentage of the fleet, and to add more Sailors into the brotherhood, who have faced what it takes to get to that point, to claim that

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Presently we have a listing of 121,503 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

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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.

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U. S. COAST GUARD NEWS

Continued from Page 10.

the Indian Ocean tsunami on December 26, 2004.

The legacy of Douglas Munro was epitomized on March 23, 2008 when the cutter’s crew and their embarked MH-65 Aviation Detachment worked with a forward deployed Air Station Kodiak MH-60 helicopter crew to recover 20 survivors from the fishing vessel Alaska Ranger that sank in the Bering Sea early that morning. The 17th Coast Guard District commander at the time of the rescue, Rear Adm. Arthur Brooks, declared it “One of the greatest search and rescue efforts in modern history.”

“Serving as the final crew aboard the Coast Guard Cutter Douglas Munro, the last 378-foot cutter in the Coast Guard has been an exciting and rewarding experience for myself and my shipmates,” said Capt. Riley Gatewood, commanding officer of the Douglas Munro. “During my time aboard I have witnessed the sacrifices of the crew as they spent time away from their loved ones in service to their country. This dedication

echoes the hard work put forth by our predecessors during the cutter’s 49-years of service and embodies the ships motto ‘Honoring the past by serving the present.’ While Coast Guard Cutter Douglas Munro is being decommissioned, I know that the legacy and service of Signalman 1st Class Douglas Albert Munro lives on in the Coast Guard men and women serving around the world today, and in the national security cutter Munro that continues to bear his name.”

Coast Guard Cutter Eagle to Depart New London for Summer Training
NEW LONDON, CT — The U.S. Coast Guard Cutter Eagle is scheduled to depart New London to begin summer training for more than 130 U.S. Coast Guard Academy cadets on Saturday, May 8.

At 295 feet in length, the Eagle, known as “America’s Tall Ship,” is the largest tall ship flying the stars and stripes and the only active square-rigger in U.S. government service.

“We are extremely excited to be getting back underway for a full summer training season,” said Capt. Michael Turdo, Eagle’s commanding officer. “The opportunity to sail abroad allows us to represent the Coast Guard and the United States to the public and international community.”

Specific port call dates this summer are: May 25–28: Azores, Portugal; June 11–16: Reykjavik, Iceland; July 7–10: Hamilton, Bermuda; July 23–26: New London, CT; July 30–August 2: Newport, RI; August 6–9: Portland, ME; August 13–14: New London, CT.

Constructed in 1936 by the Blohm and Voss Shipyard in Hamburg, Germany, and originally commissioned as the Horst Wessel by the German Navy, the Eagle was taken by the United States as a war reparation following World War II.

With more than 23,500 square feet of sail and six miles of rigging, the Eagle has

served as a classroom at sea to future Coast Guard officers since 1946, offering an at-sea leadership and professional development experience.

A permanent crew of nine officers and 49 enlisted personnel maintain the ship and guide the trainees through an underway and in-port training schedule, dedicated to learning the skills of navigation, damage control, watchstanding, engineering and deck seamanship.

Coast Guard Announces New Law Requiring Use of Engine Cut-off Switches
SEATTLE — The Coast Guard will implement a new law this boating season that requires operators of recreational vessels less than 26 feet in length to use an engine cut-off switch (ECOS) and associated ECOS link (ECOSL).

Each year, the Coast Guard receives reports of recreational vessel operators who fall off or are suddenly and unexpectedly thrown out of their boat.

During these incidents the boat continues to operate with no one in control of the vessel, leaving the operator stranded in the water as the boat continues on course, or the boat begins to circle the person in the water eventually striking them, often with the propeller. These dangerous runaway vessel situations put the ejected operator, other users of the waterway, marine law enforcement officers, and other first responders in serious danger.

“Emergency cut-off switches protect all members of the boating public,” Lt. Collin Gruin, the Coast Guard Sector Columbia River boarding team supervisor. “In the Pacific Northwest in 2019, 26 boating accidents involved boat operators being ejected from the vessel or falling overboard. An engine cut-off switch, when used properly, prevents a runaway vessel from causing more harm in these types of accidents.”

The ECOS and ECOSL prevent runaway vessels and the threats they pose. The ECOSL attaches the vessel operator to a switch that shuts off the engine if the operator is displaced from the helm. The

ECOSL is usually a lanyard-style cord that attaches to an ECOS either in close proximity to the helm or on the outboard motor itself if the vessel is operated by a tiller. When enough tension is applied, the ECOSL disengages from the ECOS and the motor is automatically shut down. Wireless ECOS have recently been developed and are also approved for use. These devices use an electronic “fob” that is carried by the operator and senses when it is submerged in water, activating the ECOS and turning the engine off. Wireless devices are available on the aftermarket and are beginning to become available as manufacturer-installed options.

Section 503 of the Coast Guard Authorization Act of 2018 required manufacturers of covered recreational vessels (less than 26 feet in length, with an engine capable of 115 lbs. or more of static thrust) to equip the vessel with an ECOS installed as of December 2019. Owners of recreational vessels produced after December 2019 are required to maintain the ECOS on their vessel in a serviceable condition. It is recommended that recreational vessel owners regularly check their existing ECOS system to ensure it works properly, following manufacturer’s instructions.


Section 8316 of the Elijah E. Cummings Coast Guard Authorization Act of 2020 requires individuals operating covered recreational vessels (less than 26 feet in length, with an engine capable of 115 lbs. or more of static thrust, which equates to about 3 horsepower or more) to use ECOS “links” while operating on plane or above displacement speed. Using the ECOSL is not required when the main helm is installed within an enclosed cabin. Common situations where ECOSL use would not be required include docking/trailing, trolling, and operating in no-wake zones.

Boaters are encouraged to check the U.S. Coast Guard website for additional information on this new use requirement and other safety regulations and recommendations: <https://uscgboating.org/recreational-boaters/engine-cut-off-switch-faq.php>

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Passed Over the Bar

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Melanie (Torrey), and his son Daniel, who completed their family. He is also survived by his sisters, Benita and Raymond Alley and their families of Beals and Linda and Gary Eaton and family of Beals; also many nieces, nephews, aunts, uncles, cousins (especially his cousin Trudy) and his in-laws, who loved him dearly. He was predeceased by his father, John, and numerous other family members. He will be fondly missed by his neighbor, friend and sternman of 15 years, Byron Carver III.

He enjoyed bike rides and Hing/Dunkin’ runs with Roger Dame, talking and shooting guns with his classmate Doug Dodge Jr., camping with Boyde and Brent and their families, shooting skeet and sporting clays with his friends at PRFGCS, Men’s Fellowship at church, where his dish duty conversations with Kevin Beal became an almost monthly highlight, ATV rides with his club friends, Blane Beal, Pastor. Andy, and the most adventurous ones with his cousin Lewis Bishop.

He was a member of The Reach Wesleyan Church, Jonesport Fire Department, Moosabec Ambulance and was captain of his fishing vessel, Divine Providence. He was proud of his Open Water Diver and his Firefighter 1 certifications.

