

Maine Coastal News

Volume 34 Issue 7

July 2021

FREE

BLUE EYED GIRL Dominates Boothbay & Rockland



Andrew Taylor's BLUE EYED GIRL [Northern Bay 38; 900-hp Scania] wins five races and places second on the first weekend of lobster boat racing at Boothbay and Rockland.

BOOTHBAY and ROCKLAND – For a number of reasons the opening race at Boothbay was anxiously anticipated this year. Some, because they had been cooped up the last year due to the pandemic, but others had new boats, or had repowered, and just wanted to see what they could do. The rumour mill had been working throughout the winter and spring and now we were going to see just what everyone was up to.

Friday evening more than 20 boats had gathered at Brown’s Wharf in Boothbay Harbor. A few Of them were from way Downeast (Beals Island, Harrington, Jonesport and Milbridge) and a couple from Massachusetts (Gloucester, Hull, and Newbury). There was also a news crew from Spectrum News of New York City and they were there doing a story on Heather Thompson of GOLD DIGGER. When I arrived, those there were just walking around, but later the fun began and it extended well into the night.

It was quiet first thing in the morning, but sign-ups remained steady till after 0900. At one point the sky turned black and then it opened up. The weatherman was correct because it was a short stint, albeit a constant down pour, followed by blue skies accompanied with a nice breeze. When sign-ups were complete 44 boat were registered to race, some new, some old but not forgotten, some repowered, and of course the usual cast of characters.

The first three races of the day were the Work Boat Classes and Classes A and B have been dominated by the Noyes’ of Harpswell for the last year or two. Emily and Jennifer Noyes were entered in Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger) with JENILY [Corson 14; 30-hp Johnson] and bested William Tierney in NUGGET [Holland 14; 30-hp Honda]. Their brother Jacob in ZIPPIN’ TOO [Corson 15; 90-hp Nissan] showed their father, David, in ZIPPIN [Corson 14; 60-hp Johnson], the way to the finish line in Class B (Inboards, outboards or outdrives, 31 to 90 hp). In Class C (Inboards, outboards or outdrive 91 hp and up) CASCO MISS [Eastern 22, 250-hp Honda], owned by David Johnston of Peaks Island, got the win with a speed of 47.4 mph.

Next was the Fastest Working Lobster Boat – Boothbay and it was no surprise to see Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] streak across the line for the win.

There was no entrant in Gasoline Class A (4 & 6 cylinder 24 feet and over) and just one in each of the other Gas classes (SEA FOAM [James Brackett 32; 350 Chevrolet], Hayden Brewer in Class B (V-8 up to 375 cid, 24 feet and up); BLACK DIAMOND [Holland 32, 454 Chevrolet], Lindsay Durkee, Class D (V8, 376 to 525 cid, 28 feet and over). There had been rumours this spring that Mark Davis of Harpswell had purchased Jeremy Beal’s MARIA’S NIGHTMARE [Mussel Ridge 28, ex-Wayne Beal 28] and had put in a 1,000-hp Chevrolet engine with a blower and changed her name to DOWNEAST NIGHTMARE. She was entered in Class E (V-8, Over 525cid, 28 feet and over, superchargers/Turbos). She lined up with Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker] made famous by Galen Alley of Beals Island and the boat that still holds the gasoline speed record. Since there was just one in each class, they were sent up the course together with each getting

the win in their respective classes. There is nothing like the sound of a big gas engine and these DOWNEAST NIGHTMARE and FOOLISH PLEASURE certainly provided that when the flag was dropped. Who was going to win was the next question, but just after the start FOOLISH PLEASURE went dead in the water and was towed back to the dock. DOWNEAST NIGHTMARE streaked up the course with a speed of 44 mph, unfortunately we were unable to get a speed on FOOLISH PLEASURE.

Next up were the diesel classes with no entrants in Class A (Up to 235 hp, 24 to 31 feet) and Class O (Non-working boats, any length, any horsepower). With just one entry in Class B (Up to 235 hp, 32 feet and over), SEA BOUND [32-foot J. Ervin Jones, 1970; 120-hp Perkins], Joseph Arsenault of Gloucester; Class C (236 to 335 hp, 24 to 33 feet): MISS ATTITUDE [Holland 32; 265-hp John Deere], Adam Kimball of Long Island and Class D (236 to 335 hp, 34 feet over): LIBERTY [35’ E. Libby, Jr.; 300-hp Caterpillar], Tony Hooper of Port Clyde they were sent up the course together. In Diesel Class E (336 to 435 hp, 24 to 33 feet) HIGH VOLTAGE [AJ-28; 400-hp Yanmar], Dan Sawyer of Jonesport got the win over AUDREY MAY [Holland 32; 425-hp Cummins], Randy Durkee of

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Lobster Boat Racing Newsletters

The above article is a summary of our lobster boat racing newsletter published after each race. It has more in-depth coverage and lots of photographs. You can find these newsletters on-line at "mainescoast.com" or to sign up to receive them send an email to: igmatats@aol.com

Also follow us on Facebook: friend Jon Johansen, which will have photographs from the races, boat yards and other waterfront interest.

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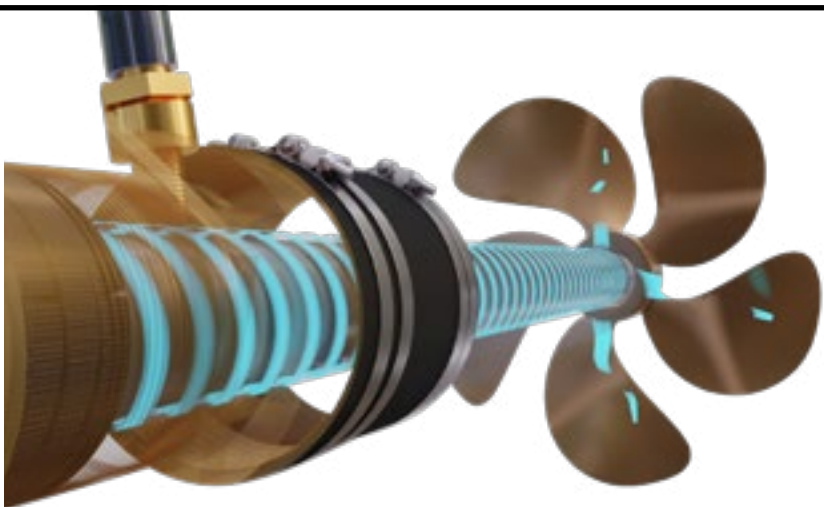
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| Publisher | Jon B. Johansen |
| Editor-in-Chief | Rachel Elward |
| Advertising Sales | Randy Nichols |

Advertising Deadlines: The deadline for the August issue is July 9.
The deadline for the September issue is August 13.

Publisher's Note

There is no question that two of the biggest issues facing this State and its lobster fishermen from a maritime perspective is the offshore windmills and the Right Whales. If you watch what has taken place in other states it becomes obvious that the government agencies overseeing these issues are going to do what they want to satisfy their agenda. If you think they care about anything else, but their agenda, especially your livelihood, think again. One state has already had the offshore windmills shoved down their throats. Common sense will not override their objectives. You can prove that by the decision to close the entire Commonwealth of Massachusetts waters to lobster fishing due to the Right Whales. When has there ever been a Right Whale in Buzzard's Bay? I have zero faith in the government, especially their so-called scientists. I remember being on Cape Cod when a sampling net was dropped on a dock back in the early 1990s. An old-time fisherman was there and he asked if they had caught anything and they said no. He told them that they had rigged the net wrong and that it would not open the way they had it. They did not seem to care thinking they knew more than the old-timer. Often, they also sample the same location whether they catch something there or not, even if they are told that the fish they were looking for had moved to another area. It has been done this way for years and they fail to understand that change can occur naturally and they need to adapt like the fish they are looking for.

An incident occurred in mid-coast Maine a couple of months ago and was a shot fired across the bow of the politicians and those working on the windmills. This did not appear in the mainstream media, but they also have an agenda and cannot be re-

lied upon to correctly report anything. I used to go to the fishing industry meetings, but I feel it is just a matter of time before someone losses it and wants to take out those that have destroyed his or her livelihood. The windmills and Right Whale issues could end the lobster industry if common sense does not prevail. And, if you threaten someone's livelihood what do you think could happen? This has the potential of getting really nasty, but I am hoping common sense will decide the outcome. Unfortunately, I am not holding my breath.

* * * * *

A lot of my time this spring has been getting CINDY JEN ready for the water. I know the basics of taking care of a wooden boat, but now I am learning how to deal with the details. There is a level of quality that needs to be reached. Some is lower than others, but mine is make it as close to perfect as you can and that takes time. In the end it will also prevent major issues from occurring. My biggest problem was not getting everything done before she hit the water. I knew this was a cardinal sin as I have been told it will take twice as long to do a job if she is in the water and that was absolutely the case. Reinstalling the fuel tank was a major job as you had to remove the coamings and then the aft bulkhead without damaging them. I also had to remove the canvas on the aft deck because it had rotted under the aft deck runners. I am now wondering if there was a way to modify the coamings so you could get the bulkhead out without taking off the coamings. Water under the bridge now. With the tank in place, it all needed to go back and the only real problem was putting down the canvas or switching to Dynel.

Continued on Page 6.

MCN's Calendar of Waterfront Events

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| On-going Exhibits Gone Fishing Penobscot Marine Museum Searsport https://penobscotmarinemuseum.org/ Souvenirs of the Orient Penobscot Marine Museum Searsport https://penobscotmarinemuseum.org/ Working the Bay: History, Economy and Recreation of the Penobscot Region Penobscot Marine Museum Searsport https://penobscotmarinemuseum.org/ Hall of Ship Models Penobscot Marine Museum Searsport https://penobscotmarinemuseum.org/ Shipwrecks & Salvage Maine Maritime Museum Bath www.mainemaritimemuseum.org Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046 | <p>“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org</p> <p>JUNE 27 Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288</p> <p>JULY 3 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Roy Fagonde (207) 610-4607</p> <p>11 Round Southport Race Southport Island</p> <p>11 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113</p> <p>18 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821</p> | <p>23-25 Maine Boatbuilder's Show Portland Yacht Service 100 West Commercial St. Portland Info: (207) 774-1067</p> <p>25 Harpswell Lobster Boat Races Harpswell Info: Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571</p> <p>29 Camden Classic Cup Camden Yacht Club Camden</p> <p>AUGUST 5 Castine to Camden Classic Regatta Castine Yacht Club Castine</p> <p>6 Camden to Brooklin Classic Regatta Camden Yacht Club Camden</p> <p>6-7 Monhegan Race Portland Yacht Club Falmouth</p> <p>7 Eggemoggin Reach Regatta Brooklin</p> <p>14 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139</p> <p>14-15 SailMaine Festival Portland</p> | <p>15 M. Brackett Lobster Boat Races Pemaquid Info: Brent Fogg (207) 350-7163/563-6720 Sheila McLain (207) 677-2100</p> <p>20-22 WoodenBoat Show Mystic Seaport Mystic, CT Info: Andrew Breece (207) 359-7751</p> <p>21 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576</p> <p>21 Handy Boat Regatta Handy Boat Falmouth</p> <p>22 Portland Lobster Boat Races Portland Info: Katie Werner (207) 807-1832</p> <p>SEPTEMBER 11 Around Islesboro Race</p> <p>16-19 Newport International Boat Show Newport, RI</p> <p>OCTOBER 1-3 The Maine Boat Show Thompsons Point Portland Info: www.mainemarinetrades.com</p> |
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BOATBUILDER HAROLD BURNHAM OF ESSEX

ESSEX, MA – In the last issue we talked with Harold Burnham about the former sardine carrier SYLVINA W. BEAL, which he purchased nearly two years ago. She now sits in the stream by Harold’s shop in Essex, MA as Harold readies to build a new hull in front of his home and next to his shop next year. What was not in this article was anything about Harold, who has had a very interesting life.

Harold grew up right in the centre of Essex surrounded by boats and a rich history maritime history, especially in the building of fishing schooners. The house Harold lives in he said, “This was my grandmother’s house. I spent a lot of time on this porch with my grandmother, had breakfast with her every morning in the kitchen. My parent’s house was over in South Essex, my mother is still over there. Brad Story was building boats across the creek and Dana Story, his father, owned the shipyard and was hauling boats and storing them.”

Dana’s father was Arthur Story, who was one of the best-known builders of the fishing schooner. Harold knew Dana very well and learned a lot about boats and how to build them from him. He added, “I only worked for Brad a few times. I mean it was always a pleasure to work for Brad, he’s a great person to work for but I watched him like Ralph Stanley says, “If want to learn to build boats, it’s good to go and watch.” I would build stuff myself and when I ran into a stumbling block I’d go over and ask Brad and he’d say, what are you going to do? Well, I was thinking I’d do this and he’d say, well, you could do it that way and then he might sketch something out and give me a couple pointers or ideas. It was a great way to do it, dive in and get as far as you can.”

Harold said of his family’s history, “The legend is that the first boat in Essex was built by a Burnham in the garret of his house. The Burnham’s got here in about 1635 and they probably built boats right after they got here. By 1668 there was a guy named Lieutenant John Burnham who was in the Pequot War, which was not really a war, it was a massacre. He was granted 40 acres for his role in that war. He set up a sawmill on the Chebacco River and started building boats. Here we are almost 400 years later. I know who my grandfather’s father was, that was O. P. and his father was Oliver. Oliver built boats and lived in this house. He had four wives and four mothers and between the eight women they had 39 children. I sit in this house sometimes and I think oh my god, I was married once and she left and how hard was that. I can’t imagine going through that four times in a row. Then I think it might have been Michael and Wesley, but there might be another Oliver in there. O. P. was

Oliver Perry Burnham and my grandfather was Harold Oliver Burnham, my father was Charles Oliver Burnham, and I am Harold Anthony Burnham. Then across the street, I think Parker Burnham was related to Wesley, that is a different line. If you aren’t a Burnham, you were either an Andrews or Perkins or a Story. I often wonder whether boat building is an honor and tradition, or it might be a curse.”

Harold’s father, Charles, worked at Mass General Hospital in Boston as a research engineer and spent most of his time developing the PET scan. Harold added, “I think he enjoyed it because he’d go in five days a week and it was always challenging him. There were sometimes I remember when we were kids and he’d say if we don’t get this grant then I don’t know what we are going to eat. I didn’t know what he meant at the time and now I know exactly what he meant. He was in a very small group of people that took that technology and made it what it is today.

Now, Charles worked with radioactive materials and this came in lead containers. Harold said, “We laugh about ARDELLE’s 9,000 pound outside ballast keel that he carried it home in his briefcase.”

Harold’s father also had a passion for building boats. Harold said, “He built MARIA, which is out there in the yard, in 1971 and in the fall of ‘72 he started RESOLUTE. He sold MARIA, gave my mother the money, and said you should go to Greece and visit your relatives. She went to Greece to visit her relatives. Ted and I were really young and when we came back after picking up my mother, she saw he had the whole yard filled with wood again. It was a pretty hot evening as I remember. Actually, we had to put the planks on the RESOLUTE chard side out. She did let him finish the boat and we never heard of any discussion of it later, but he never built a new boat after that, just built small tenders.”

Harold would help his father. He assisted in building the barn and working on the boats. Mary Kay explained, “He kept them in business when they were in middle school. They started the Salt Marsh Dory Company, he designed the little dory, which looks a lot like a Gloucester Gull, but it is a little better for this marsh.” Harold added, “My sister (Debbie) did the books, my brother and I built the boats and...It was really a wonderful thing my father did for us because he wasn’t a businessperson but he had us file our taxes from the time we were 12 years old and show what we made.”

Over the years they built over 50 of these dories. Harold added that three of them were lost when they were cruising the Maine coast, but fortunately one came back. The



Harold Burnham's boat shop in Essex, MA.

pinkie schooner ARDELLE, Harold sails out of Gloucester in the summers has two of them nested on deck. Harold did warn, “They fit the description tender though, you step on the side of them the wrong way and they will roll right over. The thing that I like about them is you can row upwind against a 25 or 35 knot northwester with higher gusts and get out to a boat on a mooring in a pinch. You have to be careful not to sink it but if you are careful, the boat will go out in conditions that would terrify anybody and it will get you there.”

Harold also rebuilt several Beetle Cats when he was attending Massachusetts Maritime Academy. Once rebuilt he would sell them.


Harold graduated from Mass Maritime in 1989 and went shipping as a deckie for the next five years. “I was lucky when I went to Mass Maritime,” said Harold, “the kids before my class were having an incredible hard time getting into Mass Maritime. There

were very few spaces in the early 80s. When I got in 185 people applied and 185 accepted. A lot of things in life is just luck. The sad thing was the guys that were graduating when I was going in, they couldn’t buy a job. When I got out things were picking up and I was able to get a third mates’ job right away.

Harold began sailing for the McCormick lines on what he termed a ‘stick ship,’ which meant she had masts and booms for loading containers. This ship was also a RO-RO with a ramp on the stern. The U. S. Government would buy this ship and build a house behind the house and added a helicopter deck on the bow. The government used her as a helicopter support ship, which carried about 180 Marines. They would load containers and these containers were workshops or carried parts for the helicopters. The merchant mariners on board, like

Continued on Page 8.



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Update: Kirsten Neuschafer's GGR 2022

The refit is progressing well. Kirsten and Eddie continue to work around the clock to get Minnehaha ready to hit the water as soon as possible.

Eddie is fabricating the chainplates in his workshop. If you have been following Minnehaha’s refit from the start, you will remember that we rebuilt the bulwarks. The original chainplates were attached to the bulwarks, but in order to make Minnehaha’s rig as strong as possible, we have decided on external chainplates. These chainplates were custom-designed for Minnehaha, by Thomas Degremont, Langan Design Partners.

Eddie then had them cut out of ½-inch 316 stainless steel with a laser. The rough cuts, however, required a lot of refining. Eddie counter-sank the bolt holes, made chamfers and took the rough edges off. Thereafter it took a lot of grinding and polishing (Kirsten had the privilege of being the polish monkey). The smooth surface is not only for aesthetics, but also will prevent the stainless from oxidizing.