Racing was a big part of his family life

from watching NASCAR on TV or annual trips to Loudon, helping with Daniel’s years of Kart racing, or working in the garage and/or in the pits and the late night stops at McDs with his “Bro” Wayne Parritt and the PAB18 crew. This created the background and foundation to lots of lost sleep, money spent and fond lifetime memories made. One of the highlights was Wayne winning the 150 and watching Daniel live his dream of racing at Loudon during the Rusty Wallace Racing Experience. He served the Beals AC Church, The Reach Wesleyan Church, PRF&GCS, and the Moosabec Community School Board.

In lieu of flowers, contributions may be made to: The Reach Wesleyan Church, Jonesport, Jonesport Fire Department, Moosabec Ambulance, Pleasant River Fish and Game or PAB18 Racing.

For as long as this paper has been published I have known Loren, who I first met on his father’s (John) dock or in the family store, East Bay Fishing Gear, on Beals Island back in 1987. We became friends and when he got married to Melanie out on Swan’s Island I went as the photographer. Then in the late 1990s I went fishing a few times with his father when he needed a hand and Loren was one of the other crew members. He was a hard worker and someone that would help anyone in need. I was real sorry to hear of his passing.

Wood's Hole Oceanographic News

Climate Change Can Destabilize the Global Soil Carbon Reservoir, New Study Finds

The vast reservoir of carbon that is stored in soils probably is more sensitive to destabilization from climate change than has previously been assumed, according to a new study by researchers at WHOI and other institutions.

The study found that the biospheric carbon turnover within river basins is vulnerable to future temperature and precipitation perturbations from a changing climate.

Although many earlier, and fairly localized, studies have hinted at soil organic carbon sensitivity to climate change, the new research sampled 36 rivers from around the globe and provides evidence of sensitivity at a global scale.

“The study results indicate that at the large ecosystem scale of river basins, soil carbon is sensitive to climate variability,” said WHOI researcher Timothy Eglinton, co-lead author of the paper in the Proceedings of the National Academy of Sciences of the United States of America. “This means that changing climate, and particularly increasing temperature and an invigorated hydrological cycle, may have a positive feedback in terms of returning carbon to the atmosphere from previously stabilized pools of carbon in soils.”

The public is generally aware that climate change can potentially destabilize and release permafrost carbon into the atmosphere and exacerbate global warming. But the study shows that this is true for the entire soil carbon reservoir, said WHOI researcher Valier Galy, the other co-lead author of the study.

The soil carbon reservoir is a key component in keeping the atmosphere in check in terms of how much carbon dioxide is in the air. The amount of carbon stored in terrestrial vegetation and soils is three times more than how much the atmosphere holds, and it consumes more than a third of the anthropogenic carbon that is emitted to the atmosphere.

To determine the sensitivity of terrestrial carbon to destabilization from climate change, researchers measured the radiocarbon age of some specific organic compounds from the mouths of a diverse set of rivers. Those rivers—including the Amazon, Ganges, Yangtze, Congo, Danube, and Mississippi—account for a large fraction of the global discharge of water, sediments and carbon from rivers to the oceans.

Terrestrial carbon, however, is not so simple to isolate and measure. That’s because carbon in rivers comes from a variety of sources, including rocks, organic contaminants such as domestic sewage or petroleum that differ widely in their age, and vegetation. To determine what’s happening within the rivers’ watersheds, and to measure radiocarbon from the terrestrial biosphere, researchers focused on two groups of compounds: the waxes of plant leaves that serve a protective function for the plants’ leaf surface and lignin, which is the woody “scaffolding” of land plants.

Taking these measurements showed a relationship between the age of the terrestrial carbon in the rivers and the latitude where the rivers reside, researchers found. That latitudinal relationship prompted researchers to infer that climate must be a key control in the age of the carbon that is exported from

the terrestrial biosphere to these rivers, and that temperature and precipitation are primary controls on the age of that carbon.

“Why this study is powerful is because this large number of rivers, the wide coverage, and the wide range of catchment properties give a very clear picture of what’s happening at the global scale,” said Galy. “You could imagine that by going after lots of rivers, we would have ended up with a very complicated story. However, as we kept adding new river systems to the study, the story was fairly consistent.”

“In many respects, Earth scientists see rivers as being a source signal that is sent to sedimentary records that we can interpret,” said Eglinton. “By going to sedimentary records, we have the opportunity to look at how the terrestrial biosphere has responded to climate variability in the past. In addition, by monitoring rivers in the present day, we can also use them as sentinels in order to assess how these watersheds may be changing.”

WHOI and NOAA Release Report on U.S. Socio-economic Effects of Harmful Algal Blooms

Woods Hole, MA — Harmful algal blooms (HABs) occur in all 50 U.S. states and many produce toxins that cause illness or death in humans and commercially important species. However, attempts to place a more exact dollar value on the full range of these impacts often vary widely in their methods and level of detail, which hinders understanding of the scale of their socio-economic effects.

In order to improve and harmonize estimates of HABs impacts nationwide, the National Oceanic and Atmospheric Administration (NOAA) National Center for Coastal Ocean Science (NCCOS) and the U.S. National Office for Harmful Algal Blooms at the Woods Hole Oceanographic Institution (WHOI) convened a workshop led by WHOI Oceanographer Emeritus Porter Hoagland and NCCOS Monitoring and Event Response (MERHAB) Program

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U. S. NAVY NEWS

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title, is a small victory that will be with us forever.”

Samara Christman, wife of Cmdr. Bennet Christman, spoke on the unique difficulties faced by Sailors and families while being deployed during the COVID-19 pandemic.

“We are so proud of our Sailors and everything they have accomplished during this deployment,” said Samara Christman. “We know the work they do is vital, but we are so ready to have them home with us again. I’ve been doing this for a long time now, and deployments are always challenging. Going through a deployment during a pandemic makes everything far more difficult. I was consistently amazed and impressed by the ways in which our families came together to support each other from afar. I can’t say enough good things about this group of families or Sailors.”

New Hampshire was also the first submarine to deploy with a 3D printer kit developed by Naval Sea Systems Command. The printer gave New Hampshire the ability to fabricate several temporary parts while

deployed.

During the deployment, New Hampshire steamed over 40,000 nautical miles and conducted brief stops in Faslane, Scotland and Haakonsvern, Norway.

Twenty-three enlisted Sailors and five officers earned their submarine warfare qualification, known as “dolphins,” while three officers were promoted, 17 enlisted Sailors were advanced to the next paygrade and seven Sailors reenlisted.

Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

The Virginia-class submarine is 377 feet long and 34 feet wide, and weighs about 7,900 tons when submerged. Underwater, it can reach speeds in excess of 25 knots.

Billy Bob Faulkingham

Continued from Page 7.

Some of the comments from the other side say the State of Maine is not open for business. Well, not bad business. How much does lobstering mean to the State’s economy? It is a staggering amount. How many people make a living fishing or off those fishing? Another staggering amount. How much will windmills bring the State? Certainly not a staggering amount or even close to a fair trade-off.

Even if LD101 passes that only precludes windmills from being built in Maine waters. The Federal Government has a 30x30 plan and this may have a severe impact on Maine’s coast. Billy Bob added, “That has got a lot to do with what Janet Mills is doing. She went down to the United Nations a year or two ago when Greta Thunberg gave her famous speech. The governor made all kinds of promises to the U. N. about what the State of Maine was going to do. She basically promised to sell our state down the river to save the world.

“It was pretty hypocritical too,” said

Billy Bob, “for her administration, which was going to rip out four hydro dams on the Kennebec until a few senators got involved and revealed her agency’s departments hadn’t followed the rules and then they had to back away because the owners of the hydro dams wanted to refurbish them and basically deliver good clean, green energy to the state. We are probably not going to have to worry about where it is going to, he said, “because at some point the money is going to dry up and this fantasy is going to be over with. In the meantime, what are we going to get stuck with? Did you notice all the companies that get involved in wind power are all oil companies? They are divesting into wind and solar. It is pretty telling that they know that they can make money on both ends because they know that energy is unreliable.”

If you think government or business cares about you think again. Who has the power, well just follow the money trail. The outcome of this battle will be interesting and one just hopes the battle will not escalate into a real war.

2023 Ocean Globe Race

Continued from Page 8.

combined fleet covers the entire history of the Whitbread Race.

Early editions of the Whitbread saw FRENCH entries dominate, filling over 33% of the fleets. Eric Tabarly sailed the controversial PEN DUICK VI in the first 1973 edition and subsequently entered many later editions. Arnaud Lizop sailed with Tabarly in 1973, as a fresh-faced 22-year-old crewman. He returns in the 2023 OGR as one of FIVE French entries (again the largest competing nation) to skipper his classic Nautor’s Swan 55 Nakama, reliving his adventure into the unknown of 50 years ago.

“I am excited to join the 50th Anniversary celebration of my original Whitbread experience” said Arnaud Lizop. “The OGR is a unique opportunity to promote values in which I believe such as LONG TERM. The Classic yachts and long distance of the OGR reflect this. Our mixed gender team will also reflect diversity of origins and age.”

Another Whitbread veteran in the OGR (also sailing a Nautor’s Swan 55, Galiana) is 63 year old Finnish sailor, Tapio Lehtinen. He was watch leader onboard Skopbank Finland in 1981. In 2018 he entered the Golden Globe Race, returning to the Southern Ocean he loves and was the last of only five finishers. He has entered the 2022 Golden Globe Race again, so will have just weeks to recover from that solo circumnavigation, before setting off for his fourth circumnavigation in the 2023 OGR. Tapio has been testing 60 young Finnish sailors over the past year and now has 18 in the running to be part of his Final race crew.

“Since sailing the 1981-82 Whitbread Race as a 23-year-old university student, I have woken up countless times during the following decades, having dreamed of doing

the Whitbread again.” Said Tapio Lehtinen. “When Don revealed to me that he was going to give a rebirth to the race in 2023, I knew instantly that it’s my dream come true:). As much as I enjoy shorthand and single-handed sailing, doing the OGR gives me an opportunity to enjoy sailing a big boat, with a young crew, passing the heritage of Finnish ocean sailing to a new generation of sailors - I am as excited and enthusiastic as the young student some 40 years ago, again!”

Early Whitbread crews and yachts are spread throughout this OGR. The only French yacht ever to win a Whitbread in 1985, L’Esprit d’Epuie (ex 33 Export and Esprit de Liberte’) skippered by Lionel Pean will be sailed by a tough group of sailors from Les Sables d’Olonne France, skippered by Lionel Regnier.

“We have a great yacht and are excited coming back to the origins of offshore racing that promotes human values” said Lionel Regnier: “Our mixed age and gender crew lets the oldest pass knowledge and experience to the youngest and the youngest bring fresh ideas, thinking and performance to the campaign. The OGR, like no other challenge, is life defining. We must and will surpass ourselves individually and collectively, to reach the summits of this incredible challenge!”

Two giant Maxis are preparing to enter the Classic Challenge and at the opposite end, the smallest yacht ever to race the Whitbread is currently under refit with big plans for the OGR! The French 46-foot Mor Bihan was skippered by Philip Poupon/Riguie in the 1981 Whitbread. She hopes to sail again in 2023 under the French Flag and a strong crew from Brittany.

For the first time ordinary sailors can race around the world.

Wood's Hole Oceanographic News

Continued from Page 23.

Manager Marc Suddleson. Participants focused on approaches to better assess the socio-economic effects of harmful algal blooms in the marine and freshwater (primarily Great Lakes) ecosystems of the United States. The workshop proceedings report describes the group’s objectives, and presents recommendations developed by 40 participants, mostly economists and social scientists from a range of universities, agencies, and U.S. regions. Their recommendations fall under two broad categories: those intended to help establish a socio-economic assessment framework, and those to help create a national agenda for HABs research.

“This has been a goal of the research and response communities for a long time, but coming up with a robust national estimate has been difficult, for a number of reasons, mainly related to the diversity of algal species and the wide variety of ways they can affect how humans use the oceans and freshwater bodies,” said Hoagland. “This gives us a strong base on which to build the insight that will vastly improve our estimates.”

Framework recommendations call for enhancing interagency coordination; improving research communications and coordination among research networks; integrating socioeconomic assessments into HAB forecasts and observing networks; using open-access databases to establish baselines and identify baseline departures; facilitating rapid response socio-economic studies; improving public health outcome

reporting and visibility of HAB-related illnesses; fostering the use of local and traditional ecological knowledge to improve HAB responses; engaging affected communities in citizen science; and engaging graduate students in HAB socio-economic research.

Research agenda recommendations include elements necessary for addressing gaps in our understanding of the social and economic effects of HABs. They include a suggested approach for obtaining an improved national estimate of the economic effects of HABs; supporting rapid ethnographic assessments and in depth assessments of social impacts from HABs; defining socio-economic impact thresholds for triggering more detailed studies of impacts (such as in the case of designated HAB events of significance); sponsoring research on the value of scientific research leading to improved understanding of bloom ecology; assessing the value of HAB mitigation efforts, such as forecasts, and control approaches and their respective implementation costs; and supporting research to improve HAB risk communication and tracking and to better understand the incidence, severity, and costs of HAB-related human illnesses.

“These recommendations give us a strong series of next steps to increase focus on HAB-related socio-economic research,” said Don Anderson, director of the U.S. National Office for Harmful Algal Blooms. “The report is certain to spur increased collaborations that will provide a better understanding of the many complex so-

cio-economic effects of HABs and provide the tools to increase the effectiveness of efforts to minimize impacts on society and the environment.”

Monhegan Museum Explores the Wartime Experience New Online Exhibition

MONHEGAN – The Second World War had a dramatic impact on the everyday lives of individuals across the country, and while far from the fighting, the residents of Maine’s remote offshore islands were profoundly affected by the war overseas. The multimedia online exhibition World War II: On-Island and Abroad incorporates oral histories, artwork, letters, memoirs, film footage, and newspaper clippings to tell the stories of the islanders who went to war, and those who remained on-island.