This is just the first stage of polishing. There will be more polishing after they have been bent to fit the curvature of the hull and the angle of the rig. We have now temporarily had to remove a few shelves and some of the trim in the interior, so that we can fit the backing plates, which Eddie is currently fabricating. He has also done glass work reinforcement where the backing plates will be, and no doubt, Minnehaha will be rock-solid! As always, this is another master job by Eddie - and we could not wish for a more talented and meticulous person to do this crucial work!

Partnership News

SCIPIO SA has joined the KirstenGGR team! We are honored to have them as an official sponsor and look forward to flying their logo! A very big thank you to Mark Daniels for his enthusiasm and encouragement in

supporting Kirsten in this incredible sailing challenge, as well as to Ana Rieben and Pino Cipriano.

Sold Out PEI Fundraising Event

On Saturday May 29th, the Kirsten Neuschafer Fundraiser Dinner was held at the Credit Union Place (CUP) in Summerside. Sailing enthusiast Bill Martin, former Mayor of Summerside and owner of Water Street Bakery took the reins in organizing the event. The evening included a three course dinner by Chef Emily Wells, a complimentary Goslings Dark ‘n Stormy courtesy of Alan Burland and Musical Entertainment.

Within two weeks of announcing, the event sold out with a waiting list. Bill is a highly respected leader in the community through many business and volunteer endeavors. His contributions to the KirstenGGR team journey have directly resulted in the creation of a strong community of support as she moves on to the next leg. Thank You Bill!

Over the course of the next few newsletters we will be introducing the full team behind Kirsten’s campaign. Team KirstenGGR is comprised entirely of friends, former co-workers and people in the sailing industry, who believe whole-heartedly in Kirsten’s journey.

Team KirstenGGR General News

Alan Burland, one of Kirsten’s advisors, was heavily involved with assisting the organizers of the recent SailGP event in Bermuda. Despite COVID restrictions, Bermuda came through - the sailing was spectacular, and athletes and support groups stayed healthy due to very strict protocols, with each team kept in tight bubbles. This was the first SailGP Race of the 2021 season with other events planned in Europe this summer.

Team KirstenGGR Advisory Committee

Alan Burland is a Professional Engineer and is currently the President of Bermuda based companies, BCM McAlpine, BeSolar

and Bermuda Engineering Ltd. Alan is the co-founder of the Bermuda Sloop Foundation which offers a variety of STEM based expeditionary experiential learning opportunities for youth in Bermuda. Alan also is a founding director of the Bermuda Maritime Academy.

In 2011, Alan was awarded the MBE by the Queen for his commitment to Community Development and in 2017 was awarded the Queen’s certificate of Honor for the successful delivery of the America’s Cup. An ardent sailor, Alan competed in the Olympics in 1984 for the Bermuda National Sailing Team. He and his son Travis own and operate Green Island Getaways in Prince Edward Island, a special event venue focused on sustainable design and operations.

Langan Design Partners is a yacht design and naval architecture firm based in Newport, RI, and run by two partners – Sam Howell and Tom Degremont. The firm has been involved with a wide variety of projects: high-performance sailboats, custom blue-water yachts, traditional sail-training vessels, and production and custom motor yachts of all sizes. The common theme is to work collaboratively with clients and partners to design vessels that will deliver exciting, safe, and meaningful experiences on the water.

We’re delighted to have professional, top-notch, naval architects on board this project, giving us guidance in a multitude of different fields, such as rigging, chainplate design, polars, VPP’S and in any other design- and architectural questions.

Skip Novak is widely considered the world’s pre-eminent authority on polar sailing. He has a wide range of achievements including four Whitbread Around the World Races and co-skippering the 33-meter catamaran Innovation Explorer in 2001 millennium ‘The Race’ – a nonstop circumnavigation that took 64 days. Overlapping his racing career in 1987 he built the Pelagic, a steel cutter, giving him the opportunity to explore the southern high latitudes and explore his other passion, exploratory mountaineering. In 2003 he launched the 74 foot Pelagic Australis and has conducted adventure charters and logistic support operations in the far south (the BBC and Nat Geo among many others) for over 30 years, as Pelagic Expeditions.

Larry Rosenfeld is currently working with Offshore Multihull Association (OMA) with development of MultiRule. He is co-founder and Executive Director of Team Adventure Education Foundation. He is also navigator on Team Adventure in The

Race Around the World 2001, navigator for World Records: LA-Hawaii and SF-Japan on GERONIMO and navigator on race boats spanning 40+ years, 25 Bermuda Races. Larry has done voyages in the Southern Ocean to Antarctica, Shackleton Traverse, Cape Horn. He is the founder and CEO of Concentra Corp, sold to Oracle in 1998. He is an active Investor and board member in telecom, healthcare and other ventures.

A note from Kirsten

“The community support has been incredible, and there are so many people I owe thanks to - not only for financial and logistical support, but for all the encouragement. It is a huge vote of confidence!

An anonymous donor sent an envelope with a generous amount of cash in it, with a simple note saying: “For electronics”. Thank you, if you’re reading this! And thank you to all those generous donors who have been sending contributions via GoFundMe and PayPal! Without these, this project would not be able to continue in the steady manner that it is, and all contributors are, in the truest sense, part of this journey!

I would also like to thank Peter Arsenault for donating his time and skill to do the interior painting and caulking on Minnehaha, and for being so supportive of this project. His paint-work is immaculate: he does not even need to use masking tape - his strokes are clean and swift, and the result is remarkable! Thank you, Peter - the interior looks really cheerful, and I’ll have a lot of time at sea to admire it!

Also, thank you to Patricia Richard, Lenny Gallant and Albert Arsenault for spending a couple of hours with me on Minnehaha, to take top-quality photos for the GGR media requirements. I generally tend to be somewhat camera-shy, but there was so much laughter and good energy on this shoot, that it turned out to be a really fun evening - and I got to meet some of Prince Edward Island’s finest musicians and subsequently discover some of Lenny Gallant and Patricia Richard’s music. Truly an honor!

I would like to thank the Summerside Yacht Club for inviting me to come and do a presentation for their members last Thursday evening. Thank you to all the members who were present, and for all the generous contributions and the interest in this project, as well as the generous gift from the Yacht Club!

As usual - my ongoing gratitude to Ed-

Continued on Page 26.

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Publisher's Note

Continued from Page 4.

Time became the enemy and I was forced to paint the stern deck.

CINDY JEN made the Rockland races, but was not running the way she should. This time it seems to be a fuel issue so it should not be too hard to locate and remedy. I bet if I had done a serious shake-down cruise, running her for an afternoon, that it would have developed the issues that needed to be addressed. Someone needs better planning.

* * * * *

Still pounding away on the on-line “Vessel List” and have about 60,000 records to go. It became obvious that this needed to be done first as it would give a great baseline, which can be added to when additional information is located. Unfortunately, this upgrade will not be complete until at least August as free time becomes extremely scarce.

I finished the book on Herman Melville, which was interesting, and I am now reading James Gleick’s “Time Travel, A History.”

The author takes you back and discusses how time has been defined over the years. A few will find this interesting, especially if you like science and its history. Just wait, I just bought a book on the string theory! In the GMC I have been reading the book “1491.” That has been one of the most interesting books I have read in a long time. Everything you learned in school about what was here in the Americas before 1491 is more than likely incorrect. Where did the people comes from that civilized the Americas? When did they come? The author explains the evidence that has been unearthed recently, some of which answers questions, but sometimes adds to the mystery. He also explains that some of the scientists have been myopic in their research or just downright wrong and the problems this has created. One chapter that was timely was on pandemics where the author explained some of the issues facing the native populations after the Europeans arrived. Some of this you could apply to what we saw with COVID-19. Just need to find more time to finish this one.

U. S. COAST GUARD NEWS

U.S. Coast Guard Academy graduates 240 new officers

NEW LONDON, CT — The U.S. Coast Guard Academy graduated 240 new officers along with seven international students with keynote speaker President Joseph R. Biden Jr. in attendance, Wednesday, May 19, 2021.

The Class of 2021 consists of 34 percent women and 34 percent from underrepresented minority groups.

The class includes 22 African Americans who walked the stage, which marks the largest number of African American graduates to do so in Academy history. This year also marked the second highest number of Asian American and Pacific Islanders in a single graduating class.

Next month, the new officers will begin to serve as leaders in a variety of operational roles throughout the Coast Guard, mostly in cutters.

Seven graduating international cadets from the countries of the Philippines, Sri Lanka, and Georgia and will serve in their respective countries of origin.

"The Class of 2021 has led the corps during a very challenging time," said Academy Superintendent Rear Adm. Bill Kelly. "I am confident they are fully prepared to graduate and serve our nation as officers in the U.S. Coast Guard."

Founded in 1876, the Coast Guard Academy is one of the five U.S. service academies and is ranked among the nation's most prestigious and selective institutions of higher learning. For more information, visit www.uscga.edu.

Coast Guard continues documentation efforts for historic shipwreck recently added to National Register of Historic Places

ALAMEDA, CA — Coast Guard crews recently continued their efforts to document the historic shipwreck of the Coast Guard Cutter McCulloch June 3, after the service's partnership with National Oceanic and Atmospheric Administration personnel recently resulted in the ship being added to the National Register of Historic Places.

The Coast Guard Cutter Blackfin crew transported members of Regional Dive Locker West and Maritime Safety and Security Team Los Angeles/Long Beach to the wreckage site where remotely operated vehicles (ROVs) were deployed to depths greater than 200 feet.

Despite the challenging offshore conditions, Coast Guard ROV operators were able to survey the sunken cutter and surrounding area. These dive operations honor the Coast Guard's heritage and provide valuable training opportunities to enhance mission readiness.

The Coast Guard Cutter McCulloch, located near Point Conception, was lost in a collision with the passenger steamship SS Governor on June 13, 1917 and remains within waters of the proposed Chumash Heritage National Marine Sanctuary.

Scott Price and Daniel Koski-Karell, Coast Guard historians, and Robert Schwemmer, a NOAA maritime archaeologist and

chief scientist for the mission that led to the McCulloch's discovery, worked together to draft and submit the National Register of Historic Places nomination.

"McCulloch had a remarkable career as both a U.S. Revenue Cutter Service vessel and U.S. Coast Guard cutter," said Koski-Karell. "Its participation in the Spanish-American War's 1898 Battle of Manila Bay victory is memorialized by the trophy cannon the McCulloch brought to the U.S. that stands today in front of the Coast Guard Academy's Hamilton Hall."

The McCulloch shipwreck was officially listed in the federal government's National Register of Historic Places on April 22, meeting the criteria to be considered a site of "national significance."

"The listing to the National Register of Historic Places, as well as California's Register of Historical Resources, demonstrates the spirit of cooperation between NOAA and the Coast Guard, enhances public awareness of McCulloch's important role in America's history, while honoring its crew," said Schwemmer, the West Coast regional maritime heritage coordinator for NOAA's Office of National Marine Sanctuaries.

In October 2016, a joint NOAA and Coast Guard training mission confirmed the location of the McCulloch's final resting place. Working off the Channel Islands National Marine Sanctuary's research vessel Shearwater, the multi-agency science team from NOAA, National Park Service, and Coast Guard Dive Lockers Alameda and San Diego, deployed a ROV to survey and characterize the shipwreck while Eleventh Coast Guard District cutters Halibut and Blacktip provided vessel support.

"I'm pleased we are making progress to preserve this piece of U.S. and Coast Guard history, as well as honoring the service member lost because of this tragedy," said Rear Adm. Brian Penoyer, the Eleventh Coast Guard District commander. "I look forward to our continued partnership with NOAA, because without these relationships and incredible teamwork, discoveries such as these would not be uncovered."

Listing the shipwreck site on the National Register of Historic Places provides a wealth of public research information and could unlock incentives to help preserve the shipwreck, including federal tax and grant benefits, and easements.

USCGC Eagle arrives in Iceland, hosts U.S.-Iceland meeting
REYKJAVIK, Iceland — USCGC Eagle (WIX 327), "America's Tall Ship," arrived in Reykjavik Wednesday and proceeded to host tours and senior officials through the weekend.

Aboard Eagle moored in the harbor, Vice Adm. Steven Poulin, commander U.S. Coast Guard Atlantic Area, joined by Jonathan Moore, principal deputy assistant secretary, Bureau of Oceans and International Environmental and Scientific Affairs, met with Commadore Asgrimur Asgrimsson of the Icelandic coast guard, Chargé d'Affaires Harry Kamian, and Byrndis Kjartansdottir, director of security and defense directorate

in the Icelandic Ministry of Foreign Affairs.

"I congratulate Iceland on a successful Arctic Council and Arctic Coast Guard Forum chairmanship, and I thank them for their persistent and reliable partnership in the Arctic Council and Arctic Coast Guard Forum. Maintaining a strong, rules-based order in the Arctic remains a top priority, both for my command and the U.S. Coast Guard. Steadfast partners like Iceland enable and enforce this," said Vice Adm. Steven Poulin. "It was a great pleasure to discuss the challenges we share with such dedicated colleagues learning more about our partner agencies and their operations."

The United States was the first country to recognize Iceland's independence in 1944. In addition to being founding members of NATO, the United States and Iceland signed a bilateral defense agreement in 1951. Cooperation and mutual support are the foundation of the U.S.-Icelandic relationship. Visits such as Eagle's allow opportunities to further effective partnerships, collaboration, and interoperability for various issues that can occur in the Arctic.

For more than a century, the U.S. Coast Guard has been the visible U.S. surface presence in the Arctic, ensuring adherence to the rules-based order. We work with High North nations to safeguard and enable the uninterrupted flow of maritime commerce throughout the entire Marine Transportation System, including the burgeoning Arctic and ensure responsible stewardship of its resources. Allies and partners like Iceland are integral to protecting the United States' enduring interests, preserving our mutual interests, and upholding the rules-based international order supporting good maritime governance.

On approach to Iceland, Eagle's crew conducted a wreath-laying in memory of the Treasury-class USCGC Hamilton (WPG 34), torpedoed by German submarine U-132 on January 30, 1942, patrolling the Icelandic coast near Reykjavik. Hamilton capsized and sank 28 miles (45 km) from the Icelandic coast on January 30, at the cost of 26 of the ship's 221-person crew. In 2009, divers discovered the wreck in over 300 feet of water, and in 2013, a memorial plaque was placed in honor of those lost.

Eagle is currently conducting summer U.S. Coast Guard Academy cadet training in at-sea leadership and professional development. Their first port call was Portugal in late May. Eagle has served as a classroom at sea to future Coast Guard officers since 1946, offering an at-sea leadership and professional development experience as part of the Coast Guard Academy curriculum.

Eagle is a three-masted barque with more than 6,797 square meters (22,300 square feet) of sail and 9.7 kilometers (6 miles) of rigging. At 90 meters (295 feet) in length, Eagle is the largest tall ship

Continued on Page

SHIP MODELS & KITS



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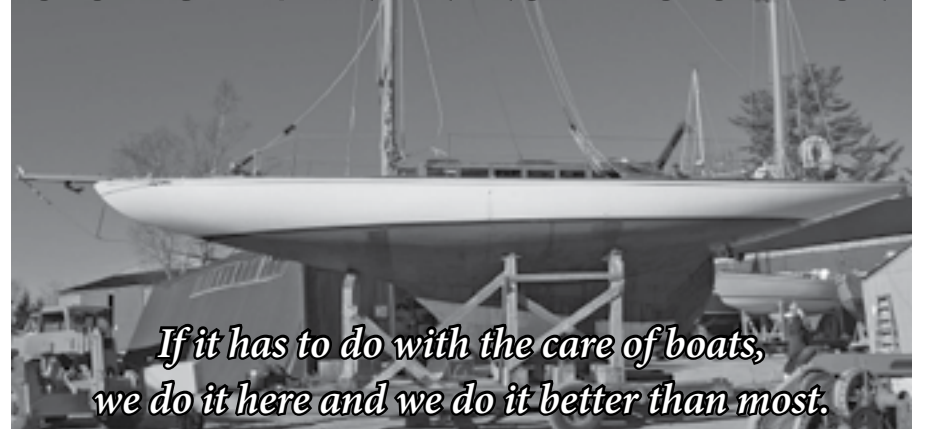
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U. S. COAST GUARD NEWS

Continued from Page 7.

flying the stars and stripes and the only active square-rigger in United States government service. For information about Eagle, including port cities, tour schedules, current events, as well as cadet and active duty crewmember photographs, follow the “United States Coast Guard Barque EAGLE” Facebook page or on Instagram @barqueeagle. All U.S. Coast Guard imagery is in the public domain and is encouraged to be shared widely.

U.S. Coast Guard decommissions Bahrain-based USCGC Aquidneck, USCGC Adak

Story by U. S. Naval Forces Central Command / U.S. Fifth Fleet
MANAMA, Bahrain — After more than 30 years of active service, Coast Guard Island-class patrol boats USCGC Aquidneck (WPB 1309) and USCGC Adak (WPB 1333) were decommissioned in a ceremony aboard Naval Support Activity Bahrain, Tuesday.

Vice Adm. Steven Poulin, commander of U.S. Coast Guard Atlantic Area, was in attendance to honor the years of service Aquidneck, Adak, and their crews, provided to the Coast Guard.

“Thank you to every single crew member who has ever served aboard Aquidneck and Adak, from the plank owners to the final crew and all the crews in between,” said Poulin. “You selflessly volunteered to deploy from your family, friends, and home, accepting the inherent risks and adversities to serve your country. You built a legacy for these two cutters that will not soon be forgotten.”

As part of the Coast Guard’s Fast

Response Cutter program, the service is acquiring 64 fast response cutters total, with six of those assigned to U.S. Coast Guard Patrol Forces Southwest Asia. Aquidneck and Adak were replaced by the Sentinel-class FRCs USCGC Charles Moulthrop (WPC 1141) and USCGC Robert Goldman (WPC 1142), which arrived at NSA Bahrain on May 25.

Aquidneck’s namesake comes from Aquidneck Island in Rhode Island. It was originally homeported in Portsmouth, Virginia, and later shifted to Fort Macon, North Carolina. It was employed in search and rescue, counter-drug, and other law enforcement operations domestically for more than 16 years.