Before the US entered the war, Monhegan Island residents were well aware of the growing threat as military presence became ever more apparent in the sky and sea around the island. With a year-round population of only 97, Monhegan sent 14 men to fight abroad, some enlisting directly from high school. The Monhegan residents who remained behind united in support of the war and actively engaged in civil defense through enforced blackouts, support of war bonds/loans, engagement in the Red Cross, etc. With the country at war, the light and fog keepers of Monhegan were under the control of the US Navy, and Coast Guard troops were stationed in the lighthouse and patrolled the backside of the island, punch-

The detailed final proceedings report and more information about the workshop is available on the U.S. National HAB Office website.

ing in at a checkpoint built on Whitehead. Fewer summer residents and visitors came during the war years, and some year-round residents left the island. After the war, change came in many ways, with several war veterans making their home on Monhegan after connecting with islanders they met while abroad.

World War II: On-Island and Abroad has been made possible in part by a major grant from the National Endowment for the Humanities: Democracy demands wisdom.

The Monhegan Museum of Art & History is located in the historic Monhegan Island Light Station, 12 nautical miles off the coast of Maine. The Monhegan Lighthouse Keeper’s House contains exhibits of Monhegan’s history and the Assistant Keeper’s House has an art gallery that features exhibitions from the museum’s art collection, which spans more than 150 years. Additionally, the Rockwell Kent/James Fitzgerald Historic Artists’ Home and Studio display a collection of works by Fitzgerald. The museum is open daily from June 24 through September 30, during which time the Kent/Fitzgerald Home and Studio are open two days a week and by appointment. FMI visit www.monheganmuseum.org

New York Yacht Club Submits Challenge for 37th America’s Cup

On Thursday, May 6, the New York Yacht Club submitted to the Royal New Zealand Yacht Squadron in Auckland, New Zealand, a challenge for the 37th America’s Cup. The challenge was accompanied by a draft Protocol for the regatta, which would see the Cup Match take place in New Zealand during early 2024, utilizing the AC75 class.

“The America’s Cup is at a pivotal point in its 170-year history,” says Christopher J. Culver, Commodore of the New York Yacht Club. “The competition for the 36th edition was thrilling, and Emirates Team New Zealand, representing the Royal New Zealand Yacht Squadron, was a worthy winner. However, the New York Yacht Club, as the original trustee of the event and a

participant in the most recent edition, has serious concerns about the future of this great competition. The cost of a competitive campaign, the lack of continuity in the class and the inability to plan beyond the current cycle have combined to create a prohibitive barrier to entry, which has manifested in the dwindling number of challengers and public interest. While we await further details on the location, timing and conditions for the 37th America’s Cup, we want to emphatically signal our enthusiasm for a multi-challenger event in 2024.

“Our proposed Protocol for the 37th America’s Cup is the product of months of work and countless conversations with America’s Cup stakeholders, including current and former challengers and defenders,”

continues Culver. “It includes the tools necessary to improve the long-term commercial viability and global reach of the competition, while remaining true to the Deed of Gift and to the spirit of one of international sport’s oldest competitions. Other established teams that have similar views on the future of the competition.”

The draft Protocol put forward by the New York Yacht Club features several key concepts: A multi-event schedule—time and location—for the next four America’s Cup regattas, which will enable teams, corporate partners and media to plan in advance, think beyond single campaigns and maximize revenue opportunities; Enhanced and independent event management via the creation of an America’s Cup Board of Governors,

which will provide continuity and impartial oversight; Consistency in design, starting with the confirmation of the AC75 as the class for the 37th America’s Cup; Stronger crew nationality rules to draw more interest and to promote friendly competition between foreign countries; and Cost-control measures; a predictable, and shorter, three-year cycle; consistency in platform; an increase in one-design components; and a limit of one new boat per Cup cycle, all of which will make the America’s Cup more accessible and more sustainable.

“By issuing this challenge, along with a Protocol, we are presenting a path forward for the event, one that will provide it with the tools to thrive in the modern international sports marketplace,” says Culver.

The New York Yacht Club won the America’s Cup in 1851, created the recurring event in 1870, and successfully defended the Cup 26 times. In 1983, the Cup was won by the Royal Perth Yacht Club. The New York Yacht Club remained active as a challenger in 1987, 2000 and 2003 before stepping away from the competition. With the creation of the American Magic syndicate, the Club returned to the America’s Cup in 2021. The end result was not what the team or Club hoped for, but the inspired response of the membership to the campaign encouraged the Club’s flag officers to consider another challenge.

“Our challenge is inclusive,” says Culver. “I’ve have spoken with representatives of both the Royal New Zealand Yacht Squadron and the Royal Yacht Squadron to assure them that New York Yacht Club is ready and willing to come to the table to help bridge gaps, foster a transparent discussion to adopt some or all of the key components of our draft Protocol and, ultimately, create the framework for a multi-challenger 37th America’s Cup and a sustainable future for the event.”

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

2 May 1890.

Commerce and Trade.

Steamer CLINTON has been the past week at Cherryfield where she is taking a cargo of silica, for Boston for the Cameron Silica Company. This silica is transported by teams from Silica City in Beddington where extensive operations are being conducted by the Cameron Silica Company under the superintendence of C. E. Mitchell, of Bangor.

The first of last winter a St. John's schooner got ashore at Isle au Haut says the Courier Gazette, and after getting into Fox Island Thoroughfare was leaking so badly that her cargo of lumber was discharged at McDonald's wharf, North Haven, and she returned home for repairs. A short time ago she started to come for the lumber and was wrecked at Deer Isle. Another schooner is now loading her cargo for Boston.

Portland's exports for last week were valued at \$252,537.00. They were 52,276 bushels of peas, 61,945 bushels of corn, 3,450 sacks of flour, 670 head of cattle, 17,198 feet of logs, 149, 990 feet of deals, 416,300 lbs. of bacon, 525,000 lbs. lard, 39,100 lbs. oatmeal, 431, 220 lbs. cheese, 66 cases canned meats, 100 bbls. pork, 10 bbls. of meat, 502 cases of canned goods, 611 pieces of blocks, 14 packages emery wheels, 75 packages mattresses, 2,600 feet of lumber, and 50 bbls. of molasses, 80 tierces of molasses, 75 cases of beer, 5 cases of plate glass, 10 cases sundries, 1 case of merchandise, and 84 passengers.

In the Bangor produce market jobbing prices are as follows: apples \$2.00 to \$5.00 per bbl; butter 18 to 22c; yellow eye beans \$2.62 to \$2.80; cheese 11 to 12½c; fowl 14 to 16c; chickens 16c; eggs 14; Messina lemons, \$3.25 to \$4.00 per box of 300 count; Messina oranges \$3.50 to \$5.00; Valencia oranges \$4.00 to \$5.00 per box; blood oranges \$.4.50 to \$5.00 per box of 300 count; bananas \$1.75 to \$2.50 per bunch; fresh cod 6c; halibut, 15 to 16; lobsters, 10c; English herring 25c per box; oysters 30 to 50c per quart; clams, 25c quart; scallops, 50c quart; finnan haddies, 10c; Shad 25 to 30c apiece; blue fish 15; corn 50c per bushel; meal, 47c; oats, 40c; bran, \$1.00; pork ribs at 10c per lb; sausage, 8c; ham, 11c; beef roasts and steaks, 14 to 20c; lamb, 8 to 10c; potatoes, 90c per bushel; beets, 50 to 75c per bushel; turnips, 75 to \$1.25 per bbl; Bermuda onions \$2.50 to \$2.75; hay about \$9 to \$10.

Among recent charters are the following: schooners D. S. WILLIAMS and R. G. DUNN, Penobscot to New York, ice \$11.25; schooners A. J. YORK and A. W. FISKE, Portland to New York, paving \$20; schooner JOHN PAUL, Norfolk to Portland, coal, p.t.; schooner H. HICKMAN, Portland to Wilmington, DE, ice \$1.25 and towage; schooner J. M. HAYNES, Baltimore to Portland, coal p.t.; schooners A. W. SMITH, L. C. BALLARD, THOMAS W. HYDE, and GRACE K. GREEN, Kennebec to Philadelphia, ice p. t.; schooner LUCY H. RUSSELL, Portland to Glenn Cove, syrup bbls. p. t.; schooner GEN. S. E. MEWIN, Portland to Baltimore, general cargo p. t.; schooner MARY LANGDON, Athens, NY to Portland, sand \$1.65; schooner CARRIE STRONG, Savannah to Rockport, lumber at \$7.25 per M. and Kennebec to New York, ice at \$1.35; schooner ELLEN CRUSOE, Bangor to Philadelphia, ice at \$1.15; schooner W. H. OLER, Bangor to Baltimore, ice at \$1.15; schooner ROBERT G. DUNN, Bangor to New York, ice at \$1.25; schooner WM. COBB, Kennebec to Richmond, ice at \$1.00; schooner FRANK G. DOW, Horse Island to New York, ice, at \$1.25; schooner NETTIE CHAMPION, Kennebec to Philadelphia, ice at \$1.22; schooner FRANK LEAMING, Kennebec to Chester,

PA, ice at \$1.40; schooner L. V. BEEBE, Bangor to New York, ice at \$1.25; schooner DREADNAUGHT, Bangor to Baltimore, ice at \$1.25; schooner J. FRANK SEAVEY, Belfast to New York, ice at \$1.00.

The Fisheries.

S. Nickerson & Sons, Boothbay, have bought the fish privilege at Damariscotta Mills for this season and A. R. Nickerson of the firm, will have charge of the packing and shipping; also the privilege at Warren, ME, which they also purchased.

Lynch & Gallagher at their market on Exchange Street, Bangor exhibited early in the week some splendid landlocked salmon. There were five of them and they were beauties, averaging at least five and one-half pounds apiece. F. L. Morrell, of the firm of Holt & Morrill, was the successful fisherman.

The Grand Banks fisherman will soon leave for the scene of their summer fishing where they make annual trips. Several go from Bucksport. Captain Donald Nickerson has had one of his numerous craft, the ANNIE C. QUIVER, fitted out with the necessary apparatus and supplies and has shipped his crew.

The Eastport Sentinel says: "At a meeting of the sardine packers of this vicinity, held at the Board of Trade rooms last Thursday afternoon, details for the sale of the factories to an English Syndicate were arranged, and a committee appointed to communicate with the agent of the syndicate and fix upon a date for his visit to this section, when each factory owner will be prepared to submit his offer for sale of property."

The crew of the schooner ELZIE M. SMITH, from the Western Banks, say they called at Fortune Bay to obtain bait. After buying a license they found that instead of being food one year, it would have to be renewed every time they baited, which would be about every three weeks, costing \$1 for every ton the vessel registered. Finding this more than they could afford to pay, they gave up the license and the money was returned.

Advices from the Boston Fish Bureau are that the receipts of fish are very light and trade dull. There is a scarcely no demand for mackerel and large 3's are quoted at \$18.00 per bbl. Mackerel have been reported seen in the south and some vessels are getting ready many of which have been haddocking all winter. The haddock fishery is at present very dull owing to the influx of small shore

vessels. Codfish receipts very light, and very few selling from second hands. About 2200 drums received from Nova Scotia the past week in transit. No changes in prices. Receipts of Georges codfish at Gloucester the past week about 1000 qtls., of shore 650 qtls., and of shore 650 qtls. Prices from vessel, large Georges \$3.00, small 1.75 per cwt., large bank \$2.75, small \$1.75 per cwt. Shore fish \$1.75 per cwt., 150 lbs. reckoned to a qtl. Box herring, mediums 12 ½ to 13 cents per box. Sales of bloaters 65 cents per box.

Shipbuilding Notes.

C. V. Minott, the Phippsburg shipbuilder, is to build a schooner at his yard in Centre.

The Maine Shipbuilding and Navigation Company have leased Hobson's Island, at Wiscasset, for a yard.

Carleton, Norwood & Co., of Rockport, have commenced work on a schooner in their yard and they will begin another one as soon as the ship now building is completed.

The new steamer, building at Brewer for navigation on the Kennebec between Gardiner and Waterville, is progressing rapidly. Captain Barbour has been away this week to see about the machinery.

J. B. Loring, the Rockland boatbuilder, launches this week a forty foot yacht for Frederick A. Barnes of New York. She will be named the CARITA. She will be modeled and designed by E. S. Crooker, one of the owners.

The great obstacle with which Bath ship builders are contending just now is lack of timber for their vessels. Work is delayed upon several of the schooners now in the stocks, because the necessary material can not be secured.

It is probable that Captain Fred S. Gilmore, of Belfast, will have a vessel built there this season. Parties have expressed a willingness to build him a vessel and figures have been made for a three-masted schooner of about 500 tons.

Master Carpenter Emery is making excellent progress in the construction of the two-masted schooner which G. R. Campbell & Co., are having built at Cherryfield this season. The vessel will join the coasting fleet early in the autumn.

Good progress is being made upon the new barkentine which is being built at the yard of E. & I. K. Stetson in Brewer, and the vessel is now nearly timbered out. A good-sized crew is at work and it is hoped to have the vessel completed early in August.

Preparations are now going on in the Columbia Falls shipyards for the building of three good sized vessels. Hon. John R. Crawford is putting down the foundations for the keels of two barkentines aggregating 700 tons, and I. Carleton has taken in his yard for a craft of 400 tons.

Messrs. J. W. Sawyer & Sons, Milbridge, have sixty hand employed in their shipyard. The two vessels in process of building are well under way, and will be completed for sea in a few weeks. Owing to previous contracts the Messrs. Sawyer & Sons have lately declined an offer from Boston parties to build six barges, three of which are to be 2,000 tones capacity.