Adak’s namesake comes from Adak Island in Alaska. It was originally stationed in Sandy Hook, New Jersey, in 1991 and laid claim to the third-largest cocaine bust in Coast Guard history when the crew stopped a fishing vessel off the coast of New York. In August 1994, it took part in Operation Able Vigil, which rescued over 29,000 Cuban migrants from unsafe rafts and makeshift craft attempting to reach American shores. The operation consisted of over 50 Coast Guard cutters and U.S. Navy ships, making it the largest Coast Guard-led naval operation since World War II.

In late 2002, Aquidneck and Adak received orders to the U.S. Fifth Fleet area of operations supporting Operation Iraqi Freedom. Within one week of their arrival in Bahrain, they were underway conducting maritime interdiction operations in the North Arabian Gulf.

For the next 18 years, the two cutters remained forward deployed out of Bahrain under U.S. Patrol Forces Southwest Asia, attached to Commander, Task Force 55,

conducting operations to ensure the free flow of commerce throughout the region’s critical waterways.

PATFORSWA is composed of six patrol vessels, shoreside mission support personnel, and the Maritime Engagement Team. They play a crucial role in maritime security, maritime infrastructure protection, and theater security cooperation in the region. The unit also supports other U.S. Coast Guard deployable specialized forces operating

throughout the U.S. Central Command area of responsibility.

CTF 55 operates in the U.S. Fifth Fleet area of operations, supporting naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and Pacific through the Western Indian Ocean and three critical chokepoints to the free flow of global commerce.

Boatbuilder Harold Burnham

Continued from Page 5.

Harold, would move the ship to where she was needed.

Harold was only on for six or eight weeks before going on VLCC tankers. These tankers were 1,100-feet long, 178 feet beam, drew 68 feet when loaded and displaced 265,000 tons. Harold sailed to Kuwait, Saudi Arabia, Egypt, Singapore, Korea, and Gibraltar. He said, “It was a great ship for a young person to be on because it wasn’t about what the ship was supposed to do, it was what it could do. We used to call the pipelines the sprinkler systems but it was kind of horrible to think back from an environmental point of view of what we did. Some of the environmental stuff got so far out of hand that is why I didn’t go back with that company.

As Harold was visiting the different ports around the world he would go out and look at the native boats. He would look at their design and how they were built. He visited ship and boat yards when possible and learned a lot of different techniques by watching. One thing he noticed was that we push a plane where they pull it. They also use a hatchet more than we do.

Harold’s next ship was the helicopter support ship WRIGHT owned by MARAD. He said, “I got on in Norfolk when she was


in a dry dock. We launched it and had to do a sea trial. When I got back from the sea trial that was supposed to be the end of my job, but we got orders to go to Boston to the Fore River Shipyard. We were in the dry dock and they changed the propeller and did a bunch of work to the ship. So, we did the sea trial and it turned out the Marines and MARAD were having a fight about what was supposed to happen with the ship. We then got orders from Boston to go to Ceuta, Spain and take fuel which we did and when we got there they sent us to La Verna, Italy to pick up a military cargo which we transferred to Tayakadin, Turkey. It went from Tayakadin to Saudi Arabia and then we wound up in Singapore. Then we went from there to the west coast to Oakland, spent the week unloading and then we went through the Panama Canal back to Boston. It was really a great experience. Then I did another couple years on a small MSC charter tanker that went from Korea to Japan and a few other ports. If you get off of a VLCC and you get on 400-foot tanker it is like climbing out of a tractor trailer truck and getting on a moped. I got to work with a lot of really great multi-national people on the ships. I worked with Filipinos, Greeks and Syrians who were all amazing seamen. I felt really ignorant not knowing their language, but they knew that I appreciated what they did.”

When Harold’s son was born, he swallowed the anchor and came ashore in 1994. The way things were going at the time Harold realized he could be home with his family and make more money building boats. He lived on the other side of town and looked hard for boat work, whether it was on a commercial vessel or a yacht. When Brad Story was busy, he would send Harold a job or two. Most of the work was repairing, trying to keep an old boat afloat.”

If you make your way to Gloucester, take a sail on board ARDELLE, and meet a boatbuilder/captain from Essex. Harold is helping keep the wooden boatbuilding tradition and classic sailing vessels alive for future generations to cherish for years to come.

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U. S. NAVY NEWS

Construction Starts on USNS Robert F. Kennedy

21 May 2021

SAN DIEGO – Construction on the USNS Robert F. Kennedy (T-AO 208) began at the General Dynamics–National Steel and Shipbuilding Company (GD-NASSCO) shipyard, May 21.

T-AO 208 will be operated by the Navy’s Military Sealift Command and is the first ship named after the Navy veteran, former U.S. Attorney General and U.S. Senator from New York.

“USNS Robert F. Kennedy will provide significant contributions to the fleet, serving as the primary fuel pipeline to refuel ships at sea. The building of the John Lewis-class ships marks an important milestone in enhancing our Navy’s fleet capabilities and providing critical support to our Sailors,” said John Lighthammer, Support Ships, Boats and Craft Acting Program Manager, Program Executive Office, Ships.

The ships are based on commercial design standards and will recapitalize the current T-AO 187 Class Fleet Replenishment Oilers to provide underway replenishment of fuel to U.S. Navy ships and jet fuel for aircraft assigned to aircraft carriers. These ships are part of the Navy’s Combat Logistics Force and will become the backbone of the fuel delivery system.

GD-NASSCO is also currently in production on USNS John Lewis (T-AO 205) USNS Harvey Milk (T-AO 206). USNS Lucy Stone (T-AO 209) and USNS Sojourner Truth (T-AO 210) are under contract.

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

NPS Professor Advancing Quantum Technology for Navy Applications

24 May 2021

From Rebecca Hoag, Naval Postgraduate School Office of University Communications

MONTEREY, Calif. - Quantum mechanics, the study of nature at an atomic and subatomic level, is a quickly emerging field of research and technology. This new way to look at the world can improve how we navigate, communicate, compute and calculate, and Naval Postgraduate School (NPS) Physics Professor Frank Narducci is at the forefront of the technology, especially in researching quantum technology with Navy applications.

Narducci and his team of graduate and post-doctoral students currently focus their efforts on quantum sensors that could detect and track platform motion in the absence of GPS capabilities, such as underwater or in space.

Traditionally, submarines use onboard

inertial sensors to determine their rotation and acceleration underwater. Often the submarine must come up to check where its classical sensor says it is with where the GPS pinpoints it. Often, the location where the submarine thinks it is, and where the GPS says it is, are not exactly the same. This error is due to a drift in the reading of the sensors, and the inertial sensor can be off by upwards of a mile or more, depending on how long it’s been since the last GPS accuracy check.

“If we have sensors that have low error and low drift, [the submarines] won’t have to come up as often,” Narducci explains.

This would be beneficial for fuel, time and covert purposes. Quantum sensors use atoms instead of photons, and atoms are more sensitive to changes due to their higher mass.

There are two main quantum sensing research projects Narducci is mentoring along. The first is about improving the overall accuracy of the sensor, which National Research Council (NRC) post-doctoral researcher Jefferey Lee is looking into. Generally, measurements over longer periods of time make for more precise measurements, so Lee wants to know how exactly the relationship between time and precision scales and how to change it in an advantageous way. Then he can find a way to maintain higher precision with less buffering time.

The other project, taking place in Narducci’s lab, is the effort of actually building a quantum sensor. The sensor requires two parallel atomic beam atom interferometers to differentiate between rotation and linear motion. A previous Ph.D. student created one laser, and now Royal Canadian Navy Lt. Cmdr. Darryl Gervis is building the other.

Many of the baseline tools used in Narducci’s lab are based on research done by Dr. William Phillips, who works at the Joint Quantum Institute of the National Institute of Standards and Technology (NIST)’s, and who lectured at NPS on Quantum reformulation of the Metric system during a recent SECNAV Guest Lecture (SGL). Narducci and his students use those tools, and then modify the tools as they need.

A key player in quantum research, Phillips won a Nobel Prize in 1997 “for development of methods to cool and trap atoms with laser light.” Phillips is excited to see where Narducci and his students are taking quantum technology.

“[In the beginning of quantum research,] we weren’t really interested in making the best use of these things because we were at the stage where no one had ever done this before, so we just wanted to show it was possible,” Phillips explains. “Frank’s taken [quantum technology] to the next step of refining these things, making them more sophisticated than the really crude things that we were doing in the early days.”

The “things” to which Phillips is referring to are the quantum sensors Gervis is working

to improve, but also structures like atomic fountains, which throws up atoms so that when they’re falling, they’re slow enough to use for measuring things like time, gravity and gravity gradients. Narducci is overseeing a project to build one of the largest atomic fountains in the world in a retired NPS elevator shaft. It’ll be 30 meters high, allowing for scientists to measure freefalling atoms for a longer period of time.

Slowly, Narducci is advancing NPS’ role in quantum research. Quantum sensing is one of several quantum topics, others being quantum computing, encryption and communication. Quantum sensing and quantum computing are the main focus on campus so far, with Narducci performing a lot of his research on sensing and NPS Computer Science Professor Theodore Huffmire focused a bit on research in quantum computing. Narducci’s lab has started to look into quantum communication as well.

Overall, the larger goal of all of this effort is to see an interest in quantum, and research capabilities, grow on campus.

“What I’m hoping, in kind of the longer term, is [for NPS] to be the Navy go-to for quantum technology in general,” Narducci says.

Navy Tests New Hypersonic Rocket Motor

27 May 2021

WASHINGTON - Navy Strategic Systems Programs (SSP) successfully conducted a test of the First Stage Solid Rocket Motor (SRM) on May 27th in Promontory, Utah as part of the development of the Navy’s Conventional Prompt Strike (CPS) offensive hypersonic strike capability and the Army’s Long Range Hypersonic Weapon (LRHW).

This was the initial live fire test of the first stage SRM and is a vital step in the development of a Navy-designed common hypersonic missile that will be fielded by both the Navy and Army.

The first stage SRM will be part of a new missile booster for the services, and will

be combined with a Common Hypersonic Glide Body (CHGB) to create the common hypersonic missile. Each service will use the common hypersonic missile, while developing individual weapon systems and launchers tailored for launch from sea or land. This successful SRM test represents a critical milestone leading up to the next Navy and Army joint flight test, which will take place in the first quarter of Fiscal Year 2022, and ultimately the fielding of the CPS and LRHW weapon systems.

The Department of Defense successfully tested the CHGB on March 20, 2020. The services are working closely with government national laboratories and industry to continue development and production of the CHGB. The Navy is the lead designer, and the Army leads production.

Information gathered from this and future tests will further inform the services offensive hypersonic technology development. The Department of Defense (DoD) is working in collaboration with industry, government national laboratories, and academia to field hypersonic warfighting capability in the early-to mid-2020s.

Hypersonic weapons, capable of flying at speeds greater than five times the speed of sound (Mach 5), are highly maneuverable and operate at varying altitudes. In a matter of minutes, Navy and Army warfighters can defeat high-value targets hundreds or even thousands of miles away. Delivering hypersonic weapons is one of the DoD’s highest priorities.

The common hypersonic missile design for sea and land-based applications provides economies of scale for future production, and relies upon a growing U.S. hypersonics industrial base.

1ST SEAL Team 1 CO passes away

02 June 2021

NAVAL AMPHIBIOUS BASE CORONA-

Continued on Page 20.



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Let Freedom Ring!

By Sheila Dassatt

This is the “First Day of Summer” and the Fourth of July is fast approaching, so I thought I had an appropriate title for this article. How does this fit into the fishery? What does it mean to you?

Well, it is beyond coincidence, but my great grandmother, and my grandfather were both born on the Fourth of July, which was kind of neat when we were kids. We had quite a birthday celebration along with the festivities of the holiday. My great grandmother was born in Norway, so we ate quite well at our picnics! Then as time marched on, my sister-in-law, Cathy’s birthday is the Fifth of July, so the celebration lived on. What fun it always was, especially after our kids were born!

Back at that time, there were only three boat races, Jonesport, Stonington and Winter Harbor. Imagine that! It was a lot easier to get them all in because there was a little time in between to get your boat ready if you had any problems along the way. I can remember going to the Jonesport races when I was just a kid. My brother, Glenn lived for going to this race, so it became part of what we did, traditionally. When we had the boats up and going, Jonesport was the first race of the season. I think the first boat was the MARGUERITE G., which Glenn

acquired from James Preston. She was quite a popular wooden lobster boat that won quite a few races in her day.

During this time, the RED BARON was in the making, so the MARGUERITE G. was sold back to James Preston. She had a lot of sentimental value to Jim, and Glenn wanted him to have her back if he wanted. Also, it was time to move on to the newly built fiberglass boat, which was a newer concept at that time. The industry was fast moving from wood to fiberglass hulls. According to the new theory, the fiberglass boat was easier to maintain and could be readied for the water a lot quicker and easier.

This was all the beginning of the new challenge for the World’s Fastest Cup Race in Jonesport on the Fourth of July. Glenn and Dad had the RED BARON and the Young Brothers of Corea had the SOPWITH CAMEL. So began the saga of the Charles Schultz cartoon, the Ballad of Snoopy and the Red Baron. The SOPWITH CAMEL was the name of Snoopy’s World War I fighting plane of England and the RED BARON was the fighting plan of Baron Von Richthofen of Germany. And this was how it all began! Along the way, there was also Benny Beal with his famous BENNY’S BITCH, which was also an interesting story. I don’t know the exacts. At that time, An-

drew Gove had the LOVE BOAT, and later on had UNCLE’S U.F.O. which was also a great addition to the original Heyday. What fun it was to watch Dad and Andrew in a race with each other! They were the oldest “teen-agers” on the course at the time. There was also Richard Duffy with the MICHELLE, which was also a contender.

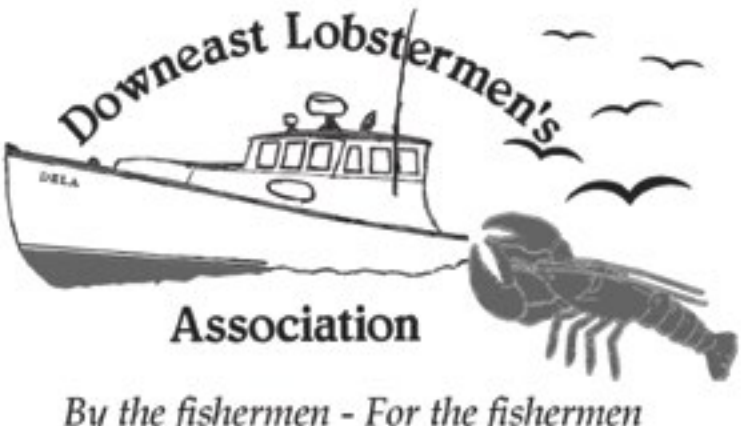
Another great contender was Sidney Eaton with LI’L JAN. I believe Sid was the one that would go out to haul and show up at the races full throttle and finish his haul on the same day! (so they say). Always on the throttle and having fun doing it. There were plenty more of these guys, I don’t think I can name them all, but this is how the Lobster Boat Racing Hall of Fame came into being. I am so glad that they did, so these guys will never be forgotten.

So, the Fourth of July was very special to all of us. The family would pack the coolers and get ready to head to Jonesport in hopes of the “Title.” Then Stonington Races came along, which was also a big blast from the past. One year the dance at the Legion Pavilion was so crowded and heavy with dancing that the floor broke. That was also one of those memories. It was a great place for us to always have a family gathering, being that we’re all from Stonington. I have always been pretty fortunate that the race

would fall on my birthday, which it does this year too. That was always cause for a celebration picnic.

Then the last race of the season was the Winter Harbor Lobster Festival Race. If you hadn’t won your race by then, this was your last chance and final hurrah for the season! This was always a special race to us. Keith Young put his all into preparing for this race and the festivities were always great. One morning, Dad decided to wake up the whole town, all was quiet, the boats were all nestled in from the festivities of the night before and he started the RED BARON. He always said, “When I’m awake, everyone is going to be awake.” People came crashing out of their boats to see what the noise was, which was the BARON. I don’t know how popular he was that morning, but we all got quite a chuckle out of it. This was one of those wake up calls to end the season on a fun note.

I don’t know how you all celebrate your Fourth of July, but it is still a very special time to remember what it is all about, Independence Day. Please enjoy your families and friends on that holiday and make sure that you make your own memories. Have a heyday of your own and love doing it. Those days don’t last forever, but we can make new memories for the next generation! Enjoy the season and have a safe and prosperous one!



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Maine Dept. of Marine Resources



From left to right are Marine Patrol Pilot Steve Ingram, Lieutenant Dan White, Major Rob Beal, new Marine Patrol Officer Brandon Sperling, DMR Commissioner Patrick Keliher, Captain Matt Talbot, and Sergeant Matt Wyman.

Brandon Sperling Joins Maine Marine Patrol

AUGUSTA - Brandon Sperling of Spruce Head was sworn in Monday as the newest Maine Marine Patrol Officer.



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After a nine-week field training program, Officer Sperling will serve in the North Haven/Vinalhaven patrol.

Prior to Joining the Marine Patrol, Officer Sperling served as a Patrol Deputy with the Knox County Sheriff’s Office in Rockland.

From 2013 to 2019, Officer Sperling served in the US Coast Guard as a Boatswain’s Mate.

He has completed the Basic Law Enforcement Training Program at the Maine Criminal Justice Academy and is currently enrolled in the American Military University, pursuing an Associates Degree in Criminal Justice.

Mills Administration Statement on NOAA’s Release of Bi-Op

Governor Janet Mills and Commissioner of Marine Resources Pat Keliher issued the following statements on the release of the Biological Opinion, or Bi-Op, by the National Oceanic and Atmospheric Administration:

“The Department of Marine Resources will conduct a thorough evaluation of the Bi-Op, but upon initial review we are pleased that ‘no jeopardy’ was found,” said Governor Janet Mills. “However, the long-term ramifications of this document as it relates to the recovery of right whales and its impact on Maine fisheries over the next ten years remain troubling. In particular, the

Continued on Page 22.