Captain D. Hill has on exhibition in the window of his fish market in Saco a model of the GOV. AMES, the largest schooner ever built. This model represents the five masted craft under full sail. It was built by William Waterhouse, overseer in the carpenter shop of the York Mills. He built it according to the

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

description of the schooner published in the Boston Globe. Captain Hill who has been aboard GOV. AMES says Mr. Waterhouse has produced what he should term a perfect model.

9 May
Page 1.

Wiiliam B. Frazier, manufacturer of parlor and steamboat furniture, 205 Federal St., Portland, gets some of the best jobs in furnishing new steamboats and otherwise has a very growing business on account of his excellent work.

* * * * *

C. H. Eaton, carriage maker, of Harri-son, is the inventor of a rowlock which was manufactured to some extent last season by Eaton & Spaulding. Mr. Eaton has lately made improvements in the rowlock and it is very popular with boating men.

* * * * *

Another ponderous steam hammer has been received at the Bath Iron Works and will be set up in the northern addition to the biler room. It is a massive piece of mechanism with a head of 1,500 pounds weight and will be able to easily handle any piece of metal that may need its shaping blows.

* * * * *

The old and celebrated plant at Port-land for the manufacture of locomotives and steam boilers, known as the Portland Company, has been sold to a syndicate of Portland gentlemen comprising Charles R. Milliken, Byron D. Verrill, George B. Hunt, W. H. Milliken, W. F. Milliken, W. L. Put-nam, Elias Thomas, Orville D. Baker, W. S. Dana, D. W. Kensell, Charles S. Fobes and others. The new syndicate purchased at par, purchasers to receive the May dividend. The quick assets of the Company are \$265,000. The liabilities are \$50,000 leaving a net surplus of \$215,000. The plant represents 2974 shares capital stock outstanding. There is no present intention of changing its loca-tion, and the business will be considerable enlarged at the old place.

* * * * *

Walker’s Pond, Brooksville, was the scene of extensive ice operations during the winter. Messrs. Frank P. Wood of Bangor and Fred H. Moses of Bucksport harvested about 22,000 tons and the other operations there brought the aggregate cut up to 35,000 tons. Messrs. Wood & Moses are now put-ting in a permanent plant for handling the ice and transporting it to tide water. The equipment includes an endless chain 1000 feet in length and a 50 H. P. engine and boil-er, which are being set up under the gneral supervision of Frank Elliott. Messrs. Wood & Moses have gone into this as a permanent enterprise and will soon organize it into a stock company. They will probably adopt the name of Winewog Ice Company, that being the Indian name of the pond where the operations are carried on.

Page 4.

Machias, the shire town of Washington County and one of the important seaports of Maine, has been, from its isolation so far as railroad connection is concerned, somewhat unknown to the great world at large. It is now, however, coming to the front in several ways. In view of the fact that the first of the series of naval battles won by the Americans in the war of the Revolution was fought off Machias in 1775, when a volunteer crew captured the British war schooner MAR-GARETTA after a battle in which twenty men were killed, Congressman Boutelle has made application to the Secretary of the Navy to have one of the two gunboats which are to be built at Bath, named the MACHI-AS, in honor of the event. The love which

the sons of Machias bear for the old place is exemplified by the recent action of Henry H. Porter, a resident millionaire at Chicago and a native of Machias, who has lately given \$10,000 to erect a free library building in the home of his youth. The building will be known as the Porter Memorial Library and will contain 2,500 volumes. Mr. Porter also gives an amount sufficient to cover the cost of the building site. The Shore Line Rail-road, which now seems to be fairly assured, will give Machias direct communication with Bangor and the West, and her business will doubtless increase in volume and her worth become better known.

Page 5.

The new hotel, the “Hillside House,” at Lubec, kept by W. J. Mahiman, is well pa-tronized. The patrons say it is one of the best managed public houses in Eastern Maine.

The Bay Point House, justly popular from its beautiful situation on Rockland breakwater, seems assured a very prosper-ous season, a large number of rooms having been already engaged for the summer. The house will be under the management of C. O. Chamberlain, of the St. James Hotel, Jacksonville, FL.

It is said that a new attraction is to be added to Peaks Island, Portland harbor, by Mr. Benett of the Peaks Island Railroad Company, who intends to build a mammoth aquarium on the back side of Peaks Island. It will be connected with the ocean and stocked with all varieties of salt water fish, affording opportunity for their habits to be studied by scientists.

James W. Withee, who so successfully conducted last season the resort hotel at Islesboro, will be in charge again this year and early in the season the doors of The Isles-borough will be thrown open to the public for the accommodation of summer guests. The Islesborough is owned by the Penobscot Bay and Mt. Desert Real Estate Company and since last season there have been some changes in the officers of this corporation. It is now officered as follows: President, F. O. Beal; Secretary and Treasurer, Frank D. Pullen; General Manager, James Withee; Directors, F. O. Beal, C. C. Prescott, J. W. Withee, E. C. Nichols and F. D. Pullen. A prosperous season is expected at this popular resort.

The Gouldsboro Land Improvement Company are taking hold of work in ear-nest at Grindstone Point. About fifty men are already employed in clearing up and improving the land preparatory to building roads, etc., and as many more are wanted by Mr. C. C. Hutchins, the local superinten-dent. A vessel-load of lumber has arrived, and offices are to be built at once. Later on several cottages and a hotel will be built. The officers of the company, all New York men, are as follows: Granville P. Hawes, Pres.; C. W. Sibley, Vice Pres.; George Wm. Ballou, Treas.; C. Hutchins, Sec. The steamer Silver Star, which is owned by the company, will make frequent trips between Winter Harbor and Bar Harbor during the season.

The handsome steam yacht CORNE-LIA owned by president Frank Jones of the Boston and Maine Railroad, was brought down from Alton Bay, Monday, and taken by rail to Dover Point where it will be placed on the Piscataqua and towed to Portsmouth. It is a splendid boat 60 foot keel and is to be used as a pleasure boat in connection with President Jones’ Hotel, Wentworth at New Castle.

The Islesboro Land and Improvement Company, of Islesboro, has sold a large number of lots and the summer resort busi-ness in the island town is looking bright.

This company propose to have a quiet and orderly settlement and each deed contains the following clause: “The heirs, executors, administrataors and assigns covenant that no brewery, distillery, drinking saloon, etc., or structures for the conduct of any other unlawful business shall be erected upon the premises so conveyed or any part thereof.”

Page 6.

Buoys.

The new thing in buoys is a bell buoy. The old style bell buoy consists of a big sau-cer-shaped can, say ten feet across and four feet deep. From this arose a three-cornered derrick which supported a bell in its apex. Across the mouth of this bell was placed a table, and on the table inside the bell was a cast-iron ball four inches in diameter. The table was higher in the middle than at the edges, and the edges were cast in convolu-tions. As the waves rocked the can the ball went rolling and bobbing around, and every time it rolled it struck the bell land the tolling warned mariners. Captain Bridges new buoy has a can and a triangular derrick on it and a bell in the apex of the derrick much like the old bell buoy, but instead of one bal has three. These balls are placed in three tubes, twelve inches long, at equal distances about the circumference of the bell. Each tube points toward the ball, and when the ball is at the bell end of the tube it touches the rim of it. Therefore as the buy rocks, the balls roll to and fro in the tubes, striking the bell with every roll.