Commercial Fishing News

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

From the Director -

Here we are, getting ready to start a brand new season for 2021. We have less restrictions than we had last year at this time, and it feels great! The boats and traps are starting to hit the water a little earlier this year. The rumor mill says that the lobsters are already starting to show up and possibly an early shed. So if you're not in the water yet, you might want to start thinking about it. This is what everyone is saying this year.

The first thing that I'd like to tell you all is that we are now located in Stonington, Maine. We have been in this process for a while now, but finally made the decision to stay. It is a wonderful move, as I am from Stonington and my "roots" are right here as well. This community is a truly devoted fishing village with a heritage that goes back many generations. We are so pleased to be here first hand with our members and the industry that we are representing. Please bear with us as we make necessary changes in our mailing address, but we will still receive mail from our Belfast address. All of our mail is being forwarded, so we will receive it.

Our new mailing address is P. O. Box 702, Stonington, ME 04681. We are working on our phone communications, so please call me at my cell phone, 207 322-1924 and Mike is 207 322-1928. Call us on those numbers any time, we carry them with us and will return the call if you leave a message. Thank you for your patience.

As you know, concerning the whale ruling, we are still fishing, much the same as last year, with the purple markings for Maine's color for whale gear. With the new rule coming out, we have all worked very hard to maintain "business as usual" with our lobster industry. This is a time, with the pandemic mixed into this, that all of the associations have worked together for the sake of our livelihoods. We don't

always agree, sometimes we have agreed to disagree, but we all have the same common interest, which is Atlantic States and Maine Lobster Industry. We signed onto a joint letter to NOAA, that was joined with Maine Lobstermen's Association, Union 207, Southern Maine Lobstermen's Association, Massachusetts Lobstermen's Association, Maine Coast Fishing Association, as well as working with our Representatives in the Maine Legislature.

This is the same group that has and still is working together to recognize our fishing industry concerning the proposed wind power that is coming toward us fast and furious.

The Governor has proposed a ten year moratorium on the wind power in the State of Maine, but we somehow overlooked the fact that there are more "research projects" going on than we originally realized. We are already on a board with the State, that wants to have fishermen representation, so we can have first hand communications with our concerns about these test sites. By participating, we will know how the projects are being created and be able to state what we think as the process continues and progresses.

I have been interviewed personally

about the wind concerns for our fishing industry and have had more invitations to get the word out beyond the State of Maine for support for our fishing communities. Please send us any of your concerns about the wind and whales, because we are still very involved with getting an awareness out.

Please, if you want to help, please think about joining the association of your choice, hopefully, you will send us a membership! We need your support more than ever, which keeps us all encouraged and moving forward. Believe it or not, when we have overwhelming support, it gives us all the incentive that we need to "stay in the fight for survival." Representation does make a difference!

We have already started working on the process for the next ten years, that we are looking at. It's not like we want to forget about these issues and then jump on the bandwagon in the last minute. The work is already in the planning and will continue to be in the works, for the sake of ourselves

and our next generation.

With the pandemic a little more relaxed, there are Maine Lobster Boat Races this year, with still some restrictions in place. It was also voted by the Forum Board of Directors that there will be a Maine Fishermen's Forum in March of 2022! Again, we may have a few restrictions still in place, but we are moving forward once again.

We are talking about our next DELA meeting, which is also in the works. It has been a while, so it will be good to be able to get together and talk about the past year and the issues that we're facing in person. I will stay in touch with everyone about the date, location and time. In the meantime, have a safe and bountiful season this year!

Please stay in touch and I will see you around, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA Fisheries Releases Key Reports: Status of Stocks 2020 and Fisheries of the United States 2019

May 20, 2021

Two new reports highlight the continued rebuilding and recovery of U.S. fisheries and the broad economic impact of commercial and recreational fisheries and aquaculture on the U.S. economy.

Today, NOAA Fisheries announced the release of two new reports: the Annual Report to Congress on the Status of U.S. Fisheries and the 2019 Fisheries of the United States Report. These reports highlight the continued rebuilding and recovery of U.S. fisheries and the broad economic impact of commercial and recreational fisheries on the U.S. economy.

Annual Report to Congress on the Status of U.S. Fisheries

Sustainable U.S. fisheries play an important role in the nation's economy. They provide opportunities for commercial, recreational, and subsistence fishing, and sustainable seafood for consumers. This annual report provides a "snapshot" in time of the status of U.S. fisheries at the end of 2020.

NOAA Fisheries' 2020 Status of Stocks shows continued progress in science and management for U.S. fisheries. Key takeaways include: More than 90 percent of stocks are not subject to overfishing and 80 percent not overfished. The number of stocks on the overfishing list and the overfished list increased slightly, with 26 stocks on the overfishing list and 49 stocks on the overfished list. The status of six previously unknown stocks was determined through new first-time stock assessments. By ending overfishing and rebuilding stocks, we are strengthening the value of U.S. fisheries to the economy, our communities, and marine ecosystems.

Fisheries of the United States is a year-book of fisheries statistics for the nation. It provides data on commercial landings and value and recreational catch. It also includes

data on the fish processing industry, aquaculture production, imports and exports, and per capita seafood consumption. Although dollar values are included, this report does not focus on economic analysis. According to the report, U.S. commercial fishermen landed 9.3 billion pounds of seafood valued at \$5.5 billion in 2019.

The continued, steady high landings and values of U.S. fisheries we've seen over the last five years points to the collective progress that our agency, the eight regional fishery management councils, and our stakeholders are making as we work to ensure the sustainability and economic stability of our nation's fisheries.

Key takeaways include: U.S. commercial fishermen landed 9.3 billion pounds valued at \$5.5 billion in 2019; Strong landings of 3.4 billion pounds for the nation's largest commercial fishery, walleye pollock, valued at \$387.6 million; Dutch Harbor, Alaska, and New Bedford, Massachusetts, continue to dominate the list of top ports driven by landings of pollock for Alaska and value of sea scallops in Massachusetts; U.S. marine aquaculture production value was estimated at \$430 million; oysters, clams, and salmon generated the highest values; and U.S. recreational anglers took over 187 million trips in 2019.

What Happens After Dam Removals

Maine's Penobscot River has more than 100 dams, many of which are aging and no longer serve their original purpose. Removing dams is becoming more common, with the purposes of addressing hazards posed by these aging dams, returning natural river flow and function, or both.

For Atlantic salmon and other species of sea-run fish, the last 200 years of dammed rivers and disconnected streams have, combined with historic fisheries and lower marine survival, spelled decline, and for Atlantic salmon, disaster. The storied Atlantic salmon runs had fish returning in the thousands to Northeast rivers. They are

now limited to just a few rivers in Maine, with fewer than 2,000 fish returning each year. These runs are heavily reliant on hatchery-raised fish. The Penobscot River is home to the largest remaining population of endangered Atlantic salmon in the United States. Dams have been identified as one of the primary factors in the decline of Atlantic salmon.

Over the last decade, researchers have been studying whether removing two Penobscot River dams in 2012 and 2013 improved ecosystem conditions for salmon and other aquatic species. So far, results are promising.

Conservation organizations, private hydropower companies, and tribal, federal, and state governments recognized the ecological restoration potential of the Penobscot River. They collaborated to initiate the Penobscot River Restoration Project with the Lower Penobscot River Comprehensive Settlement Accord in 2004. Under the agreement, the two lowermost dams on the Penobscot River were removed and a third dam on an upstream tributary was bypassed with a nature-like fishway. The new lowermost dam on the Penobscot mainstem was equipped with an improved fish lift. Net power generation capacity was maintained by increasing capacity at other facilities in the basin.

Researchers realized that gathering data on the river conditions and fish dynamics before and after dam removal would be critical for understanding the impacts. Planning for a coordinated monitoring framework began as soon as the agreement was signed. In 2009, the Penobscot Project received funding from the American Recovery and Reinvestment Act. The grant included funds for long-term monitoring to assess the impact of dam removal on this large river ecosystem.

With this funding, the Penobscot River Restoration Trust, a non-profit group formed to execute the Penobscot Project, worked with project partners like The Nature Conservancy and NOAA Fisheries. They developed an effectiveness-monitoring program with an emphasis on river geomorphology, water quality, fish passage, and species-specific monitoring. This program funded nine long-term studies, chosen to complement each other and to broadly assess the response of important ecosystem components: Channel geometry and bed sediment texture; Water chemistry, temperature, and benthic macroinvertebrates; Upstream passage

of salmon and other diadromous species; Downstream migration of salmon smolts; Sturgeon habitat use and spawning; System-wide assembly, direction, and passage of migratory fish; Fish community changes; Wetland and riparian habitat mapping; and Marine-derived nutrients and freshwater/saltwater connections.

Each study collected between 1-3 years of pre-removal data and multiple years of post-removal data. Some studies have continued for nearly a decade after the last dam was removed. Complementary research by partners on the river also took place on a similar time frame.

Initial results show that the lower mainstem river is benefiting from the return to a largely free-flowing state. After the removals of the dams, monitoring data showed that there were only relatively minor changes to the river channel shape and bed texture and water quality remained good. This is likely because the dams did not store much sediment or substantially control stream flow. These circumstances are not unique to the Penobscot. Where they can be documented, removals can proceed with greater public confidence and often at lower cost.

Fish passage studies show improved downstream and upstream migration for Atlantic salmon. Fish passage through the former dam impoundments is now statistically similar to free-flowing river sections. For the first time in nearly 200 years, shortnose and Atlantic sturgeon, both of which are listed under the Endangered Species Act, are able to access 100 percent of their historical habitat. Fish communities in formerly impounded river reaches have fewer slow-water species and more fast-water species and migratory fish, as expected with the changes in flow and access conditions.

Studies are still being conducted on how the plant communities around the impounded areas may be changing. The pre-removal data showed that the areas were primarily inhabited by non-native plants. The composition of newly formed wetland and riparian areas will be assessed in summer 2022.

Pre-removal study on food-web dynamics supported the expectation that there would be no connection between the marine and riverine ecosystems. The river was a nutrient exporter with no import of nutrients from the marine environment. Post-removal data collection was initiated in 2020 and will help us evaluate if that has changed.



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Our studies show encouraging results so far, both for the Penobscot River ecosystem and for critically endangered Atlantic salmon. While Atlantic salmon recovery still has a long way to go, the outcomes we have observed demonstrate that dam removals can result in better environmental conditions for Atlantic salmon and other sea-run fish. We continue to collect data on biological responses that occur over longer time periods and we look forward to seeing what they reveal. Meanwhile, the tangible benefits measured at our site to date may indicate what can reasonably be expected from future dam removals in similar settings.

Spencer Fullerton Baird: Founder of the Woods Hole Laboratory and Fisheries Science

Spencer Fullerton Baird was born in Reading, Pennsylvania in 1823. Time spent as a child exploring the countryside with his brother fueled his passion for natural history. In 1838 he met John James Audubon, who gave him part of his bird collection, and encouraged young Baird's interest in ornithology and collecting specimens.

He attended Dickinson College, receiving his bachelor's degree in 1840. Baird then enrolled in the College of Physicians and Surgeons in New York for a year, but decided he was not cut out for medical practice. He returned to Carlisle, Pennsylvania to continue his studies at Dickinson College. He received a master's degree in 1843 and an honorary doctor of physical science degree in 1856.

Baird was offered a teaching position at the college in 1845 as a professor of natural history. Popular with students for taking them into the field to study nature, he became

chair of both the natural history and chemistry departments in 1848. He also served as librarian and curator of the college's natural history collections.

His broad scientific interests and writings earned Baird respect as an ornithologist, zoologist, herpetologist, and naturalist. He corresponded with many of the great naturalists and scientists of the day in the United States and internationally. In 1850, at age 27, he was offered a position as the first assistant secretary of the Smithsonian Institution. It reportedly took two freight cars to transport his collection of birds, lizards, fish, skins, and skeletons (weighing 89,000 pounds!) to Washington.

Unable to undertake much of the field research himself, he identified others to bring back specimens. He began building the Smithsonian's collections through donations and exchanges, and by sponsoring expeditions. Specimens were obtained during surveys for an intercontinental railroad route to the West Coast in the 1850s. They were also obtained from geographic and geological surveys in the West during the 1860s to the 1880s.

Baird was the first curator at the Smithsonian. He achieved his dream of building and then serving as director of the National Museum, now the National Museum of Natural History. He also served as assistant secretary from 1850 to 1878, when he was named the second Secretary of the Smithsonian upon the death of Joseph Henry. Baird served in that post for 9 years, during which the National Zoo and the Bureau of American Ethnology were created to document North American cultures.

Continued on Page 22.

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Boat And Ship Yard News



The 1,000th Back Cove yacht produced by the company in less than 20 years.

Back Cove Celebrates Milestone Yacht
Back Cove Yachts achieved a significant milestone late last month when they finished production on their 1000th yacht.
The not-yet twenty-year-old company, located in Rockland, has built an international reputation for economical and seaworthy vessels designed in Maine’s trademark “Downeast” style. In 2003 Back Cove launched with the efficient and practical Back Cove 29, a single-engine day cruiser with streamlined and user-friendly systems. Today, Back Cove offers luxury inboard mod-

els at 37 and 41 feet and has recently added a selection of ultra-popular outboard designs ranging from 34 to 39 feet.
Sister companies Back Cove Yachts and Sabre Yachts, located in Rockland and Raymond, respectively, are the largest boatbuilders in the state, employing more than 300 craftspeople, including carpenters, composite technicians, mechanics, and electricians. Despite a challenging year of public health crisis, a reduced workforce, and ongoing supply-chain interruptions, the team at Back Cove Yachts not only launched



At Jonesport Shipyard Willis Beal’s EIGHT BELLS [Wooden 40 footer built by Willis for Erlon Beal of Beals Island in 1987] is being made ready for the coming season by Willis.

a brand-new model, the Back Cove 39O, but completed the 100th Back Cove 41, 200th Back Cove 37, and their 1000th overall build. Lamination supervisor, Dean Hale, had the following to say about the accomplishment:
“It has been truly amazing to see the growth and evolution of the boats we build. Every new model that has come out has brought something new to the shop and continues to be exciting. Having been with the company for ten years, I think it is amazing to see the progress and growth that we have had in such a short time.” - Dean Hale

In some respects, reaching 1000 completed boats denotes another kind of milestone for this relatively young company. While Back Cove yachts may have begun in 2003 as a “little sister” brand to long-established Sabre Yachts, this savvy manufacturer from Maine’s mid-coast has carved out a niche and a following of loyal customers that is on par with any other manufacturer in their segment. Today, Back Cove Yachts is a big name in the small world of luxury boatbuilders, and the team has 1000 completed yachts under their collective belts to prove it.


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The 1000th Back Cove was commissioned by one of the company’s “original” dealerships, Boston Yacht Sales. Serendipitously, Boston Yacht Sales partnered with Back Cove Yachts for a few other landmark boats, namely the first and five-hundredth Back Coves (a Back Cove 29 and Back Cove 30, respectively). Now, they will continue the tradition with the 1000th boat, the recently released Back Cove 390.

**Classic Boat
Bernard**

The big projects at the yard this winter have been repowering. In the main shop they have a 24-foot powerboat that has been repowered. She had an OMC 3-liter stern-drive, but this motor coughed up some of the valve seats and instead of rebuilding the owner decided to go with an outboard. So, they removed the swim platform, rebuilt the transom, and installed a 175-hp outboard. This project was just getting the final touches before going over for the summer.

In another bay they have a Sabre 28, which was repowered.

In the lower shop was a Pisces 21, which was recently sold, and the new owner swapped out the diesel engine for an electric drive.

Another Pisces had originally been sold to an owner in Japan but returned several years later. She was then sold again, but now she is back to be upgraded for her new owner in Idaho. This one has had her diesel engine removed and replaced with an electric drive.

They have over 80 boats in storage, some classic wooden sailboats, which when you step into the building looks like a boat museum. Of the 80+ storage boats, a few of them are Bull’s Eyes, a fiberglass version of the Herreshoff 12½.


In the storage building they have another Pisces 21, which came back from Ohio to be completely refurbished. She got a new set of batteries as well as paint and varnish and then she will head back to Ohio. All the other boats in this storage building were ready to go in for the summer. Some did not go over last year, but they had them already last spring, so that helped them get through this winter as find help has been a challenge.

Boat sales have been good, but the inventory is light right now, with just a couple boats for sale. They have a Bavaria 30 cruising sailboat on the market as her owner does not have the ability to sail anymore. They also have a Pisces for sale, which does not have an engine and never did. She has a cold moulded hull, which is in excellent condition. Another boat for sale is PUFFIN, an Ellis 24 centre console cruiser with small cuddy and a teak cockpit. She would make a great day boat.

**Mainly Built Boats
Cushing**

In the main shop they have Calvin Beal 44 hull in that they are finishing off as an offshore lobsterboat for a fisherman out on






Continued on Page 18.





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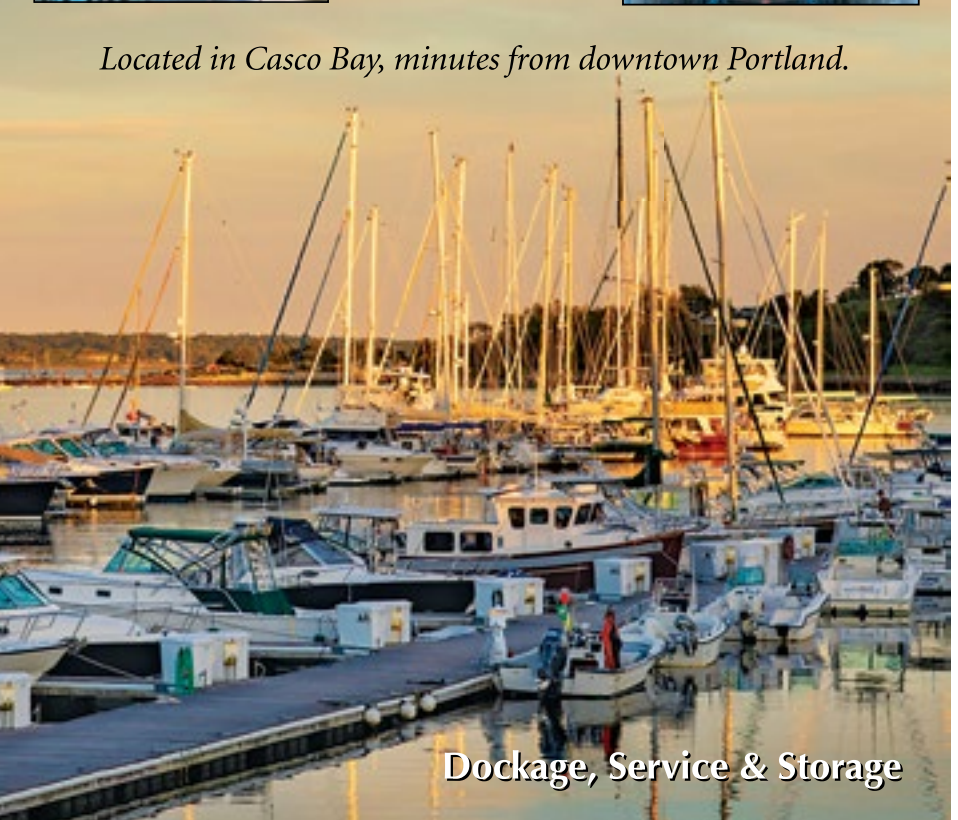
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Boat And Ship Yard News



Cameron Crawford’s new Calvin Beal 42 is getting closer. He is now down to the little details, but should be over early this summer.



The 55-foot motor yacht having her bottom replaced at Portland Yacht Service in Portland. This project will be finished sometime this summer.

Continued from Page 15.
Vinalhaven. They have been working on this one just over a month. The engine is in place, but they are waiting on some mounts and the

drive train is in. The bunks and hydraulic room are also in down forward. They still have another set of bunks to do along with a work bench and they had just started building the fuel tanks.

They have Calvin Beal 34 tuna boat going to Massachusetts. They are six weeks into this project and have the engine and fuel tanks in as well as some of the accommodations down forward. The house will be raised and extended, but beyond that she will be pretty standard.
They just pulled in an Osmond 46, which is a 42 stretched four feet and widened to 17½ feet. She is being finished out as an offshore lobster for a fisherman from Port Clyde. They had just started putting in the bulkheads, forward cabin sole and fuel tanks.

including her bottom, and totally refurbished. This included a full paint job and all new metal work. The metal work included a trap rack, a ramp for sliding the conch traps down the washboards, a stern extension, and a mast with lights. This project took about three months to complete.
The next project will be a Wesmac 38 for a customer from New York. The hull will be started in September and they will begin work on her around the first of the year. She will be finished off as an open lobster boat, but with some sportfishing features.
There are several people talking, but everyone is being a little cautious not knowing what the regulations will be or if the economy will crash.



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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

Over the winter Clark & Eisele Traditional Boatbuilding framed a large portion of the bow, going back as far as they felt they could without getting too far into the midship planking. For a time, they were waiting on some big timbers to finish the forward backbone pieces. These pieces finally arrived and they were able to shape and install them so the stem and the stem knee assembly is now complete. With that all bolted in place they will continue forward with the rest of the bow framing and knight heads to complete framing.

While they were waiting first on the timbers and then bolt stock for the center line they headed back to the stern. They got the new stern post, horn timber, tail feathers in and bolted together. They have now started to reframe the pod-stern.

What is amazing is that a lot of the framing is original, so it has lasted more than 70 years. What is more amazing it is red oak. The only reframing that has been over the years consisted of some bow work and some frames tops amidships. This means that everything else is original.

Tim Clark of Clark & Eisele Traditional Boatbuilding said that have another project to do and must leave the end of July to get ready for that. They are hoping by the time they leave they will have the stern mostly framed up. They would love to finish the project, but Billings Diesel & Marine needs this railway freed up by September of next year (2022). Options are being weighed as to how to proceed.

The Landing School Announces New President

Sean Fawcett currently serves as Dean of Education, begins new position July 1

The Landing School Board of Trustees announced that it has selected Sean Fawcett to serve as the school's next president effective July 1, 2021. Fawcett joined The Landing School in 2013 as Senior Yacht Design Instructor and has served as Dean of Education since 2018.

"I am honored to have been chosen to lead such a well-respected and storied institution," said Fawcett. "The Landing School is a very special place and I have seen it change lives. I am very proud of the students who graduate here and go on to rewarding careers and important positions in the marine industry. Every president of the school is entrusted with the responsibility of keeping the school relevant, and it is a special privilege to have the opportunity to lead this school and our students into the future."

Fawcett, who lives in Cape Elizabeth, grew up sailing summers on Penobscot Bay and racing out of Marblehead, Massachusetts. After graduating from the University of Pennsylvania, he began his yacht design career with Pedrick Yacht Designs in Newport, RI, where he was involved in the design of IOR maxi boat yachts as well as America's Cup Yachts, most notably Stars and Stripes '87. Fawcett's career spans several industries and disciplines including yacht design, yacht construction, yacht charter and CAD/CAM software education.

Fawcett will succeed Richard Downs-Honey who has served as The Landing School's president since 2018 and managed the school through the turbulent waters of a global pandemic, increased enrollments, expanded our network of supporters, and steered more than 150 students through learning and into their careers. Downs-Honey, a native of New Zealand, intends to return home but will continue to be involved with The School as a guest lecturer and mentor.

"I learned, as the students do, it's *not about the boat*. We all come excited to design or build a favored boat, to work on engines, or explore the world of composites. But The Landing School is about the boatbuilders, not the boats," said Mr. Downs-Honey. "It is truly a transformational experience for many who attend, whether fresh out of high school or switching careers. My three years here have certainly transformed me, and I leave grateful for having had the opportunity to give our students a wonderful set of rewarding opportunities in the marine industry."

Current board chair Haven Ladd welcomed incoming president Fawcett and praised Downs-Honey for his passion for



This is ROGUE, which was built by Fred Lenfesty of Jonesport, at the Shipyard at Boothbay Harbor, Bristol Marine. She is now owned by a person who works at the yard.

students and the industry. "While Richard is off to foreign waters, we are grateful that he will not be far from the hearts and minds of the Landing School," said Ladd. "And as we move forward, I know that Sean's experience and passion will continue to build upon our

mission and help propel our school into the future." <https://mail.aol.com/webmail-std/en-us/basic>

Founded in 1978 by John Burgess and

Continued on Page 21.

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U. S. NAVY NEWS

Continued from Page 9.

DO, San Diego—Retired Navy Capt. David M. Del Giudice, the first Commanding Officer of SEAL Team 1, died May 20, 2021. He was 88.

“The Naval Special Warfare community lost a treasured teammate and one of SEAL Team’s consummate professionals with the passing of Dave Del Giudice,” Rear Admiral Wyman Howard, Commander, Naval Special Warfare Command said. “He will be remembered as a quiet professional, one who shaped our history, upholding the tenants of our Ethos and serving as an inspiration to those he led. We extend our deepest sympathies to his family and friends during this difficult time.”

Del Giudice entered the Navy in 1954. After completing Basic and Advanced Air Intelligence and Photo Interpretation Schools, he was assigned as Officer in Charge, Commander Fleet Air Philippines Detachment Guam. Del Giudice then completed Underwater Demolition Replacement Training with Class 20 in 1958 and was subsequently assigned to Underwater Demolition Team (UDT) 12 where he served as a platoon commander, officer in charge, and eventually executive officer.

Chief of Naval Operations Adm. Arleigh Burke, officially authorized establishment of the SEAL Teams in a letter dated Dec. 11, 1961. Del Giudice, assumed command of SEAL Team 1 on Jan. 1, 1962. SEAL Team 2 was established under the command of Navy Lt. John Callahan on Jan. 6, 1962. Ten days after taking the helm of ST 1, Del Giudice was sent to Vietnam to assess how the capabilities of SEALs could be employed there.

Del Giudice was an ideal candidate for this assignment, given his prior experience in

Southeast Asia. During his second deployment with UDT 12, Del Giudice and 10 other UDT members became the nucleus of the Mekong River Flotilla, where he served as Assistant Flotilla Commander. This little-known mission was to deliver urgently needed landing craft to the Laotian government to bolster its river patrol capability against attacks from communist forces.

Upon his return to Vietnam in 1962, Del Giudice helped train Vietnamese Coastal Force personnel in reconnaissance, guerilla warfare and prepared them to instruct succeeding classes of the Biet Hai [Special Sea Force] Commandos. He also became a member of the Vietnam Delta Infiltration Study Group which helped produce the “Bucklew Report” that warned of the ineffectiveness in halting Vietcong coastal and riverine supplies.

Del Giudice subsequent assignments included Naval Operation Support Group Pacific (forerunner to Naval Special Warfare Group 1) as its first operations officer and the Office of the Chief of Naval Operations where he was the budget sponsor for Naval Inshore Warfare (NIW) Commands. Driving budget actions, Del Giudice is credited with strengthening the NSW community and paving the way for the eventual selection of a Naval Special Warfare Flag Officer.

Del Giudice became the Commanding Officer of the Naval Amphibious Base, Coronado, Calif., July 1, 1976. He retired from active duty after 24 years of service in July of 1978 and was selected by U.S. Special Operations Command as one of its Commando Hall of Honor awardees in 2010.

Ghost Fleet Overlord Unmanned Surface Vessel Program Completes Second Autonomous Transit to the Pacific 07 June 2021

The Office of the Secretary of Defense Strategic Capabilities Office (SCO), in partnership with the U.S. Navy, recently conducted a second long-range autonomous transit with a Ghost Fleet Overlord Unmanned Surface Vessel (USV) from the Gulf Coast, passing through the Panama Canal, to the West Coast.

The unmanned vessel, named NOMAD, traveled 4,421 nautical miles (nm), 98 percent of which was in autonomous mode. The first Ghost Fleet Overlord vessel, RANGER, completed a similar transit in October 2020. Both USVs passed through the Panama Canal while in manual mode.

The NOMAD transit provided an opportunity for extended testing of vessel endurance, autonomous operations, and interoperability of government command, control, communications, computers and intelligence systems with vendor autonomy, hull mechanical and hull electrical systems. Remote mission command and control for the NOMAD transit was conducted from an ashore Unmanned Operations Center operated by U.S. Navy Sailors from Surface Development Squadron One.

“This is another significant milestone for SCO’s Ghost Fleet Overlord program and supports the Navy’s Unmanned Campaign Framework by adding a second Overlord vessel to the West Coast. The SCO Ghost Fleet Overlord program serves to inform Navy prototype efforts by integrating mature technologies to accelerate Service priorities and is a key piece of the build a little, test a little, and learn a lot philosophy articulated in the Navy Unmanned Campaign Framework,” said SCO Director Jay Dryer.

The NOMAD USV is joining the RANGER USV to participate in fleet experimentation exercises to further mature the autonomy systems, demonstrate system reliability, and explore employment concepts for coordinated operations with manned combatants while stressing our command and control systems. Both vessels will continue to provide key system data, enable fleet operator feedback, and demonstrate capabilities essential to continued maturation and development of USV concepts of operation.

The Ghost Fleet Overlord program is currently in its second phase, which began in September 2019 and focuses on the integration of government-furnished command-and-control systems and payloads and more complex and challenging naval operations experimentation. Phase II is being conducted with the same vessels and industry teams that took part in Phase I and will conclude in early 2022, at which point both Ghost Fleet Overlord vessels will transition to the Navy for further experimentation.

The Ghost Fleet Overlord program, executed by SCO in partnership with Program Executive Office, Unmanned and Small Combatants, is playing a central role in informing the Navy’s new classes of USVs and serving as part of extensive technical risk-reduction efforts.

“Our close partnership with SCO on the Overlord program is accelerating the technology demonstration, CONOPs [concept of operations] development, and operational command and control of unmanned surface vessels in direct alignment with the Navy’s plans,” said Captain Pete Small, Navy Program Manager for USVs.

Two additional Ghost Fleet Overlord prototype USVs are currently under construction and will be used to expand and accelerate the Navy’s experimentation and testing.

USS New Hampshire Carries on Submarine Battle Flag Tradition 07 June 2021

From Mass Communication Specialist

2nd Class Cameron Stoner, SUBLANT Public Affairs

NORFOLK, VA - The Virginia-class attack submarine USS New Hampshire (SSN 778), homeported at Naval Station Norfolk, participated in a longstanding submarine tradition during its recent deployment.

New Hampshire Sailors honored their recent deployment by creating a submarine battle flag. The flag consists of patches stitched together, each one representing an accomplishment or memory made by the crew.

Cmdr. Bennett Christman, New Hampshire’s commanding officer, spoke on the importance of Sailors using submarine battle flags to maintain the connection to submariners of the past.

“Each symbol represents one specific achievement, however, the manner of its display is a longstanding tradition that connects modern submariners to the earliest days of our profession,” said Christman. “Successful World War II patrols of boats like Barb, Tang, and Wahoo were best represented by the battle flags crafted by their Sailors.”

Originating in World War II, battle flags were a way for Sailors to keep an unofficial record of the number of ships sank. Although today’s flag holds a different meaning, Sailors continue to create battle flags to show respect to those who came before them and document peacetime events.

“While New Hampshire’s flag does not document combat operations like on Barb, Tang or Wahoo, it represents success in the most demanding peacetime operations,” said Christman. “The crew, the force, and the nation can take pride in the events this flag represents.”

According to Master Chief Sonar Technician (Submarine) Billy Singletary, New Hampshire’s chief of the boat, battle flags also serve as a reminder of the importance of preserving Navy traditions and customs.

“It is important to pass along submarine history and traditions for several reasons, the most important being we must understand where we came from,” said Singletary. “We must understand the humble beginnings of man-powered propulsion and reflect on the nuclear juggernauts we have become. By understanding the sacrifices of those who went before us, we can become a better force and nation.”

On May 7, 2021, New Hampshire returned home after a deployment where it executed the chief of naval operations’ maritime strategy by supporting national security interests and maritime security operations. Upon New Hampshire’s return, the battle flag consisted of: the number four to commemorate the boat’s 4th deployment; a gold submarine warfare device, also known as ‘dolphins’, accompanied with the number five to display how many officers earned the insignia on deployment; silver ‘dolphins’ accompanied with the number 23, representing how many enlisted Sailors earned their warfare device on the deployment; a cross-wrench with the number 33 representing the number of times New Hampshire Sailor’s ingenuity helped while fixing equipment; and the number five and a bullseye to signify specific mission accomplishments.

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.

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Boat And Ship Yard News

Continued from Page 19.

Cricket Tupper, The School remains committed to its mission to effectively prepare men and women for careers in the marine industry. The Landing School is the first school of its type to be accredited by The Accrediting Commission of Career Schools and Colleges and today offers four programs of study – Wooden Boat Building, Yacht Design, Marine Systems and Composite Boat Building.

Oceanville Boat Works Sunrise, Stonington

In the shop they have a Mussel Ridge 54, which is being finished out as a lobster/sportfisherman for a fisherman from South Bristol. This is actually a Mussel Ridge 50, which has had four feet added above the waterline, keeping her under the regulations. She is powered with a D-16 750-hp Volvo diesel. She has accommodations below, which include four berths and hydraulic room below with a full galley up along with a settee, table, and steering station. The steering station is set up not as a split wheelhouse, but in the Canadian style with the hauling station aft of the helm. Under the platform she has three fish holds for crates with one for an insulated tuna tank. There is also a bait tank in the back of the lazarette. A lot of the interior and fiberglass work is done and it is thought she will be going over the middle of August.

Next, they might have a complete refurbishing job on an Osmond 42. Another person with an Atlantic 40 hard-chine hull kit from New Jersey is looking to have them finish it off. Others are talking, but the commercial fishermen are on hold has they await what will take place with the windmills and Right Whale issues.

Richard Stanley At Portland Yacht Service Portland

One of the big projects underway at Portland Yacht Services is replacing the bottom on a 55-foot hard chine power boat, built by Grebe in the 1950s. She is a double planked sawn frame boat, which is thought to have been lofted out by Carl Felix, who would later teach at the Boat School in Eastport. In fact, he was one of Richard Stanley’s instructors, who Richard really thought a lot of.

This project began when the owner wanted to replace the twin 200-hp GM diesels with twin 600-hp Cummins diesels. Rob Blood was asked his opinion and he said she needed a new bottom. They started taking some of the bottom off and was going to strengthen the engine room area. Richard Stanley was called in by Brent Sullivan, Vice President, Yachting at PYS, for his opinion. Richard had the same opinion, the bottom needed to be replaced. Brent then asked if Richard could help with the project to which Richard agreed once he was done with the projects, he was working on Mount Desert Island.

Richard arrived thinking they might be able to save the engine beds, but once that area was opened up, they saw that they were delaminating and needed to be replaced. He added, “They had 3/8-inch bolts going down through these frames that were 1¼-inch at maximum thickness and you had 3/8 of an inch gone out of them so you didn’t have much wood. They were also fractured on the outside, not good. The original plans called for 3-inch-wide frames in that area and these were only 1 1/8-inch, maybe 1¼-inch.”

The decision was then made by the owner to do the entire bottom. Richard added, “We had the boat scanned with this laser scanner so you can have a virtual walk through of the boat, it is awesome. We are having

aluminum engine beds made for it from the scan and they are going to be a perfect fit to the hull. In the engine room area, I am putting 1¾-inch thick frame and ½-inch plywood on each side of them and we’re putting another 1¾-inch frame aft of that and then we are putting another layer of ½-inch plywood on the other side of this so the frames are doubled up from the main bulkhead forward to the main bulkhead aft and with the aluminum engine beds, she will be strengthened up a lot.”

Rob Blood and Richard are working to get this project finished as soon as they can. Les Ranco from Mount Desert Island has also joined them and this will help speed up the project.

Along with the structural work required for the repower, the entire electrical system will be revamped. The original 32-volt system has been removed and plans drawn up for a new 12/24-volt system and updated electronics package. Yacht Systems Manager Stephanie Makoujy is overseeing the electrical and propulsion refit and working closely with Richard.