It is not uninteresting to note that whis-tling buoys cost \$1,200 each, and that, on the average, vessels rounding Point Judith destroy five of them every year by careless steering. The whistling buoy is a great heart-shaped can, with a long tube projecting below it into the water. The bottom of this tube is open, so that when the can settles into the trough of the sea the water rises and compresses the air in the can, and the air, on escaping through a suitable tube, blows a whistle. Then the can rises and the water sinks creating a partial vacuum in the can. Thereupon a valve on top opens and the air fills the can to be once more expelled when the can sinks. Uncle Sam is now waiting for some one to invent a whistling buoy that will cost only \$500 instead of \$1,200. [NY Sun.]

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**From the Hub of the Universe.
The Gypsy or Egyptian Moth On the Rampage in Massachusetts.—More Signs of Spring.—On the Public Gar-dens.—Leprosy in Boston Harbor.—The Voyage of the Liberdade.—Review of Captain Joshua Slocum’s Facinating Book.—A New Railroad Station.—A Great Day in the harbor.—A new Steamship and Two American Ships.—A Kingston, Jamaica, W. I. , Paper says Pleasant Things of the Industrial Jour-nal.**

(Correspondence of The Journal.)

A Swedish woman came over from Liverpool on the CATALONIA this week. She had that dread disease known as lepro-sy, which she proposed to introduce in this country. But the port physician with the advice and consent of the Board of Health, has decided that the needs of the country do not call for anything new in this line. She will therefore, be allowed to retain her leprosy, and will be sent back to Europe.

Most of my readers will remember that, in my letters descriptive of the International Maritime Exhibition last winter, I published a picture of that famous little craft LA LIBERDADE, with a story of her origin and her memorable voyage of 7000 miles. Cap-tain Joshua Slocum, it will be remembered,

was in command of the bark AQUIDNECK, which was wrecked at Paranagua, on the coast of South America, January, 1888. The Captain being in some straits as to how to reach home with his family, conceived the idea of building a small craft, partly from the wreckage saved from the AQUIDNECK, which he did. Stowing away his wife, tow boys, and a load of provisions, he put to sea, and reached home after a voyage of 7000 miles, in safety. The words of the Journal Opiz, of Rio de Janeiro have long ago been fulfilled. “The utmost confidence is placed in the cool-headed audacious American mariner, and we expect in a short time to hear proclaimed in all of the journals of the Old and New World the safe arrival of this won-derful little craft at her destination, ourselves taking part in the glory.” The LIBERDADE did arrive safely at her destination, and now appears from the pen of Captain Slocum, here “audacious” commander and builder, a charming little volume about 200 pases, entitled “Voyage of the Liberdade,” which reads like a romance.

In his “greeting” at the beginning of the book, Captain Slocum says: “This literary craft of mine, in its native model and rig, goes out laden with the facts of the strange happenings on a home afloat. Her construc-tor, a sailor for many years, could have put a whole cargo of salt, so to speak, in the little packet; but would not so wantonly intrude on this domain of longshore navigators. Could the author and constructor but box-haul, club-haul, tops’l-haul and catharpin like the briny sailors of the strand, ah me!—and hope to be forgiven! Meteorological data of the voayage is kused only for small stowage in the general cargo, statistics being left entirely to the works of scientists, where they more properly belong. Your author would not abuse fickle weather by the hour, or berate the Gulf Stram, if it should for a moment go astray, as all do. It is the law of all things on earth to err.” I have simply made a brief abstract from Captain Slocum’s intro-duction. The book is a novelty and unique. The style throughout is of a peculiar kind, but very refreshing, and Captain Slocum is to be congratulated on the success of this literary effort. Do not, my dear Captain, think for a moment that I criticise the style of this little book. I do not. I cannot, for I know not, hardly, how to describe it. It partakes of the style of the romancer, and is something after that of Jules Verne though not so prosy. It is crisp, bright and sparkling as salt upon a newly-bent sail. The story is told in a most interesting manner, and the volume is brim full of quaint and curious quotations patly applied, and abounds in sailors’ phrases. Yet the story is true, every word of it, and no one can oopen it at ist first chapter, and lay it down unfinished.

The style of Captain Slocum’s writing must be set down as being as charming as it is unique. He tells of the loss of this ship, the bark AQUIDNECK near Paragua in January, 1888. He previously speaks of the voyage of tha AQUIDNECK from New York, and subsequently of the breaking out of small pox among the crew, of the rough experiences and terrible suffering of the trials that her commander so bravely bore up under, and then of the loss of the noble vessel. Then follows a charming narration of how the LIBERDADE was conceived and built by himself with the aid of his wife, sons and a few simple tools. Then came the launching, and the long voyage up along the coast of South America, home, a distance of 7000 miles! I can thoroughly appreciate this little book, having the pleasure of a personal acquaintance with Captain Slocum himself. The gallant LIBERDADE rests henceforth in the Smithsonian Aquisition in Washing-

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

ton, DC; may the valiant captain live many long years, and may he enjoy a bountiful harvest from the sale of his book. The mechanical work on the volume is beautifully executed. Robinson & Stephenson, 91 Oliver street, Boston, publishers.

I see that Secretary M. N. Rich of the Portland Board of Trade, hits ‘em up a little, in the Board of Trade Journal for May, on the desirability of having a permanent line of trans-Atlantic European steamers, to Portland. Why shouldn’t Portland have such a line? There is certainly enough business, exporting and importing in Portland to support such a line. If not, why couldn’t the Beaver Line, or the Leyland Line, be persuaded to take in Portland, on their way to Boson? I should not look for a refusal from the Leyland Line, whose steamers run regularly to Boston. Now why could not Portland hold out sufficient inducements to enable the steamers of the Leyland line to take in Portland both ways. I believe there are several English lines with which arrangements could be made if Portland would take hold of the matter.

The Boston and Philadelphia Steamship Co.’s new steamer INDIAN, built by the Harland & Hollingsworth Co. at Wilmington, DE, arrived in port Thursday morning on her first trip, and the co maiden vessel shied gracefully into her dock without a mishap. The INDIAN is an iron steamer of about 1705 tons, and is commanded by Captain Phineas Nickerson of Harwichport, MA, the commodore of the fleet.

Two fine American ships came into port early in the morning of Thursday, one of the SACHEM of Boston. Captain Bartlett, 115 days from nanulla, Phillipine Islands, and the other the ST. NICHOLAS of New York, Captain Carver, from Hiogo, Japan. The SACHEM left New York about a year ago with 3000 tons of coal for Pago Pago, the coaling station of the United States Navy at Samoa. After discharging her cargo at Pago Pago the SACHEM went to Hong Kong and afterwards to Manila, where she loaded a full cargo of hemp for Boston. The St. NICHOLAS brought a cargo of rags in bales, and general merchandise. The spectacle of two American flags flying over two large American ships was like the arrival of George Francis Train last fall, a refreshing sight to the community.