Other aspects of the project have required quite a bit of collaborative effort. With

the increase in horsepower the rudder and driveline have had to have design and size upgrades. Accutech will be supplying the props and shafts to accommodate the larger engines. ArcTech Welding will be building the rudders to specifications.

Taylor Boats Addison

In the lower shop they are proceeding well on a Willis Beal 44, which is being finished off as a standard split wheelhouse lobster boat. The hull was laid up in the 42 mould and has 2 feet added along with 12-inches of sheer. Down below she will have bunks and a maintenance locker and under the platform two tanks. She is powered with an 800-hp Scania. She will be launched this summer.

In the upper shed they have just started building a Willis Beal 35, which is being finished off as a party/tuna/pleasure boat for a customer from New York. She is powered with a 430-hp Cummins with a spartan interior. The hull has been laid up and they were just beginning to lay-up the top in early June.

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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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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

Well-connected in the scientific community, Baird served as secretary of the American Association for the Advancement of Science. The Association was formed in 1848 to promote the development of science and engineering in the nation. He was also an early member of the National Academy of Sciences, founded in 1863. He was known to the public for his science writings in the *New York Herald* and for many popular magazine articles.

As an authority on natural history, he authored nearly 1,200 publications during his career, including *The Birds of North America*, *Mammals of North America*, and *A History of North American Birds*. His specimen collection became a major part of the Smithsonian's collection, which grew from 6,000 to more than 2.5 million at the time of his death.

Baird added to his list of responsibilities and achievements in 1871, when President Ulysses S. Grant appointed him the first Commissioner of the United States Commission of Fish and Fisheries. He received no salary at the Fish Commission given his paid position at the Smithsonian. Shortly after his appointment, he founded the Woods Hole Laboratory, the first federal fisheries laboratory, and began building a national marine and fisheries science effort.

He also pushed for the construction of two research vessels, the R/V *Fish Hawk* and the U.S.S. *Albatross*. He invited a talented group of scientists to work closely with him at the Fish Commission lab in Woods Hole. Notable colleagues included local naturalist and collector Vinal Nye Edwards and scientists George Brown Goode and Addison E. Verrill.

Baird pushed the boundaries of his mandates. He extended exploration beyond coastal waters, opening up offshore waters to endless discoveries with extended expedi-

tions aboard the *Albatross* and other vessels. Baird is credited with initiating the fields of marine ecology, fisheries biology or fisheries science, and laying the foundation of oceanography. He was also a pioneer in biogeography, the study of biological and geographic factors that influence the distribution of life on Earth.

He believed research and education went hand in hand. From the start, he invited visitors to see what researchers were studying by displaying aquaria full of local species. He was convinced that in a democratic society, people are entitled to know about the activities of the institutions maintained with public funds. Baird's work at the Smithsonian Institution to expand its collections and enrich its exhibits, and the lab's Woods Hole Science Aquarium, continue that legacy.

The American Fisheries Society placed this granite boulder with bronze plaque at the entrance to the residence on Great Harbor. The building is no longer there, but the rock remains near the entrance to current laboratory facilities. The wording reads: "In Memory of Spencer Fullerton Baird, U.S. Commissioner of Fisheries 1871-1887, Born 1823 Died at Woods Hole 1887, The American Fisheries Society Places This Tablet in Appreciation of His Inestimable Services to Ichthyology, Pisciculture and the Fisheries, 1902"

Baird is also credited with development of the village of Woods Hole as a scientific community and international center for marine science. He invited academic researchers to join him in Woods Hole for the summer, providing research space and access to facilities at the fisheries lab. That concept was later adopted by the neighboring Marine Biological Laboratory, founded in 1888.

"Baird perhaps can best be remembered as one of the able institution builders of a century ago who recognized the essential need for universities, museums, and gov-

ernment agencies to support and encourage an American scientific community that was then in its infancy," noted Dean Allard of the U.S. Naval Historical Center in Washington, DC in a 1988 article in *Marine Fisheries Review*. "The foundations laid by such men as Spencer Fullerton Baird were the essential precondition for the thriving marine scientific community that is so visible in the Woods Hole of today."

MAFMC and ASMFC Approve Bluefish Rebuilding Plan and Revised Allocations

The Mid-Atlantic Fishery Management Council (Council) and Atlantic States Marine Fisheries Commission's Bluefish Management Board (Board) jointly recommended approval of the Bluefish Allocation and Rebuilding Amendment. The Amendment updates the Fishery Management Plan (FMP) goals and objectives, initiates a rebuilding plan, establishes new allocations between the commercial and recreational sectors, implements new commercial allocations to the states, revises the process for quota transfers between sectors, and revises how the management plan accounts for management uncertainty.

The Council and Board initiated the Amendment in December 2017 to consider revisions to the commercial and recreational fisheries allocations and the state-specific commercial allocations. In 2019, an operational stock assessment for bluefish indicated the stock was overfished, and the Council and Board subsequently decided to incorporate the rebuilding plan in the Amendment.

During their joint meeting last week, the Council and Board reviewed a summary of the five virtual hearings and written comments submitted by 378 individuals and organizations, in addition to the recommendations of their joint Advisory Panel.

After weighing the pros and cons of shorter and longer rebuilding plan timeframes, the Council and Board ultimately selected the rebuilding plan which utilizes a constant fishing mortality approach and is projected to rebuild the stock in 7 years. Rebuilding progress will be analyzed through management track stock assessments every two years. The management track assessment scheduled for later this month will be the first step in informing specifications for the 2022-2023 fishing years.

The revised sector allocations increase the recreational allocation from 83% to 86% of the acceptable biological catch and decrease the commercial allocation from 17% to 14%. The Council and Board used catch data from 1981-2018 as the basis for

sector allocations since it more accurately captures the cyclical nature of the fishery, while providing each sector with sufficient access to the resource considering historical usage.

The Council and Board based state commercial allocations on more recent data to improve efficiency within the commercial fishery and better reflect the current distribution of the stock. As such, the Amendment allocates a baseline quota of 0.1% to each state, and then allocates the rest of the commercial quota based on landings data from 2009 to 2018 (see Table 1 below). Recognizing that several states will be losing quota during a time when the coastwide commercial quota is already at an historic low, the Council and Board decided to phase-in the allocation changes over 7 years in order to reduce short-term economic impacts to the affected commercial fishing industry. The Council and Board also committed to reviewing the approved state allocations within 5 years.


The Amendment also updates the sector transfer process to allow for quota transfers in either direction between the commercial and recreational sectors. Previously, quota could only be transferred from the recreational sector to the commercial fishery. The transfers will now be capped at 10% of the acceptable biological catch for a given year.

Finally, the Amendment modified the management uncertainty tool within the FMP to a sector-specific approach. It allows the Council and Board to apply a buffer to either sector, in the form of a quota reduction, to account for management uncertainty during specifications. While this tool has not been used often, the modified approach allows managers to better target areas of uncertainty within one sector without reducing the quota or harvest limit in the other sector.

As next steps, the Council will forward its recommended approval of the Amendment to NOAA Fisheries for final consideration and implementation. The Commission will consider final approval of the Amendment at its August meeting.

Additional information about this amendment is available at: <https://www.mafmc.org/actions/bluefish-allocation-amendment>

For more information, please contact: **Matthew Seeley**, Mid-Atlantic Fishery Management Council, mseeley@mafmc.org, 302.526.5262; **Dustin Colson Leaning**, Atlantic States Marine Fisheries Commission, dleaning@asmfc.org, 703.842.0714



Maine Dept. of Marine Resources

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Bi-Op highlights not only the importance of Canada taking significant steps to reduce right whale mortality, but also the need for NOAA to be able to quantify how risk reduction measures by Canada can reverse the declining trend in the whale population. Failure of either could ultimately lead to unnecessary restrictions in the U.S. -- and that is not acceptable."


"We've been anticipating the release of the Bi-Op based on the August 2020 decision by District Judge James Boasberg and plan to carefully review it," said Pat Keliher, Commissioner of the Maine Department of Marine Resources. "The next step is issuance of a Final Rule which will implement changes to the Atlantic Large Whale Take Reduction Plan. We anticipate that the Final Rule will be published later this summer.

The Final Rule will outline measures the lobster industry must implement in the near-term. We are hopeful that National Marine Fisheries Service will include conservation equivalencies in the Final Rule so that lobstermen can employ fishing practices that achieve necessary conservation benefits without sacrificing their safety at sea."

DMR Solicitation of Public Comment Regarding the Great Chebeague Island Navigation Improvement Project, Chebeague Island, Maine

Pursuant to 38 M.R.S. 480-D, sub-9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment on the impacts on the fishing industry of a proposed dredging operation.

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FINAL RESULTS: Boothbay & Rockland Lobster Boat Races

BOOTHBAY HARBOR LOBSTER BOAT RACES 19 June 2021 WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer and Emily Noyes (33.7 mph); and 2) *Nugget*, William Tierney. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin Too*, Jacob Noyes (44 mph); 2) *Zippin’*, David Noyes (38 mph); 3) *Miss Diane III*, Frank Bennett (36 mph); and DNS) ---, Robert Cuddy. **Race 3 –CLASS C Inboards, outboards or outdrive 91 hp and up:** 1) *Casco Miss*, Dave Johnston (47.4 mph); 2) *Delusional*, Ron Pottle; and 3) *Malago*, Jim Koehling.

Race 4 –Fastest Working Lobster Boat – Boothbay: 1) *Blue Eyed Girl*, Andrew Taylor (47 mph); and 2) *Sea Foam*, Hayden Brewer (15 mph).

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: *No entrants*. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Sea Foam*, Hayden Brewer (19 mph). **Race 7 - Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (31 mph). **Race 8 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over.** 1) *Foolish Pleasure*, Mark Freeman (44.4 mph). **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Downeast Nightmare*, Mark Davis (44 mph).

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 10 - Diesel Class A - Up to 235 hp, 24 to 31 feet: *No entrants*. **Race 11 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Sea Bound*, (12 mph). **Race 12 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (28.2 mph). **Race 13 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Liberty*, Tony Hooper (20.2 mph). **Race 14 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (40 mph); and 2) *Audrey May*, Randy Durkee (34 mph). **Race 15 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (41 mph). **Race 16 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (39 mph). **Race 17 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs (37 mph); 2) *First Team*, Travis Otis (32 mph); 3) *Tuna Wishing*, Jason West (31 mph); and 4) *Risky Business*, Kyle Look. **Race 18 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (43 mph); and 2) *Misty*, Chris Smith (38 mph). **Race 19 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (43.9 mph); and 2) *WTF*, Roger Kennedy (39 mph). **Race 20 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (50.6 mph); 2) *Maria Nightmare II*, Jeremy Beal (47 mph); and 3) *Janice Elaine*, David Myrick (44 mph). **Race 21 – Diesel Class L – 901 hp, 28 feet and over:** 1) *All Set*, Rick Albertson (41.6 mph). **Race 22 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Pull ‘n Pray*, Justin Papkee (20.2 mph); 2) *Constellation*, Justin Goodwin (17.2 mph). **Race 23 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (41 mph); 2) *Miss Madelyn*, Jason Chipman (40 mph); 3) *Alexsa Rose*, Matt Shepard (34 mph); 4) *Lina Rose*, Jim Barclay; 5) *Illusion*, Nick Hawke; 6) *Sand Dollars III*, Scott Dugas; and 7) *Turn the Paige*, Parker Murphy. **Race 24 – Diesel Class N – 40 feet and over; 751hp and over:** 1) *She’s All Wet*, Ken Geiger (38 mph); 2) *Size Matters*, Dixon Smith (35 mph); and 3) *Night Moves II*, Aaron Beal (30 mph). **Race 25. Class O. Non-working boats, any length, any horsepower: *No entrants*.**

Race 26 - Wooden Boats (A) Any hp, up to 35 feet 11 inches). 1) *Sea Foam*, Hayden Brewer (16.4 mph). **Race 27 - Wooden Boats (B) Any hp, 36 feet and over).** 1) *Sand Dollars III*, Scott Dugas (22.3 mph); and 2) *Sea Bound*, (11.9 mph).

Race 28 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman (46 mph); 2) *Downeast Nightmare*, Mark Davis (44 mph); 3) *Black Diamond*, Lindsay Durkee (33 mph); and 4) *Sea Foam*, Hayden Brewer (16.6 mph).

Race 29 - Diesel Free for All: 1) *Maria Nightmare II*, Jeremy Beal (50.1 mph); 2) *Blue Eyed Girl*, Andrew Taylor (49.9 mph); 3) *Janice Elaine*, David Myrick; 4) *Gold Digger*, Heather Thompson; 5) *All Set*, Rick Albertson; 6) *Alexsa Rose*, Matt Shepard; 7) *Kimberly Ann*, Eric Beal; 8) *Sand Dollars III*, Scott Dugas; and 9) *Constellation*, Justin Goodwin.

Race 30 - Fastest Working Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (51 mph); and 2) *Janice Elaine*, David Myrick (46 mph).

ROCKLAND LOBSTER BOAT RACES 20 June 2021 WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer & Emily Noyes (30.5 mph); 2) *Nugget*, William Tierney (20.9 mph); and 3) *Ivy & Autumn*, Conner Knowlton. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin’ Too*, Jacob Noyes (38.9 mph); 2) *Zippin’*, David Noyes (34 mph); 3) *Diana*, Frank Bennett; and 4) *Nugget*, Cameron Murphy. **Race 3 – CLASS C Inboards, outboards or outdrives, 91 hp and up:** 1) *Delusional*, Ron Pottle (34 mph); 2) *White Lighting*, Caleb Norton; and 3) *Mitch*, Harper Conover.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen (9.1 mph). **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: *No Entrants*.** **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (29 mph); and 2) *Roar*, Jim Lee. **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (41 mph). **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. *No Entrants*.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *High Hopes*, Kevin Hornby (22 mph); 2) *Queen’s Lady*, Gary Hatch; and 3) *Phoenix*, Matt Lamb. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over: *No Entrants*.** **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Reassurance*, Jim Philbrook (35.5 mph); and 2) *Miss Attitude*, Adam Kimball. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Briella Grace*, Kaleb Campbell (23.5 mph); and 2) *Liberty*, Tony Hooper (18 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (37.9 mph); 2) *Audrey May*, Randy Durkee (24 mph); 3) *Kameron & Hope*, Shawn Carlson. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (29.5 mph); 2) *Southern Comfort*, Avery Waterman (30 mph); and 3) *Rich Endeavor*, Colyn Rich (23 mph). **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (35.3 mph); 2) *Sylvia C.*, John Crane (24 mph); and 3) *Mistress*, Ryan Marves (21 mph). **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs (34 mph); 2) *All In*, Jeremy Tyler

(33 mph); 3) *Risky Business*, Kyle Look; 4) *Margaret Ann*, Jeremiah MacDonald; and 5) *First Team*, Travis Otis. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (41 mph); and 2) *Misty*, Chris Smith (34.3 mph). **Race 18 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (39.4 mph); 2) *WTF*, Roger Kennedy (37 mph); 3) *Dear Abbie*, Scott Keenan; 4) *Hey Baby*, Carl Gross; 5) *Easy Money*, Nathan Thompson; 6) *Patricia Lynn*, Ben Sparhawk; 7) *Quickstep*, Kevin Glover; 8) *Hard Goin’s*, Jason MacDonald; and 9) *Molly Ryan*, David Haskell. **Race 19 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (46.8 mph); 2) *Janice Elaine*, David Myrick (45 mph); and 3) *Maria’s Nightmare II*, Jeremy Beal. **Race 20 – Diesel Class L – 901 hp, 28 feet and over: *No Entrants*.** **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Breeze*, Richard Hildings (21.1 mph); 2) *Sea Urchin*, Alan Knowlton (19.8 mph); and 3) *Pull ‘n Pray*, Justin Papkee. **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (38 mph); 2) *Miss Madelyn*, Jason Chipman; 3) *Alexsa Rose*, Matt Shepard; and 4) *Noah & Lily*, Erick Harjula. **Race 23 – Diesel Class N – 40 feet and over; 750 hp and over:** 1) *She’s All Wet*, Charles Gieger (36.4 mph); 2) *Hannah Louise*, Robert Alley, Jr. (31 mph); 3) *Size Matters*, Dixon Smith; 4) *Monica Tymin*, Chris Chipman; 5) *Night Moves II*, Aaron Beal; 6) *Triple Threat*, Tyler Bemis; and 7) *Turn the Paige*, Parker Murphy. **Race 24. Class O. Non-working boats, any length, any horsepower: *No Entrants*.**

Race 25 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman (40.4 mph); 2) *Black Diamond*, Lindsay Durkee (32 mph); and DSQ) *Cindy Jen*, Jon Johansen.

Race 26 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (47.5 mph); 2) *Maria’s Nightmare II*, Jeremy Beal; 3) *Janice Elaine*, David Myrick; 4) *Gold Digger*, Heather Thompson; 5) *Kimberly Ann*, Eric Beal; 6) *All In*, Jeremy Tyler; ***No position given: Monica Tymin***, Chris Chipman; and *Alexsa Rose*, Matt Shepard.

Race 27 Wooden Boats A (up to 35 feet 11 inches): 1) *Roar*, Jim Lee (24.1 mph); 2) *Queen’s Lady*, Gary Hatch (21.9 mph); and DNS) *Cindy Jen*, Jon Johansen.

Race 28 Wooden Boats B (36 feet and over): 1) *Sari Ann*, Vance Bunker (21 mph).

Race 29 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (45.6 mph); 2) *Janice Elaine*, David Myrick (41 mph); 3) *Maria’s Nightmare II*, Jeremy Beal (37 mph); 4) *Gold Digger*, Heather Thompson; 5) *Alexsa Rose*, Matt Shepard; 6) *High Hopes*, Kevin Hornby; and 7) *Briella Grace*, Kaleb Campbell.

Maine Dept. of Marine Resources

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The ACOE is proposing to dredge a 10-foot deep at mean lower low water (MLLW), by 1000-foot-wide channel extending about 1,600 feet southeasterly from deep water in Casco Bay to the town landing at the Stone Wharf. Only the upper 1,200 feet of the project will require dredging, with channel limits in the outer reach declared for jurisdictional purposes. This channel will be widened along the wharf to 150 feet to allow safe turning of the ferries. Shoreward of the channel a turning basin would be dredged to -8 feet MLLW by 100 feet wide to provide for barge access to the cargo ramp at the shore end of the wharf. Approximately 34,000 cubic yards (CY) of mixed gravel, sand, and silt will be removed from the proposed project area using a mechanical dredge. Construction will occur between October 1 and April 1 in the year in which funding becomes available and is expected to take three to four months to complete. The dredged material has been deemed suitable for open water disposal will be loaded onto scows and towed about 15 miles to the Portland Disposal Site (PDS), an EPA designated ocean placement site.

The Department of Marine Resources (DMR) will accept written comments about the potential impacts of the proposed dredging operation on fishing in the area to be dredged and on impacts to the fishing industry of the proposed route to transport dredge spoils to the Portland Disposal Site (PDS). Comments should be sent to Amanda Ellis at the email or mailing address listed below by June 11, 2021.

Amanda Ellis, Department of Marine Resources, 21 State House Station, Augusta, Maine 04333 email: dmr.rulemaking@maine.gov.

For more information about this project please contact Denis-Marc Nault at: Denis-Marc.Nault@maine.gov or (207) 592-0512.

Preliminary 2021 Elver Landings Report Through 6pm June 7, 2021

Dealers reported buying a total of 8,960.967 pounds out of 9,620.70 avail-

able pounds with a reported value of \$16,567,778.00 for average price per pound of \$1,849.

DMR

Pounds Reported - 6,802.32; Overall Quota - 7,566; Remaining Quota - 763.68

MALISEET

Pounds Reported - 45.35; Overall Quota – 107; Remaining Quota - 61.65

MICMAC

Pounds Reported - 38.92; Overall Quota – 39; Remaining Quota - 0.08

PASSAMAQUODDY

Pounds Reported - 1,642.64; Overall Quota - 1,288.7; Remaining Quota --353.94

PENOBSCOT

Pounds Reported - 431.74; Overall Quota – 620; Remaining Quota - 188.26

QUOTA TOTAL*

Pounds Reported - 8,960.967
All 2021 data are extremely preliminary and subject to change without notice.

Fisherman’s Body Recovered from Medomak River

WALDOBORO - The Maine Marine Patrol recovered the body of a fisherman, James Guptill, 34 of Waldoboro, from the water this morning (8 June) at 6:30 AM near Johnson Island in the Medomak River.

The identity of the fisherman is being withheld pending notification of family members.

According to the Marine Patrol, the search began last night at approximately 9:00 PM after the fisherman’s boat, a 16-foot skiff with an outboard motor, was found by other local fishermen, aground and unoccupied near Havener Point.

Guptill held a commercial shellfish harvester license as well as a non-commercial lobster license.

Marine Patrol along with the US Coast Guard and local first responders searched the river near the unoccupied boat, along the nearby shore, and from the air with a Coast Guard helicopter. The search was suspended at 1:30AM and resumed this morning at 4:00 AM with the addition of the Marine Patrol plane.

His body was transported to the Medical Examiner’s Office for an autopsy.

BLUE EYED GIRL Dominates Boothbay & Rockland



Mark Davis of Harpswell purchased Jeremy Beal's MARIA'S NIGHTMARE renamed her- DOWNEAST NIGHTMARE and won Gasoline Class E.



Roger Kennedy's new racer WTF [Crowley Beal 33, 650-hp FPT], but Roger said that she was not running as she should and he came in two boat lengths behind GOLD DIGGER.



Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 800-hp Nanni] took second in Diesel Class K, won the Diesel Free for All at Boothbay.

Continued from Page 1.

Islesboro. There was only one entrant in Class F (336 to 435 hp, 34 feet and over), AIDEN MARINER [Calvin Beal 34; 425-hp Cummins], Winfred Alley of Beals Island and Class G (436 to 550 hp, 28 to 35 feet) RIGHT STUFF [Libby 34; 500 hp Cummins], Dana Beal of Beals Island so they were sent up together. Class H (436 to 550 hp, 36 feet and over) had four entrants and it was MELYNDA M. [Wayne Beal 36; 500-hp FPT], Willie Coombs of Prospect Harbor leading the way. The battle was now for second. RISKY BUSINESS [Crowley 36; 550-hp John Deere], Kyle Look of Co-

lumbia was leading TUNA WISHING [West Bay 37; 450-hp Cummins], Jason West of Milbridge to the finish, but unfortunately RISKY BUSINESS slowed, as did TUNA WISHING thinking they had crossed the line and it cost them as they went from second to third and fourth as FIRST TEAM [Northern Bay 36; 410-hp Sisu 645], Travis Otis of Searsport slide by for second. MISTY [Crowley Beal 33; 650 hp Scania], Chris Smith of Richmond could reach 100 races if she competed in three races, but she opted to only enter Class I (551 to 700 hp, 28 to 35 feet). She took second with first going to LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT], Gary Genthner of Round

Pond. When the flag dropped for Class J (551 to 700 hp, 36 feet and over) it was all GOLD DIGGER [Wayne Beal 36; 675-hp Scania], Heather Thompson of Harrington. She said after the race that she thought she was going to get trimmed by WHISKEY TANGO FOXTROT [Crowley Beal 33, 650-hp FPT], Roger Kennedy of Steuben. It is obvious he is not going as well as he would like and will need to find a few more mph to catch GOLD DIGGER. Another race many of us were waiting for was Class K (701 to 900 hp, 28 feet and over) between BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], Andrew Taylor of Boothbay; JANICE ELAINE [Northern Bay 38; 815-hp FTP], David Myrick of Gouldsboro; and MARIA'S NIGHTMARE II [Wayne Beal 32; 800-hp Nanni], Jeremy Beal of Jonesport. They all had about the same power so it should be a great race. It looked close as they came up the course, but BLUE EYED GIRL had a boat length lead on MARIA'S NIGHTMARE II with JANICE ELAINE back another boat length, which is how they finished. The only entrant in Diesel Class K (701 to 900 hp, 28 feet and over) was ALL SET [Holland 38, 1,200-hp MAN], Rick Albertson of Sebasco Estates. After a little bad luck (a devastating fire in 2019 followed by a lightning strike after the rebuild in 2020) PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai], Justin Papkee of Long Island, it was great to see him get the win in Diesel Class M (A) (40 feet and over, up to 500 hp). One of the most competitive classes is Diesel Class M(B) (40 feet and over, 501 to 750 hp).

KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], Eric Beal of Milbridge led MISS MADELYN [Osmond 42; 700-hp Scania], Jason Chipman of Milbridge to the finish line for a one-two finish. The top boat in Diesel Class N (40 feet and over; 751 hp and over) was SHE'S ALL WET [Osmond 40; 800-hp Scania], Ken Geiger of Cherryfield. Second went to SIZE MATTERS [Libby 45' 3"], Dixon Smith of Beals Island, who repowered with a 1,000-hp FPT this winter.

After being towed off the course we thought that was the day for FOOLISH PLEASURE, but just before the Gasoline Free-for-All she reappeared and ran the course with a speed of 44 mph. Well, if she went 44 and so did DOWNEAST NIGHTMARE, that should make for a great race in the Gasoline Free-for-All. As they came up the course it was close, but FOOLISH PLEASURE began getting separation and went on for the win.

SEA FOAM won Wooden Boat Race A (Any hp, up to 35 feet 11 inches) and SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar], Scott Dugas of Yarmouth won Wooden Boat Class B (Any hp, 36 feet and over).

The next big race was the Diesel Free for All and this time MARIA'S NIGHTMARE II just got by BLUE EYED GIRL for the win with third going to JANICE ELAINE.

Who was going to win the big race of the day, Fastest Lobster Boat Race? Well, just before the race Jeremy said that he was not racing the last race. Just two came to the line with BLUE EYED GIRL getting first and JANICE ELAINE second.

One can expect some of these boats will gain speed over the next several races. Some did not have the time needed to get the bugs in fact one went over Thursday night before the race.

With the first race of the year in the books everyone was now looking forward to Sunday's race at Rockland.

ROCKLAND – It was another fine day for racing with bright sunny skies and a nice breeze. When sign-ups were finished, we had 64 boats entered. There were a number who had raced at Boothbay, about 34, but the other 20 came mostly from local harbors.

The three Work Boat classes were up first and JENILY got the win once again in Class A as did their brother Jacob in Class B with ZIPPIN' TOO. In Class C CASCO MISS was a no-show as her owner, Dave Johnston had a wedding to attend. In the third race, Class C, those on the race committee were wondering about the stability on DELUSIONAL [Corson 18; 225-hp Evinrude], Ron Pottle of Brunswick as she rode up on her starboard side. However, she stayed upright and went on for the win.

Next up was the Gasoline Classes, with

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BLUE EYED GIRL Dominates Boothbay & Rockland



FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker], Mark Freeman, won Class D and the Gasoline Free for All at both Boothbay and Rockland.



BLACK DIAMOND [Holland 32, 454 Chevrolet] leading **ROAR** [32’ Clinton Beal, 1960; 454 ci Chevrolet], Jim Lee, Tenant’s Harbor, to the finish of Gas Class C.

no racers registered in Class B and E. There were four boats signed up with two boats in Class C so they were all sent down together. The winner in Class A was CINDY JEN [34’ Clinton Beal, 1964; 292 Chevrolet], Jon Johansen of Winterport; in Class C was BLACK DIAMOND with ROAR [32’ Clinton Beal, 1960; 454 ci Chevrolet], Jim Lee of Tenant’s Harbor second; and in Class D, FOOLISH PLEASURE.

In the Diesel Classes there were no entrants in Classes B, L and O. The winner of Class A was HIGH HOPES [Osmond 27; 225-hp John Deere], Kevin Hornby of North Haven. First in Diesel Class C was REASSURANCE [AJ-28; 300-hp Cummins], Jim Philbrook, Owl’s Head followed over by MISS ATTITUDE. BRIELLA GRACE [Duffy 35, 300-hp Cummins], Kaleb Campbell of North Haven won Class D with LIBERTY second. In Class E it was all HIGH VOLTAGE followed by AUDREY MAY and KAMERON & HOPE [Mitchell Cove 32; 355-hp Cummins], Shawn Carlson of Vinalhaven, in third. AIDEN MARINER got the win in Class F with SOUTHERN COMFORT [Mitchell Cove 35; 405-hp Cummins], Avery Waterman of North Haven in second followed by RICH ENDEAVOR [Osmond 37; 430-hp Cummins], Colyn Rich of Bass Harbor in third. RIGHTSTUFF continued her winning ways in Class G and in second was SYLVIA C. [Young Brothers 35; 500-hp FPT], John Crane of Port Clyde and MISTRESS [RP 35; 500-hp Cummins], Ryan Marves in third. MELYNDA M. again won Class H and second went to ALL IN [Northern Bay 38, 510 hp Volvo], Jeremy Tyler. Class I was won by LIL’ LISA MARIE and second was MISTY. GOLD DIGGER continued her winning ways in Class J with WTF in second followed by Scott Keenan’s DEAR ABBIE [Northern Bay 38, 700 hp Volvo]. BLUE EYED GIRL, JAMICE ELAINE and MARIA’S NIGHTMARE were facing off once again in Class K and this time JANICE ELAINE looked like she found some additional speed, but just not enough to get by BLUE EYED GIRL. Richard Hildings of Vinalhaven has been racing since he was a kid and today, he came with SEA BREEZE [Osmond 40; 500-hp Cummins] and won Class M(A) with Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] in second. The normal battle took place in Class M(B) and again KIMBERLY ANN took the win with MISS MADELYN second followed by ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], Matt Sheppard of Stonington. In Class N SHE’S ALL WET took the win again with HANNAH LOUISE [Calvin Beal 42; 800-hp John Deere], Richard Alley, Jr. of Addison, second.

FOOLISH PLEASURE would easily win the Gasoline Free for All with second

going to BLACK DIAMOND.

In the Diesel Free for All the winner was BLUE EYED GIRL with MARIA’S NIGHTMARE second and JANICE ELAINE third.

ROAR won Wooden Boat Race A. You know what is embarrassing? When you disqualify your boat in the race. CINDY JEN was coming up the course and someone on the stern took their lifejacket off halfway up the course. The win in Wooden Boat Race B went to SARI ANN [42’ Johns Bay Boat; 660-hp Volvo], Vance Bunker of Owl’s Head.

In the Fastest Lobster Boat Race BLUE EYED GIRL was chased up the course, but no one could get by her. Second went to JANICE ELAINE and third was MARIA’S NIGHTMARE in a great race.

With that the racing came to an end and it is now on to Bass Harbor (Sunday 27 June). Hopefully, some of the boats that missed the first weekend of racing, such as Jeff Eaton’s LA BELLE VITA [Northern Bay 38; 750-hp FPT]; Ira Guptill’s MYSTERY MACHINE [Northern Bay 38; 750-hp, John Deere]; and Cameron Crawford’s WILD WILD WEST [West 28; 1,050-hp Isotta], will make this race. Alfred Osgood’s STARLIGHT EXPRESS III [Northern Bay 36; 900+-hp Mack] is being worked on in a shop at Harpswell, but there is no timetable on when she will be ready, hopefully Stonington. Sign-ups will happen on the Town Dock on the Bernard side and racing should be underway just after 1000.



In Diesel Class M(B) (40 feet and over, 501 to 750 hp) MISS MADELYN, Jason Chipman of Milbridge tries to get by KIMBERLY ANN, Eric Beal of Milbridge.

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

9 May

Shipbuilding Notes.

M. F. Davis, the well known boat builder and ex-champion oarsman of the world, on Tuesday launched the eight-oared boat for BOWDOIN. She is 66 feet long and 24 inches beam and weighs 200 pounds. She is without doubt the finest eight-oared boat in the United States to-day, not even barring the celebrated Yale boat. The boat includes the latest device improvements, including a never-before-tried rudder, new outrigger, new oars designed to feather more freely than any other and complete change in the frame.

The racing yacht CARITA has been launched by J. B. Loring of Rockland. She was built, says the Courier-Gazette for Mr. Barnes of New York, a wealthy and influential lawyer on Fifth Avenue. The CARITA was designed by Z. S. Crooker of New York and is the most peculiarly constructed craft of its kind except it be James Gordon Bennett's yacht now being built at Bath. The CARITA's dimensions are as follows: length over all, 40 feet, water line 33 feet, depth 17 feet, beam 10 feet. It is 51 feet from deck to truck, the mast being 38 feet and the top mast 14 feet. The main boom is 31½ feet, the gaff 22 feet while the bowsprit has a length of 14 feet. The gaff topsail pole is 24 and the club pole, 8 feet long. She has an iron keel weighing 6 tons. She is as sharp as a wedge, all run, and has apparently very little "bearing" reliance for her stiffness being placed in her great depth and heavy iron keel.

The Fisheries.

Deputy Sheriff Despeaux last week seized some four hundred lobster, which were under the length required by law, in the possession of George Dunning, of Harpswell.

The Eastport Sentinel says the Dominion fishing law against the taking of brist (small herring) in weirs, has been a dead letter heretofore, but this season Captain Pratt of the Canadian fishery cruiser DREAM has received orders to see that the law is enforced.

More than the usual amount of weir building is being done this spring in the vicinity of Lubec. The large catch of herring in Quoddy Bay last year has stimulated activity in this business even the old "Gooseberry Weir," which has been unused for several

years past, it being rebuilt. This was a regular bonanza to the owners for more than a score of years, but the last years it was built were entire failure.

The Strike at the Hallowell Granite Works is still in progress and there is apparently no change in the situation. There was but one non-union man in the whole force of cutters and he is still at work. A number of the strikers have left the city and some of the Italian workmen have started for their homes in Italy.

16 May

Page 1.

Samuel O. Waltz & Sons, proprietors of the Waldoboro variety mill, manufacturers of ship cabins, veneering, etc., have contracted to put cabins and all interior finish in the 105 foot yacht, the FLOWER DE LUCE now building by John McDonald, at Bath, for George Trotter of New York.

The Union Granite Co., Long Island, Friendship, are at work upon the Triumphal Arch to be erected in Brooklyn, NY, in commemoration of soldiers and sailors. It will be the finest of the kind in the county, and there will be a large amount of carving. The company are about to erect a stone shed 150 feet long, an addition to blacksmith shop 60 feet long, which will increase the fires to eight. Steam hoisting works are about to be introduced, also steam drills and other modern improvements. John A. Daly, formerly on Dix Island, is Superintendent.

Baker Tufts, the veteran boat builder at Rangeley, being in ill health, has sold his patterns to H. W. Loomis who is building some 20 boats this season. Some of them are finished in oil and are beauties in the boat line. Belcher and Baret, also of Rangeley, are making about 35 boats and canoes. A boat recently sent by them to Indian Rock for F. B. Richardson of NY, is 16 feet long and 42 inches in the beam. Built of cedar and finished in oil. The bow and stern are decked in black cherry, the seats are of black cherry and burly grained birch, and the floor is laid in dark and light strips of black cherry. The cutwater and all the metal trimmings are finished in nickel, making the handsomest boat ever put into Rangeley water. Their canoes, 14 feet long, are amply sufficient for two

men and their equipments, but weight only 35 pounds.

Page 2.

Teakwood.

So indestructible by wear or decay is the African teakwood that vessels built of it have lasted fully 100 years, to be then broken up only on account of their poor sailing qualities on account of faulty models. The wood, in fact, is one of the most remarkable employed in human industries,, on the score of its very great weight, hardness and durability, its weight varying from some forty-two to fifty-two pounds per cubic foot. It works easily, but because of the large quantity of silex contained in it, the tools employed in its manipulation are in a short time worn away. It, however, possesses the advantage of containing an oil which prevents the spikes and other iron work with which it may come in contact from rusting. The difference between this and the East Indian teakwood, although both are used for shipbuilding, is notable; the latter, which is really the most valuable timber produced in that country, is light and easily worked, strong, durable, not liable to the attacks of insects, abounds in silex, and resembles coarse mahogany. The tree requires some sixty to eighty years' growth to produced the size of timber preferred for shipbuilding, and much of it is used in England for this purpose.