Boston, May 20, ’90. ALLAN ERIC.

Shipbuilding in Nova Scotia. Interesting Statistics Gleaned by a Maine Man now in The Consular Service at Halifax.

Wakefield G. Frye, formerly of Belfast, this state, but now Consul General at Halifax, has forwarded to the State Department the following results of his inquiries as to the cost of fishing vessels—a subject which has been much discussed in connection with the fishery question:

I have made many inquires as to the cost of building fishing vessels in the provinces. At Shelburne, I am informed, the cost per ton for hull and spars, carpenters’ measurement, is \$20 to \$22 for a vessel of about 100 tons. Fitted for sea, without fishing supplies, the cost is about \$10 per ton more. this price corresponds very nearly with prices given at Lunenburg and Barrington. At the latter place, my correspondent says that a fishing schooner costs about \$23 per ton, carpenters’ measurement, or about \$4000 for hull and spars. The sails, rigging, anchors, chains and fishing cable cost about \$2000 more. A leading shipowner in Yarmouth, familiar with the cost of merchant vessels more especially say: Ships of 1500 tons will cost now \$36 to \$38 per ton, all complete. A vessel 557 tons register, built this last season, cost

\$27,000. The increased cost of iron now will make ships cost more. Labor is cheaper here than in the United States. Schooners of about 100 tons register cost about \$6000. You can figure on fishing schooners for about \$60 per registered ton. Thirty-six dollars per registered ton I consider about a fair price for a large ship ready for sea.

At Annapolis the prices given me for the larger sized vessels are somewhat higher. For vessels built of spruce, beech, birch and maple, ironed with galvanized iron and copper fastened up to within two feet of loading line and which would class 12 years in American Lloyds, the following cost prices were given: Two hundred registered tonnage, \$50 per ton; 300 to 400 tonnage, \$48; 400 to 800, \$45 to \$47; 800 to 1000 \$40 to \$42. A builder in Hanta county estimates the average cost of a copper fastened ship, ready for sea, at about \$40 per ton. Another shipowner in the same locality gives \$26 per ton as the cost of hull and spars of a vessel fastened, without sails or rigging.

These opinions are given as they have been received. Other estimates as to the cost of fishing vessels are a little lower than \$60 per ton, but I conclude that cannot be much above the cost of a new first-class fishing vessel of one hundred tons register, ready for sea. A vessel property is by law assessed at only half its value, and is taxable at the place where the owner resides or has his place of business. But there is no doubt that considerable shipping escapes taxation. Upon the written application of all the owners a vessel may be registered away form home in a district where none of the owners reside. In that way the property escapes assessment and taxation in some cases.

Page 8.

From Beautiful Camden. Norumbega Fountain The Largest One in the State.—A Busy Season Assured.

(Correspondence of The Journal.)

Hon. J. B. Stearns has just finished his magnificent fountain and has it in playing order. He has had plumber, masons and other laborers at work on it the past five or six weeks, getting the grounds ready and putting it up. It is in reality a triple fountain—one above the other. The lower fountain is sixteen feet in diameter, the middle fountain nine feet, and the top fountain fur feet in diameter. The height of this triple combination is thirty feet and its graceful proportions are very pleasing to the eye.

This beautiful fountain is a most appropriate addition to the grounds of Villa Norumbega. It is in full view as one drives along Belfast Road rows about the harbor or rambles over Sherman’s Point. It is the largest fountain in the state, is supplied with water from Mirror Lake and is a fitting ornament to Camden’s picturesque scenery. Mr. Stearns is still continuing his improvements on Norumbega, Sagamore and Selborne. Five yoke of oxen and some fifteen hands besides carpenters are kept constantly at work, building, blasting, plowing, planting, hauling, draining, etc. Selborne Cottage, frunished, has been spoken for by a wealthy New Yorker for the season, and Roseland cottage is also rented for the season to a New York party.

Camden promises to be very lively this summer. Many inquiries for private board are being received. A fine opportunity is afforded in the vicinity for another first-class private boarding house. There would be no difficulty in having it filled early in the season. The little book “The Camden Mountains on the Coast of Maine” is doing good service for our town by giving outsiders an idea of our many natural attractions ad the ease of our accessibility, and by

letting people know there is such a place as Camden with her mountains by the sea—a place where capitalist may invest with better chances for profits than in East Tennessee, and with a surety of health and pleasure. EARL ATTERS.
Camden, May 5, ’90.

Shipbuilding Notes.

The frame for the 700 ton barkentine, which Captain Charles Nash is to build at Harrington this season, is being shipped from Sand River, Nova Scotia.

Dunn & Elliott, Thomaston, will probably launch their schooner during the present month. She is to be commanded by Captain David Sumner of Tenant’s Harbor.

D. J. Sawyer, of Jonesport, has commenced framing his new vessel, to be commanded by Captain O. W. Look. The vessel will be about 400 tons and will have three masts.

Kelley, Spear & Co. have launched this week from their Bath yard the fine schooner CHARLES DAVENPORT. She is a four master, wire rigged, and has a Hyde boiler. She registers 1234 tons.

Last week the schooner FRED A. EMERSON was launched form McKown’s yard at Boothbay, the first launching in that village for over twenty years. Her dimensions are: 76 feet keel, 90 feet over all, 25 feet beam, 28 feet depth and 116¼ net tonnage. She is owned principally in Boothbay, has cost \$8000, and will be commanded by Captain Henry M. McKown in the coasting trade.

The tender for I. M. Cates’ new yacht is at Stickney’s machine shop on Union street, Portland, having a four-horse kerosene engine put in. The tender was built by Parker & Nagel, and will be ready for the water in about three weeks. Work on the engines for the new yachts building for Dr. Bray and Mr. Goodrich is progressing at the same machine ship, and the yachts are expected to be completed the first of June.

The new three-masted schooner, WILLIAM SMITH, was launched form the shipyard of H. M. Bean, Camden, Tuesday. Her dimensions are as follows: 135 feet long, 35½ feet beam, 12 feet depth, and she registers 450 tons. Her frame is of Virginia oak and she is supplied with steam power for getting up her anchors, hoisting, pumping, etc. Her cabin is finished in ash and walnut inlaid with other rare and beautiful woods. She is owned by Captain Smith, H. M. Bean, Columbus Bisbee, Carleton & Pascal, and Knowlton Brothers.

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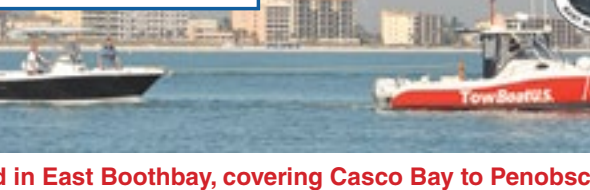
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
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