Page 5.

The Sullivan Harbor Land Co. has secured control of the Waukeag House at Sullivan Harbor, and have leased it and the Manor Inn and Swiss Café likewise, to F. E. Balch for the season of 1890. Mr. Balch was the successful and popular manager of the hotel Pemberton at Hull last season, and will bring a large experience and circle of acquaintances with him to Sullivan Harbor, where the season will open June 20, with many rooms already engaged. The Waukeag will be newly painted and refitted throughout, and, with the Manor Inn, will give guests a fine choice of rooms between the two houses at this delightful resort.

Page 6.

The Sea Serpent.

Some Records of the Appearances of The Regular Summer Visitant.

It is hardly necessary to say how old is the notion that huge monsters of the snake sort make their home deep in the seas, now and then showing themselves to terrify mankind. In fact, if the notion were not so old as to seem to find its source in fables and mythological legends, one reason for doubting the reality of the creature would be removed. Most of these extremely ancient descriptions come from the northern lands, and the cold oceans of Scandinavia. Thus one ancient author, Olans Magnus, speks of a sea snake two hundred feet long that rose from the waves, towered above a ship's mast, and snapped up cattle and men in in its jaws. In the old "Cronicle of Prodigies and Portents," by Conrad Wolfhart, a German of the sixteenth century, we find strange, rude pictures of serpentine creatures, in which he put all due faith; there is the "Alcete," an animal with heavy scaly body and a head like a wild boar, and the "Physeter," a horrible freak of the imagination, which has a horse's head, the teeth of a dragon and the blowholes of a whale. Wolfhart narrates that in 151 BC, on the coast of Sardinia, several mighty snakes came up from the sea and attacked vessels; but as his picture shows the alarmed crews discharging cannon at the foe some twelve centuries before cannon were in use, there may be other errors.

To come to later accounts. In 1639 and

English traveler named Josselyn, who came over to New England on a visit, was told of a sea serpent that lay coiled on some rocks at Cape Ann, Massachusetts. And it should be observed how early Massachusetts waters and the New England coast became the regions linked with appearances of the mysterious creature. Some Indians who rowed near this one, in a skiff, were sorely frightened and warned the Englishmen with them not to fire at it, or they would be in peril. Unluckily, Mr. Josselyn was not of the Boat pary, and the result is that we get this account only by hearsay. The next narrative of value is a singular description by Rev. Hane Edge, a distinguished missionary to Greenland, who records in his in his diary in 1734, the rising to the surface of the sea near his parish of a "monster" so huge in size that, coming out of the water his head reaches as high as the mainmast. It had a long, pointed snout, and spouted like a whale. The under part of the body was shaped like that, of a huge serpent. The remarkable creature seems to have been more like a giant squid than like any animal of the serpent kind.

Two records of our mysterious monster, with plenty of details, soon follow. Joseph Kent, seaman, beheld in Broad Bay, in may, 1751, a great serpent, longer and thicker than the mainboom of his eighty-five ton ship; and good Bishoop Pontoppidan, in his famous "Natural History of Norway," tells us that the Norwegian coast is the only European shore visited by the creature; and that a formidable specimen, six hundred feet long, with its extended back looking like a row of floating hogsheads, was chased by a boat's crew of eight sailors under a certain Captain DeFerry, but that it escaped.. Passing by the statement of Eleazer Crabtree, who declares that in 1778 he saw this shy swimmer on the surface of the Penobscot Bay, we reach a really important record dated the next year, 1779. In that Commodore Preble (afterward so famous as one of our naval heroes, but then a midshipman) pursued with a boat and twelve seamen a monster—a sea serpent between 100 and 130 feet in length, with a huge head. Its motion was so rapid that it could not be overtaken. It is at least odd, if there was any deception, that one year later Mr. George Little sighted what seems to have been the same snake in Round Pond, Broad Bay. [From "The Story of the Sea Serpent," by Edward Irenaeus Stevenson, in St. Nicholas.]

Page 7.

From the Hub of the Universe.

The new 5500-ton U. S. Twin Screw Steel Protected Cruiser No. 6.—Full Description of The Cruiser.—It is reported that the Bath Iron Works will put in a bid for her Construction.—The Mango and how to Eat it.—Points on The Mackerel and Cod Fishing Outlook.—News about the Fleet.—Lightships to be Constructed at Boston.—The U. S. Squadron of Evolution to go to Brazill.—Other Matters of General Interest.

(Correspondence of The Journal.)

The Navy Department has just completed plans for a 5500- ton twin screw steel protected cruiser, bids for which will be opened June 10th next. The fact that two New England concerns may be able to submit proposals—I refer to the Bath Iron Works of Bath, ME, and Harrison Loring of our own South Boston—will give this subject a local interest. The picture of the vessel as she will look when completed and launched, which I am enabled to present to my readers through the never failing courtesy of the Boston Daily Globe, and directly to the kindness of Assistant Managing Editor Morgan of that paper, together with the accompanying

Kirsten Neuschafer's Continued from Page 6.

die Arsenault, who is doing his best to keep working on the Minnehaha refit, even though it is a very busy time of year for him, and he is much in demand to do urgent work for many of his other clients. He somehow just manages to juggle things, make the time and work really hard to keep everything moving forward. Thank you, Eddie!

Bill Martin's energy in organizing the fundraiser dinner next weekend has been phenomenal, and the fact that the event has sold out, goes to show how strong the support here on Prince Edward Island is! I am truly honored to be here, on this incredibly beautiful island, where I have been treated with so much kindness and generosity, and have received so much support and encouragement. I could not wish to be doing this refit anywhere else, and count my lucky stars that the wind and circumstance blew me this way!"

If you would like support Kirsten's journey please visit her GoFundMe account or contribute directly via PayPal. You can also contribute by heading to the Kirsten GGR merch store. All profits from the shirts and hoodies go to funding Kirsten's race preparation.

Kirsten is one of two South Africans participating in the Golden Globe 2022, and currently the only female entrant. Kirsten has been sailing dinghies since her childhood, but sailing since 2006 as a professional. From sail training to sailboat deliveries, she built a diverse set of skills and experience. In 2015, she began working for Skip Novak on his Pelagic Expeditions to South Georgia, The Antarctic Peninsula, Patagonia and the Falklands. She currently skippers "Pelagic" a fifty-foot sailboat owned by the legendary Skip Novak.

About the race: The Golden Globe Race 2022, a solo, non-stop, unassisted circumnavigation. This retro race is based upon the first solo circumnavigation race that took place in 1968. In order to stay true to the original circumnavigation, boats are all older designs, no bigger than 36 foot- and modern navigational technology, like GPS, is not permitted. Instead she will be depending upon her skills in celestial navigation and dead reckoning. The route for the race is France, down the Atlantic, east-about the Southern Ocean, and back up the Atlantic to France- an approximate distance of 30,000 nautical miles and anywhere from 7 to 9 months or more at sea.

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description, will give an idea of what and how the latest naval cruiser is to be built. The principal dimensions are as follows:

Length on mean load water line: 330 ft.
Breadth, extreme: 53 ft.
Draught of water, mean: 21 ft. 6 in.
Displacement normal draught: 5500 tons.

Indicated horse-power: 13,500.
Speed: 20 knots.

The hull is to be constructed of mile steel acquired to pass certain tests required by the department. The vessel is designed on the cellular system of double bottom. The transverse frames within double bottom are of angle 4½ in. x 3 inches x 11 lbs., with reverse frames of 4 inches x 3 inches x 10 inches; above the double bottom bars 6½ inches x 3½ inches x 15 lbs. are worked. The keel consists of an outer plate of 22½ lbs. and an inner plate of 20 lbs. per square foot, the vertical keel being of 18 lbs. plate, 39 inches deep. The inner bottom plating is 12½ lbs., plate, the rider and margin plates being 15 lbs. The outside bottom plating is generally of 20 lbs., doubled at the water line, and with 40 lb. Shear stroke. The protective deck is 4¾ inches thick on the slopes and 2 inches on the flat over the machinery space, and 3 inches thick on the slopes and 2 inches on the flat deck forward and aft. The main deck is plated with 10 pounds plate, the stringers being 20 pounds; the berth deck plating is of 7½ pounds with 20-pound stringers; the stringer and the plates on superstructure deck are of 12½ and 10 pounds per square foot. The stem and stern frames are to be of cast steel. The rudder is built up and conforms to the liens of the vessel, being wholly below the water line. Both the main and the auxilliary steering gear are located below the protective deck, and can be operated either by hand or steam from the after part of the superstructure, or by steam alone from the chart house and conning tower forward. There are two steel masts with double military tops, the search lights being mounted in the upper top. The boats are all arranged to be stored inboard out of the way of the fire of the guns. There is an installation of a complete incandescent electric light system, electric call bells, annunciators, mechanical telegraphs, water alarms, etc. The system of ventilation is of the most approved kind, with blowers for the exhaust of the vitlated air from spaces below the gun deck, and ample arrangements for natural ventilation above. The hull is subdivided into numerous water-tight compartments. The boilers are placed in four water-tight compartments, each of which is subdivided by two athwartship air-tight screen bulkheads, thus making three compartments in each of the boiler rooms. Athwrtship water-tight coal bunkers separate the two forward boiler rooms from the after boiler rooms, and the latter from the engine rooms, and for and aft coal bunkers extend outward of the boiler and engine spaces. There are 20 water-tight compartments. A water-tight centre-line bulkhead extends the full length of the machinery space, thus placing the port and starboard engines in separate compartments. The fire and drainage system is complete, and steam pumping arrangements are provided by connection to the main circulating pump, in addition to the powerful hand pumps.

Quarters for 25 officers are provided. The admiral's and captain's cabins are in the afterpart of the superstructure, and are conveniently arranged and fitted. The wardroom is on the after berth deck; the staterooms are fitted as usual in the service, but the fitting of a separate athwartship dining room will add materially to the comfort of the ward-room officers. The accommodations for the crew of 441 men in the forward part of the

superstructure and forward berth deck are spacious and all care has been exercised to provide comfortable and healthful quarters.

The magazines and shell rooms are located to provide for the convenient serving of the guns. A belt of woodite 33 inches thick, in coffer dams and extending four feet above and 4 feet 5 inches below the load water line, extends the whole of the length of the vessel. Coal protection is afforded to the machinery by the location of the bunkers along the side below the protective deck and above the deck for the length of the boiler and engine space. The hull plating is increased in thickness in wake of all machine guns.

The machinery as designated by the bureau of steam engineering is intended to develop 13,500 initial horsepower which at its maximum, which will propel the ship at about 20¼ knots. The engines are two in number, of the inverted vertical direct acting type, triple expansion, one on each shaft; the ship being propelled by twin screws. The diameters of the cylinders are 42, 59 and 92 inches by 42 inch stroke. They are intended to be driven 128 revolutions per minute. Each cylinder rests upon three columns, giving easy access to the front of the moving parts. Piston valves are used, and all working parts, bed plates and frames are of steel. The shafting is of forged steel, hollow. The boilers are six in number, two single ended and four double-ended, the large ones having eight furnaces and the smaller four. They are 15 feet three inches in diameter, cylindrical, and are intended to carry 160 pounds per square inch. No boilers of their size and pressure have hitherto been built in the United States. The steel of the shells is 119.64 inches thick.

With a full coal supply, 1300 tons at 20¼ knots speed and under forced draught, the vessel will travel 2191.86 knots in nearly 4½ days; at a 10 knot cruising speed under a natural draught and a full coal supply, her radius of action would be nearly 1500 knots, with an endurance of about 55 days.

The main battery consists of two 8 inch B. L. R. and 104 inch B. L. R. The 8-inch rifles are mounted on the centre line in barbette turrets 4 inches thick, one at the forward end of the superstructure, and train from directly ahead or astern to 50 degrees on each side, abaft or before the beam respectively. The ammunition is supplied through armored tubes 3 inches thick, which permit loading in any position. The 4-inch guns are mounted on improved central pivot mounts, and protected by fixed segmental shields 4 inches thick. Four of these guns forward have a fire from direct ahead to 63 degrees sbaft the beam. The four after guns have a similar train before the beam. The two 4-inch guns amidships have a broadside train through 146 degrees. The fire of all the forward and after guns, respectively, can be concentrated upon an object the length of the vessel directly ahead or astern. The secondary battery consists of eight six-pounders, and six three-pounders and 14 machine guns, mounted to be clear of the smoke and fire from the main battery, and for efficient action against boat attacks. Wherever practicable, protection is afforded the maching guns by plating 2¼ inches thick. In each of the lower military top are mounted a 37 mm Maxim and a one-pounder Hotchkiss. An allowance of 150 pounds will be provided for each of the 8-inch and 4-inch guns. An averge of about 3600 rounds is allowed for each of the guns in the second battery. The torpedo outfit consists of six launching tubes for Howell automobile torpedoes, one fixed to the stem and one at the stern, and two training tubes on each broadside.

Mangoes are now to be found in our Boston markets. It is only a matter of time

when the mango will be one of the most popular of dessert fruits. It grows on most of the islands of the West Indies, and comes to us from Jamaica and Baracoa, the Boston Fruit Company's steamers bringing many. The mango is delicious after you once like it, but like some other things, most people have to learn to like it. How to east the mango, is a matter to be determined only by experiment. If you don't mind plastering our face from chin to hair line with the rich, sweet juicy ulp of the mango, you can break the skin and suck the pulp therefrom, squeezing it all the while. But a prettier way, which does away with the external application, is to pare the fruit with a sharp knife, and then squeeze the pulp out from among the fibres into a dish, whin it can be eaten with a spoon. The flavor of the mango, is indescribable it is sweet, has a slight tinge of a resinous flavor, tastes a little like a banana, and smells like them all—but, I repeat, it is delicious. The pulp is soft and creamy, and a yellow color. The fruit varies in size from that of an egg to a man's fist, and is kidney-shaped. It is a bright green color on the outside, and mottled with a rusty yellow when fully ripe. About one-third of the entire volume of the fruit is taken up by the large kidney-shaped stone, from whence long, sinewy, tough fibres or filaments grow, nearly filling the remainder of the space, between the stone and the outer skin. It is throughout this hairy fibre that the delicious pulp is distributed, the fibre being saturated with the juicy substance. But listen, gentle reader, and make no mistake; avoid getting the fibres between your teeth, for if you do you are liable not to get them out until Gabriel calls. At present the mango is practically a stranger in the Boston market.

It again looks like a small catch of mackerel, though it is too early in the season to speak with certainty. But it is certain that the mackerel fleet will be very much smaller than last year, even. It is said to be extremely difficult for captains to find men who are willing to go mackerel fishing on the old plan of shares. There are men who are ready to go if they can be paid a stipulated sum, but as for going on shares, they had quite enough of that last year. About the same is also true of the cod fishing fleet. That fleet will be very much reduced in the number of vessels this year, for the reason that it is very hard to engage crews on shares. There are now three or four vessels here in Boston harbor, that would sail at once for the banks if they could get crews on the old plan. It is said that the fleet will be reduced from every port in New England, except Gloucester, where the

fleet will consist of more vessels than usual.


The Treasury Department has entered inot contacts with Harrison Loring, of South Boston, for the construction of three light-ships for the Atlantic coast, as follows: One at Great Round Shoal, near Nantasket, MA; another at Sandy Hook, New Jersey and the third at Busher Bluff, VA. The price to be paid for this work is \$158,340, or \$52,780 for each vessel.

The United States Squadron of Evolution has been ordred to leave the European station and evolve down to Brazil.

It is now legal to catch trout—if you can. There is now a regular exodus for the haunts of the speckled beauties. The mighty Waltona may now be seen wending their weary way homeward after a day's hard work—braving the farmer's eager bull dog and rusty musket, crawling through brush and over longs, wading and getting over the tops of their boots, and climbing fences—each with a story of how a big trout broke his line, and “got away.”

I was walking with a friend of mine—a Boston editor—on the Common the other day. Now this friend of mine is particularly on the lookout for dogs that have rabies concealed abut them, and if, perchance, he happens to see a canine with ire in his eye, he immediately takes measure for preventing the hydrophobia by making himself scarce in that vicinity. On the day of which I speak, we were walking quietly along, when a white-eyed, stub-tailed, wicked looking “dog,” with his eye fixed on a bird beyond, charged right down upon my friend. Well now, gentle reader—make no mistake—for I undertake to tell you the way my friend the editor lit up into the air and let that dog go under him, would startle the famous Sam Patch. He declares that he will miserable destroy the next beast that comes in his way like that, rabies or no rabies, and I think he will.

A contract has been made by which the United States ordnance works at South Boston will be removed to East Chattanooga, TN, at once. The company agrees to put in works to cost \$300,000, and to employ over 500 skilled workmen and mechanics. Competition of cheap Southern iron forced the removal. the ordnance works at South Boston are extensive, and here have been turned out some of the largest guns ever made in this country, both for experimental and practical purposes. It was here that the possibility of casting cast-steel cannon hel-low, was first practically demonstrated in this country. Boston, May 9, '90 ALLAN ERIC.



Used Boats

| | |
|--|----------|
| 13.5' Zodiac Futura, 2019 | \$7,500 |
| w/Yamaha 4-stroke 25 hp 6'6" beam. Soft bottom. EZ Loader bunk trailer. | |
| 26' Regal 260, 1997 | \$9,950 |
| w/Mercruiser I/O. Runs well. Outdrive in good shape, needs new bellows & v-joints. | |
| 18' Grady White, 1982 | \$10,975 |
| w/Yamaha '18 115 hp 4-stroke, fuel tank needs replacing. '13 Load Rite trailer. | |
| 22' Aquasport, 1987 | \$9,950 |
| w/'92 Yamaha 2-stroke 225 hp, Tee Nee roller trailer. Boat needs TLC. | |
| 20' Hydra Sport Dual Console, 1991 | \$12,500 |
| w/ '00 Johnson 2-stroke 225 hp. Venture trailer. Very seaworthy boat. | |
| 22' Aquasport 225 Explorer, 2003 | \$19,900 |
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